RUNCORN STATION QUARTER MASTERPLAN

Urban Design & Architecture (Lead)

Property, Viability & Delivery

Socio-Economic

Transport & Movement

WE MADE THAT
2.0
CONTEXT SETTING

Runcorn Station Quarter
masterplan boundary

The site area for the masterplan is an area of approximately 6 hectares which sits to the immediate north east of, and includes, Runcorn Station as defined by Opportunity Sites 18 and 19 of the Runcorn Vision.

The site is in mixed ownership and has a number of operational users including; Runcorn Station, Picow Engineering Group, the Campanile Hotel, Early Learners Nursery Ltd and Inflata Nation located off Lowlands Road, Shaw Street and Cavendish Street, along with the ATS garage off Greenway Road. The majority of the site comprises land currently occupied by the existing structures of the SJB approaches and adopted highways which become redundant as part of the forthcoming delinking proposals.

Runcorn Station and its associated car parks forms a significant portion of the masterplan site. This area belongs to Network Rail who will be consulted with closely throughout the development of the masterplan.

KEY

- Runcorn Station Quarter Masterplan boundary

N 0 50m
## Options appraisal

<table>
<thead>
<tr>
<th>OPTIONS APPRAISAL</th>
<th>CRITICAL DECISION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appraisal of station car parks including NR access points</td>
<td>Which option for additional car parking is preferable? How much parking should be provided in the future to allow for growth? Is there sufficient evidence to support this process?</td>
</tr>
<tr>
<td>Car parking strategy</td>
<td>Compliance with updated HBC local policy</td>
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<td>Vehicle movement priorities</td>
<td>Selection of the route to priority for the wider network</td>
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<td>Optimum pedestrian &amp; cycle routes</td>
<td>Approval of network proposed</td>
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<td>Transport interchange proposals (long list)</td>
<td>Identification of preferred option/additional development of options</td>
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<td>Transport interchange proposals (short list)</td>
<td>Desired approach to land assembly or negotiations with land owners</td>
</tr>
<tr>
<td>Public realm &amp; streetscape proposals</td>
<td>Relocation of the car park on this site to create opportunity for development. Approach to joint ventures between NR and HBC.</td>
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</tbody>
</table>

### Development Zona A: Station car park

<table>
<thead>
<tr>
<th>Plot</th>
<th>Scenario 1: Comprehensive redevelopment</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Plot A1</td>
<td>New civic development with active frontage on various levels to address significant level changes around the station site</td>
<td>New commercial development with active frontage along new link to town centre</td>
<td>New commercial development with active frontage along new link to town centre</td>
</tr>
<tr>
<td>Plot B1</td>
<td>Reprovision of spaces within northern car parks with adjacent extension to existing multi-storey in Shaw Street car park</td>
<td>Reprovision of spaces within northern car park at southern end of Shaw Street car park</td>
<td>Reprovision of northern car parks at southern end of Shaw Street car park, plus addition multi-storey within Holloway Road car park</td>
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</tbody>
</table>

### Development Zone B: Picow Engineering

<table>
<thead>
<tr>
<th>Plot</th>
<th>Scenario 1: Phased development part 1</th>
<th>Scenario 1: Phased development part 2</th>
<th>Scenario 1: Phased development part 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plot B1</td>
<td>Retain Picow Engineering with infill development providing active frontage along Picow Road</td>
<td>Redevelop Picow Engineering with space reclaimed within masterplan area</td>
<td>Redevelop Picow Engineering within masterplan area providing active frontage along new link to Picow Farm Road</td>
</tr>
<tr>
<td>Plot B2</td>
<td>Redevelop Picow Engineering with space reclaimed within masterplan area</td>
<td>Redevelop Picow Engineering within masterplan area providing active frontage along new link to Picow Farm Road</td>
<td>Redevelop Picow Engineering within masterplan area providing active frontage along new link to Picow Farm Road</td>
</tr>
<tr>
<td>Plot B3</td>
<td>Redevelop Picow Engineering within masterplan area providing active frontage along new link to Picow Farm Road</td>
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### Development Zone C: Inflata Nation & Shaw Street

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<tbody>
<tr>
<td>Plot C1</td>
<td>Redevelop Picow Engineering with space reclaimed within masterplan area</td>
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<tr>
<td>Plot C2</td>
<td>Redevelop Picow Engineering within masterplan area providing active frontage along new link to Picow Farm Road</td>
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<td>Redevelop Picow Engineering within masterplan area providing active frontage along new link to Picow Farm Road</td>
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### Development Zone D: ATS & Greenway Road

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<tbody>
<tr>
<td>Plot D1</td>
<td>Redevelop Picow Engineering with active frontage along Picow Farm Road</td>
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### Selection of link suited to priority for the wider network

- Large footprint extending over Picow Farm Road & Cavendish Street, with large clear area in middle of hub which could accommodate development opportunity.
- Large footprint extending over Picow Farm Road & Cavendish Street, with medium clear area in middle of hub which could accommodate development opportunity.
- Medium footprint avoiding Cavendish Street and Picow Farm Road with small area in middle of hub which could accommodate development opportunity.
- Medium footprint avoiding Cavendish Street and Picow Farm Road with medium clear area in middle of hub which could accommodate development opportunity.
- Medium footprint avoiding Cavendish Street and Picow Farm Road with large clear area in middle of hub which could accommodate development opportunity.

### Approval of network proposed

- Direct link to Cavendish Street
- Direct link to Shaw Street

### Desired approach to land assembly or negotiations with land owners

- NR
- HBC
- Inflata Nation

### Redevelopment of site including civic and employment uses, and reprovision of spaces for Picow Engineering within the masterplan area

- Redevelopment of office/industrial/commercial uses.
- Redemption of spaces for Picow Engineering with an active frontage along Picow Farm Road.
- Redevelopment of spaces for Picow Engineering within the masterplan area providing an active frontage along Picow Farm Road.

