

Castlefields & Norton Priory Action Area

Supplementary Planning Document
September 2005



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Statement of SPD Matters

Castlefields & Norton Priory Draft Action area Plan

The Council has prepared a Supplementary Planning Document (SPD) to guide future development proposals for the Castlefields and Norton Priory Action Area (Runcorn) which is allocated in the Halton Unitary Development Plan Revised (2nd) Deposit under policy RG7 Action Area 7 'Castlefields & Norton Priory'.

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Part I

Castlefields & Norton Priory Action Area Plan Guiding Principles

This section sets out Halton Borough Council's 'Planning Strategy' for the development of the Castlefields Action Area dealing with the application of policies geared towards ensuring quality and sustainability throughout the development, it also sets this clearly within the context of the policies of the Halton Unitary Development Plan. This first section is overarching and covers all the issues of integration, (transport, drainage, community facilities etc.), relating each site to its position within the whole development.

I Purpose of Action Area Plan

- I.1 This Action Area Plan is one of a group of documents dealing with Castlefields, which include the Master Plan and the delivery strategy. The Master Plan titled 'Castlefields: An Ambition for Regeneration & A Plan for Action' was produced by Taylor Young and has been formally adopted by the Council.
- I.2 This Action Area Plan:
- translates the land use elements of the master plan into formal planning policy;
 - provides supplementary planning guidance for development control purposes, which will create greater certainty in the progress of the social, economic and environmental regeneration of the designated areas;
 - provides urban design guidelines based on the master plan, which will help, facilitate the production of attractive, high quality better designed areas to live.
- I.3 This Action Area Plan is made up of two parts. The first sets out the Council's 'Planning Strategy' for the development of the Castlefields Action Area. It also deals with the application of policies geared towards ensuring quality and sustainability throughout the development.
- I.4 The second part is made up of a series of individual 'Development Guides' for each of the constituent sites within the Action Area.
- I.5 There are some aspects of development, which the planning strategy and individual guides cannot address. These are subjects on which further specialist research studies are required, the results of which cannot be anticipated at this stage of writing. More information on these studies is provided within parts one and two of this document.
- I.6 The Action Area Plan will be used in negotiation with potential developers and occupiers and will help to determine planning applications for development. Before the Council approves the Action Area Plan it is considered fundamental that the views of the local community should be taken into account.



2 Vision for the Future

- 2.1 Halton Borough Council has identified Castlefields as a priority Action Area in Policy RG7, 'Castlefields', of the Halton UDP. Its designation will contribute to the overall strategic priorities of the Borough's 'Corporate Strategy', which focus on the need to improve health, urban renewal, life-chances (training) and employment, prosperity and equality, and safe and attractive neighbourhoods.
- 2.2 The vision for Castlefields is to create an attractive, safe and well-designed neighbourhood through a mixture of new build and sensitive infill housing together with housing and environmental refurbishment. The revitalized area should show how popular and successful housing can contribute to the development of flourishing neighbourhoods. The Action Area Plan seeks to ensure that new building is of a high standard in terms of design, layout construction, and that it complements both the local and wider environment and that they meet ecohomes standards both within new and refurbished properties. Redevelopment will consolidate previous private and public sector investment and also widen the pattern of tenure on the estate, providing an attractive and desirable range of properties for sale, shared ownership and rent.
- 2.3 The Master Plan highlights a number of key principles that the Action Area Plan for the area would be required to take account of, including;
- **Movement:** Promote sustainable transport options by providing an integrated, well connected structure of roads, paths, cycleways, bus facilities and bridges which ensures a high degree of permeability and accessibility both internally within the estate and to and from adjoining neighbourhoods. This will encourage and enable journeys to be made within and outside of the estate including linkages to adjoining employment areas by a variety of means of transport and help in reducing the need to travel by car;
 - **Visual Structure:** create a visual structure that enhances opportunities for overlooking public spaces, and generates sightlines, punctuated and terminated by landmarks, gateway and vantage points. This will help to enhance the character and identity of the area, as well as assist in finding one's way around Castlefields. Well designed and improved, safe and attractive public realm will support social participation and sociability.
 - **Character Areas:** three distinctive areas have been identified which will assist in maintaining a strong sense of place, these character areas will play a key roll in improving the physical quality of housing areas, including the setting of new homes and the promotion of sustainable building practices, as well as facilitating social cohesion and reducing crime by creating defensible neighbourhoods.
 - **Public Space:** buildings and entrances should be located so as to encourage natural surveillance over public spaces. Frontages and boundary treatments should be strong and well defined so as to lend definition to spaces, and should have projections and setbacks from the building line, to help to give some rhythm to the frontage and thus enhance the space. Public spaces must be high in amenity value, by ensuring that they include opportunities for enjoyment and are both safe and stimulating.
 - **Built Form:** development should be human in scale to reflect the residential nature of Castlefields. Architectural styling should provide unity and collection along a streetscape and the density of development should be high enough to support shops and services. Both new and refurbished properties should meet ecohomes standards.
 - **Social Cohesion:** A range of housing types should be provided upon all new housing developments, this would provide a choice for people to meet their present and future needs and help foster a sense of social cohesion.