### Redevelopment of Inflata Nation and combine with plot C3 to provide new residential development continuing existing street grain from the south

- Redevelop Inflata Nation and combine with plot C3 to provide new residential development continuing existing street grain from the south.

### Redevelopment of Early Learners Nursery with plot C3 to provide new residential development

- Redevelop Early Learners Nursery with plot C3 to provide new residential development.

### Redevelopment of Surrey Street Garages with infill development

- Redevelop Surrey Street Garages with infill development.

### Redevelop Picow Engineering with positive frontage along link to new junction

- Redevelop Picow Engineering with positive frontage along link to new junction.

### Redevelop Inflata Nation with rationalisation of current ownership boundary

- Redevelop Inflata Nation with rationalisation of current ownership boundary.

### Redevelop Inflata Nation with new residential development and positive frontage along new link to Picow Farm Road

- Redevelop Inflata Nation with new residential development and positive frontage along new link to Picow Farm Road.

### Redevelop Inflata Nation and combine with plot C3 to provide new residential development

- Redevelop Inflata Nation and combine with plot C3 to provide new residential development.

### Redevelop Inflata Nation and combine with plot C3 to provide new residential development continuing existing street grain from the south

- Redevelop Inflata Nation and combine with plot C3 to provide new residential development continuing existing street grain from the south.

### Should the masterplan seek to include within preferred option?

- Yes
- No
About the project
Halton Borough Council has appointed a team to produce a masterplan and delivery strategy for the Runcorn Station Quarter, which will prepare for the forthcoming HS2 and West Coast Mainline improvements and create a new gateway into Runcorn, the Liverpool City Region and beyond. The aim of the masterplan and delivery strategy is to enable the regeneration of the Runcorn Station Quarter area to be realised as quickly as possible, proposing a rich mix of land uses – including quality public realm – that are realistic and deliverable yet aspirational and transformational.

As part of the delinking of the Silver Jubilee Bridge, resources have been set aside by the council to remove existing road infrastructure that is no longer needed, to aid with the regeneration of the whole area.

About the design team
The consortium is led by architecture and urbanism practice We Made That, and includes Regeneris (socio-economic advice), Steer (transport and movement) and PRD (property, and viability advice).

Building an evidence base
A baseline appraisal study for Runcorn Station Quarter provided a detailed evidence base which has informed the masterplan proposals. The study provided a borough wide, area wide and site specific analysis, assessing spatial constraints and opportunities, socio-economic factors including local demographics and employment, local housing and commercial property market, and the relationship between Runcorn town centre and Runcorn Station.

A vision for Runcorn Station Quarter
A vision statement and set of guiding principles were developed to steer the proposals within the Runcorn Station Quarter Masterplan. The principles and vision have been informed by the evidence within the baseline appraisal, along with feedback received from the stakeholder workshops. The vision aims to build a positive outlook for the future of Runcorn Station Quarter, whilst defining the key strategic moves which will enable its success.

'Runcorn Revitalised'
View from Runcorn Station towards The Brindley

A welcoming gateway into Runcorn provided by an inclusive and accessible public square with furniture and planting which create pleasant areas to sit and rest. Sight lines and direct routes to key assets such as The Brindley and the town centre complemented by clear wayfinding.
The approach into the Station Quarter is defined by positive gateway buildings accommodating public uses and active frontage on the ground floor, whilst incorporating a clear bus interchange.
View towards Runcorn Station from Cavendish St

Entrance to the Station Square from Cavendish Street with a clear view of Runcorn Station, accessed via a stepped landscape which incorporates seating and greening.
The strategy for the land use across the station quarter is as follows:

— Focus civic and leisure uses around the transport hub, including gateway public buildings with active frontage;
— Intensify commercial and employment uses around the northern part of the masterplan area, nearest to the town centre;
— Introduce a mix of housing typologies in the southern part of the masterplan, ensuring successful integration with existing residential streets;
— Ensure there is sufficient car parking according to type of development incorporating space for on-street parking and private car parks.
One of the key ambitions of the Runcorn Station Quarter Masterplan was to provide a welcoming gateway into Runcorn by introducing a new civic square at the heart of the Station Quarter, along with transport interchange elements within clear sight and easy walking distance of the station.

The public realm and landscaping interventions across the station hub resolve complex level changes whilst also providing seating, shelter and greenery. Space for taxi and drop off areas and a new cycle hub has also been provided. A combination of clear wayfinding, realtime bus timetable facilities, and direct pedestrian and cycling routes to the town centre will assist the public with onward journeys from the station, enabling them to easily reach their desired destinations within Runcorn and the wider area.
Retained development & uses

Inflata Nation: Phased redevelopment
Use and building retained in the short term whilst residential development commences on adjacent sites. Ownership boundary is rationalised to enable efficient development plots whilst maintaining parking and access for Inflata Nation. In the long term Inflata Nation is redeveloped as residential (once leasehold has ended).

Picow Engineering: Phased redevelopment
Use retained whilst building is refurbished and extended with additional commercial development on adjacent sites. Decanting process may have to be considered.

Early Learners Nursery: Phased redevelopment
Nursery relocated on a site further away from transport interchange and adjacent to residential development (Development Zone C). Site redeveloped with commercial uses.

Hotel Campanile: Comprehensive redevelopment
Hotel use to be relocated within Development Zone A to allow Hotel Campanile site to be comprehensively redeveloped to accommodate new link road and additional commercial uses.