3 Strategic and Local Policy Context

3.1 Castlefields lies within the North West Metropolitan Area in Policy SD2 of Regional Planning Guidance and the NW England Objective 2 2000-06 Programme area. Castlefields is identified as one of 88 Local Strategic Partnership areas under the Government's Neighbourhood Renewal Strategy.

3.2 Regional Planning Guidance supports a comprehensive approach to housing renewal, clearance, and urban regeneration within the Metropolitan Area and on previously developed land.

3.3 POLICY OBJECTIVES

3.3.1 The Castlefields/ Norton Priory area is designated as Action Area 7 in the Halton Unitary Development Plan. This will provide a flexible planning policy framework to accommodate the re-structuring proposals that are proposed within Action Area 7 'Castlefields'.

3.3.2 Action Area 7 'Castlefields' covers a predominantly residential area, which is dominated by high density 1970's deck access

flats. Within the 1st Set of Proposed Changes to the Revised (2nd) Deposit UDP, an allowance has been made within the housing provision set out in policy H01, for the demolition of 1400 of the deck access flats and their replacement by over 800 dwellings. The proposed allowance will lead to a net loss of 600 dwellings within the Castlefields Action Area over the plan period, 2002 to 2016.

3.3.3 To retain and diversify the population and sustain local services there will be a need to allow development on some of the substantial green space network in and around the central core of Castlefields. The release of designated greenspace for housing will help contribute to the estates diversity by providing a variation in housing types but also through the provision of different housing tenure including private and shared ownership properties. Halton's Open Space Survey 2000 shows that Castlefields has a general oversupply of informal open space. This is to be expected given the substantial area of landscaping, which was put in place by Runcorn New Town. The Open space Survey



2000 does however identify an under provision in terms of formal provision, in particular Equipped Children's Open Space within Castlefields. This will be addressed by the provision of a youth activity park upon the former Norton Priory School. In order to meet the UDP requirement for the provision of 800 dwellings the Master Plan exercise has identified the following sites;

Greenfield Housing Sites Greenfield Housing Sites

- 8076/3 (HD13/15), Canalside West, 0.8Ha to accommodate approximately 58 dwellings;
- 8076/4 (HD20), Canalside North, 3.9Ha to accommodate approximately 129 dwellings;
- 8076/5 (HD21), Mixed Use Canalside, 1.4Ha to accommodate mixed use development of 50 dwellings;
- 8076/14 (HD19), Lakeside, 2.9Ha to accommodate 118 dwellings;

Total 9 (Ha) to accommodate approximately 355 dwellings at 37 dwellings per hectare

Greenfield Opportunity Sites

- 8076/1, Opportunity Site 1, 0.3Ha to accommodate approximately 7 dwellings;
- 8076/2, Opportunity Site 2, 0.3Ha to accommodate approximately 7 dwellings;

Total 0.6 (Ha) to accommodate approximately 14 dwellings at 24 dwellings per hectare

Clearance and Redevelopment

- 8076/11 (HD9), Deck Access Flats at Caernarvon Close/Rolands Walk Stage 1, 0.8Ha to accommodate approximately 28 dwellings;
- 8076/12 (HD4), Deck Access Flats at Ferryview Walk, Chester Close and Rothesay, 2.1Ha to accommodate approximately 61 dwellings;
- 8076/13 (HD11), Nigel Walk/ Fitzwilliam Walk/Delacey Walk, 1.9Ha to accommodate approximately 72 dwellings;

Total 4.8 (Ha) to accommodate approximately 161 dwellings at 34 dwellings per hectare

Potential Redevelopment Sites

- 8076/6, Deck Access Flats at Roman Close, 0.8Ha;
- 8076/7, Deck Access Flats at The Butts, 0.5Ha;
- 8076/8, Deck Access Flats at Shepherds Row, 0.6Ha;
- 8076/9, Deck Access Flats at Keepers Walk, 0.6Ha;
- 8076/10, Deck Access Flats at Kingshead Close, 0.7Ha;
- 8076/15, Deck Access Flats at Hedge Hey, 1.0Ha;
- 8076/16, Deck Access Flats at Plantation Close, 0.6Ha;
- 8076/17, Deck Access Flats at Spinny Walk/Meadow Row, 0.7Ha;
- 8076/18, Deck Access Flats at Woodlands Walk/ King Arthurs Walk/ Rupert Row, 2.7Ha;
- 8076/19, Deck Access Flats at Rolands Walk Stage 2, 1.3Ha.

Total 9.5 (Ha), These sites have redevelopment potential through general renovation or through demolition and new build to accommodate approximately 288 dwellings at 30 dwellings per hectare.

3.3.4 In total these sites comprise 24 hectares of land which could accommodate approximately 800 dwellings, 9.6 hectares of which 351 (46% of the total provision) is on greenfield sites. All the densities expressed are for indicative purposes only, in practice there may be some variation. The council will monitor the approach to residential development in Castlefields to ensure flexibility, whilst controlling the overall development density.

3.3.5 5.3 hectares site of the former Norton Priory School will be converted into greenspace by virtue of a land swap, leaving only 5.2 hectares of greenfield land (21% of the total provision) required in order to meet the 800 dwelling provision.

3.4 SUSTAINABILITY/ HEALTH IMPACT

3.4.1 The Council is committed to ensuring that re-development of this area is undertaken in a manner that maximises the opportunities to achieve the Government's principles of sustainable development, as set out in the current Planning Policy Guidance Notes (PPG's) and associated guidance on best practice.

3.4.2 The key Objectives of Sustainability are:

(i) Social progress, which recognises the needs of everyone

- fostering social inclusion by making it easy for local people to access the new facilities;
- providing increased activity and natural surveillance in and around the area and improving the viability of public transport and other services for the benefit of local people;
- widening the pattern of tenure through a mix of new build and housing refurbishment;
- creating areas with a strong sense of place to encourage social cohesion.

(ii) Effective protection of the environment

- reducing the need for local people to travel by providing a range of local services within close proximity and by maximising opportunities for the use of transport other than the private car;
- promote environmental refurbishment and the protection of environmental resources;
- ensure the minimisation of embedded energy in construction and maximise opportunities for energy efficiency.

(iii) Efficient use of natural resources

- creating quality buildings and spaces, which can contribute to visual interest and local distinctiveness through the use of high quality design and sustainable construction techniques.

(iv) Maintenance of high and stable levels of

economic growth assisting in the urban regeneration of Castlefields and improving its quality, vitality and viability;

- ensure that the density of development is high enough to support local shops and services;
- ensure that local people have access to local jobs of high worth and value.
- Improved linkages to neighbouring employment and training opportunities through walking, cycling and public transport.

It is recognised that there will be some impact on the local environment, but this will be outweighed by the social and economic benefits of the regeneration project.

3.4.3 Following on from these objectives it is intended that the proposals set out within the Action Area Plan will help achieve many of the benefits advocated in the ODPM's good practice guidance 'Planning For Sustainable Development: Towards a Better Practice' published in October 1998, in particular by:

- improving the viability of public transport and other services for the benefit of local people;
- assisting in the urban regeneration of Castlefields and improving its quality, vitality and viability;
- reducing the need for local people to travel by providing a range of services within close proximity;
- fostering social inclusion by making it easy for local people to access the new facilities;
- providing increased activity and natural surveillance in and around the area;
- creating quality buildings and spaces, which can contribute to visual interest and local distinctiveness.

3.4.4 Recognising the significance of health related issues and concerns in the local community, a Health Impact Assessment was undertaken to help inform the Master Plan process.

4 The Area Context & Constraints

4.1 AREA CONTEXT

4.1.1 The location and area of Castlefields for which detailed development guidance is proposed in this Action Area Plan is shown on Map 1 'Area Context & Constraints' and Map 2 'Proposed Land Allocations'.

4.1.2 Castlefields is located close to the centre of Runcorn New Town and lies adjacent to the older Halton Village on a steeply sloping site, although physical linkages between the two areas are weak. It was developed by the Runcorn New Town Development Corporation between 1968 and 1972 and represents one of a number of residential areas linked together by a busway and a series of expressways.

4.1.3 The housing in Castlefields is a mix of deck access blocks running across and down the sloping ground, together with groups of houses and bungalows, set in extensive landscaping, with pedestrian only access and vehicles contained in shared parking areas and access courts.

4.2 OWNERSHIP

4.2.1 The various agencies with responsibility for the land, property and community of Castlefields are Halton Borough Council, English Partnerships (EP), Liverpool Housing Trust (LHT), CDS Housing (CDS), North West Development Agency (NWD), and the Housing Corporation.

4.3 LOCAL FACILITIES

4.3.1 Retail: The current local shopping centre is located above the busway, and is flanked by a mix of community facilities. The Halton Borough Council 'Local Centres study' by Chesterton's (1999:18) recognised a clear community need for the centre. The centre itself contains 12 retail units. It is badly affected by:

- poor maintenance and physical environment;
- unattractive, unsafe and threatening pedestrian environment;
- worn out physical structure not suited to the 21st century;



- high vacancy rates;
- inadequate designated parking areas;
- poor visibility of the centre through location and lack of signage, leading to a total absence of passing trade;

4.3.2 The problem of the existing local centre must be tackled carefully. New facilities must be provided in advance so as to prevent disruption.

4.3.3 Leisure: The Brookvale Recreation Centre, about one and a half miles to the south of Castlefields, provides a range of sports facilities (including a swimming pool). The Council is currently undertaking a range of improvements to the centre to make better provision for the wider catchment area.

4.3.4 Education: There are currently six primary schools situated within Castlefields. The local secondary, 'Halton High School', is located at Brookvale.

Primary schools include:

- Astmoor Primary, Kingshead Close;
- St. Augustine's Catholic Primary, Nigel Walk;
- St. Berteline's CE Primary, Norton Lane;
- St Mary's Halton CE Primary, Castlefields Avenue South;
- The Park Primary, Plantation Close;
- Windmill Hill Primary, Windmill Hill;
- The Brow Community Primary (edge of Castlefields Estate),

4.4 ACCESSIBILITY

4.4.1 Private Transport: The road hierarchy in Castlefields is completely separated from public transport provision, which runs along the busway. The hierarchy includes:

- the Daresbury and Central Expressways;
- Castlefields Avenue North, South and East;
- culs-de-sac.

Access to Castlefields is limited. In terms of main highway routes there are only three

main points of access into the estate which are;

- Astmoor Spine Road / Daresbury Expressway - principal access from the north and east via a clover leaf junction which operates within capacity;
- Central Expressway / Halton Brow - access to the western and southern parts of Castlefields;
- Holt Lane bridge - local access to the Halton Lea Shopping Centre.

4.4.2 Pedestrian Linkages: Pedestrian linkages both within and into the estate from surrounding areas are very poor as they are constrained by the expressways, busway, canal and Town Park. The footpaths run independently from the rest of Castlefields transport infrastructure and are perceived unsafe after dark. The main problems are:

- poor lighting which is often obscured by trees;
- steep gradient from north to south;
- overgrown landscaping;
- lack of activity after dark particularly away from residential roads;
- the absence of alternative routes on footbridges and in subways;
- general absence of pavements running parallel to Castlefields Avenue North, South and East.

4.4.3 There are several opportunities for improving pedestrian movement:

- rationalising the footpath system and strengthening existing key pedestrian desire lines;
- a new residential road layout to reduce feelings of vulnerability associated with walking on isolated footpaths;
- improving and maintaining the important pedestrian links between Castlefields and Windmill Hill;
- enhance access across the busway.

4.4.4 Cycle Movements: Routes for cyclists include the cycleway, which runs parallel to and

between the Bridgewater Canal and the Daresbury Expressway, and the Runcorn cycleway which runs through Castlefields from Town Park.

4.4.5 The topography of the area is not attractive to cyclists and the land rises steeply in a north to south direction.

4.4.6 Public Transport: Buses form the primary mode of transport for many residents and bus stops are located so as to be no more than 400 metres or 5 minutes walk from any part of Castlefields. The Local Transport Plan (LTP) indicates that current provision on the busway loop is a bus every 3 to 4 minutes during working days in each direction. There are issues concerning service provision at night and at weekends.

4.4.7 Under-investment in the busway had started to erode public confidence in the system although this is now being addressed through a programme of refurbishment secured through LTP funding. The problems in Castlefields concerning the busway include:

- poor waiting facilities at all bus stop locations and a total lack of timetable information at all stops;
- vandalism and assault limits the attraction to bus companies leading to a reduction of bus services, particularly during the evening;
- poor access to all bus stops for the mobility impaired;
- overgrown planting and hedges, which contribute to the general fear of crime, generate vandalism and personal security problems;
- pedestrian subways on the approaches to the above bus stops are perceived as threatening;
- poor lighting at all the bus stops;
- the Norton Priory stop is very isolated and is underused as a result;
- west and eastbound bus stops are located some distance apart, which heightens anxiety.

4.4.8 There is an opportunity to enhance north - south pedestrian linkages across the busway through LTP funding whilst also improving the overall bus experience. A series of guiding principles within the Masterplan are intended to encourage:

- the mixed use of parts of the busway within Castlefields to include cycle, pedestrian, public & private transport access in order to improve the vitality and viability of the inner residential area;
- the removal or reduction in height of surrounding hedges and fences;
- the reconfiguration of bus stops to best serve the population;
- the provision of at grade crossing facilities and associated removal/ filling in of footbridges and subways;
- facilities, which allow the mobility impaired to access bus stops and take advantage of the new low floor bus technology.

4.4.9 The busway alignment also provides an opportunity to develop complementary transport corridors and locate development opportunities close to the busway to maximise potential public transport use. This is also in line with LTP objectives to better integrate the busway into surrounding areas.

4.5 LANDSCAPE SETTING, STRUCTURE AND TYPE

4.5.1 Castlefields integrates extensive landscaping and tree planting within and around the residential area. The extent of the landscaping and planting has a significant effect upon those who live in Castlefields.

4.5.2 Extensive tree planting and landscaping means that Castlefields has a distinctly 'green' character which contributes considerably to the area by providing:

- habitat;
- visual amenity;
- screening;
- recreation value.

4.5.3 However the extent of planting within

Castlefields is causing a number of problems especially concerning security. Overgrown shrubs are creating enclosed and intimidating spaces and also obstruct sight lines, street lighting, car parks and footpaths. Extensive planting has also caused high costs associated with maintaining the large areas of landscape and public open space.

4.5.4 Despite these problems, landscape is an extremely valuable asset to Castlefields and contributes to the visual and recreational amenity of the area.

4.6 HISTORICAL & NATURE CONSERVATION

4.6.1 Terrestrial & aquatic habitats & communities: As a wildlife corridor Castlefields and more specifically Town Park is linked to the adjacent woodland at Big Wood, Norton Priory, and Windmill Hill. The park also forms an important link in the Halton Greenspace system, extending from the borough boundary in Brookvale to the River Mersey estuary. There is a range of habitats across the site which include:

- areas of woodland plantation;
- remnant semi-natural woodland;
- areas of grassland which support extensive orchid populations;
- Town Park Lake;
- Bridgewater Canal.

4.6.2 This area of Runcorn has extensive tree stock, which creates a positive local character and distinctiveness, and is likely to further improve in time as the trees mature.

4.6.3 Specially protected animals and plants: Haddocks Wood Pasture within Town Park is shown as a Site of Importance for Nature Conservation (SINC) in the Halton UDP. The site was designated because of its grassland flora and associated species; it contains a good orchid population. The majority of the area is semi-improved neutral grassland, including rougher and damper areas. There is also a small area of scrub with native scrub and native trees beginning to establish.

4.7 DRAINAGE

4.8 The geology of Castlefields is relatively permeable and would permit groundwater recharge to occur if sustainable urban drainage techniques were to be adopted. Groundwater recharge allows rainfall and snowmelt to soak into the ground to replenish the groundwater levels.

4.9 Groundwater recharge is promoted by the Environment Agency and the location of Castlefields outside any groundwater source protection zones makes groundwater recharge desirable and beneficial. The area's topography will enable the use of sustainable gravity drainage techniques. There are no open watercourses within Castlefields and there are no flooding problems on the estate.

4.10 The foul system currently discharges to Astmoor Treatment Works. Surface water drainage drains into the Bridgewater Canal and Town Park Lake.

4.11 Potential sources of surface water pollution associated with the regeneration of Castlefields estate are the run-off from roads, demolitions and construction debris. The adoption of sustainable drainage techniques would enable primary treatment of surface water, including filtration of suspended solids. However, the sewerage undertaker would require maintenance and legal agreements in place before adopting sewers draining into SUDS structures.

5 General Planning, Design and Highway Principles

5.1 Refer to Map 2 'Proposed Land Use Allocations' and Map 3 'Principles of Development.'

5.2 **NEIGHBOURHOOD FACILITIES** (Refer to UDP Policy BE1 'General Requirements of Development', Section 5 a to b)

5.2.1 As part of the provision of facilities, a new retail centre and postal facilities will be provided adjacent to the Canal (shown as 'mixed use area' on Map 2). The Partnership will enter discussions with retailers and developers on the appropriate mix of uses compatible with the site.

5.2.2 The existing local centre and community facilities will be remodelled into a Village Square. This can incorporate an improved complex of neighbourhood facilities, and

could potentially include:

- medical/health provision and pharmacy;
- buildings for community or religious use/worship;
- leisure facilities.

The Council will seek a vibrant community complex of neighbourhood facilities set within a quality environment purposely designed for community safety and crime prevention.

5.3 **RECREATIONAL SPACE/LEISURE FACILITIES PROVISION AND REPLACEMENT** (Refer to UDP Policies H05 'PROVISION OF RECREATIONAL GREENSPACE,' GE05 'Protection of Designated Greenspace,' GE10 'Protection Of Outdoor Playing Space For Formal Sport



And Recreation,' & GE13 'Protection of Outdoor Playing Space for Children')

5.3.1 Policy H05 requires recreational space to be provided within a development site. However, given the close proximity of the area to existing recreational open spaces, proposals for development should provide a commuted sum, which will be used solely to improve existing local provision. The basis for the calculation of the commuted sum is set out in Policy H05 and accompanying SPD 'Provision of Recreational Greenspace in New Residential Development'

5.3.2 The following designated housing sites are allocated as openspace in the Halton UDP;

- Housing Site 8076/2, Opportunity Site 2;
- Housing Site 8076/3, Canalside West;
- Housing Site 8076/4, Canalside North;
- Housing Site 8076/5, Mixed Use Canalside;
- Housing Site 8076/14, Lakeside

Whilst the 'masterplan' sets out the wider justification for the development of these sites, a more detailed needs survey in line with that set out in Planning Policy Guidance (PPG) 17: Planning for Open Space, Sport and Recreation, published 24 July 2002, will need to be submitted as part of any future planning application.

5.3.3 Over and above the requirements for recreational open space set out in Policy H05, proposals for the development of openspace sites will be required to show that the loss of the amenity value of the greenspace is adequately compensated for in line with policy section 2a of Policy GE05. Development would be expected to contribute towards:

- improvements at Town Park that raise the overall amenity value of the greenspace.
- new tree and shrub planting in greenspace along with maintenance (where appropriate) to compensate for areas which have been felled to allow new building;

- maintaining the improved greenspace network.

5.4 GENERAL URBAN DESIGN REQUIREMENTS (Refer to UDP Policy BE2 'Quality of Design')

5.4.1 Proposals for development will be required to submit a design statement along with illustrative drawings showing the plan and elevation details, photographs of the site and its surroundings and perspective views of the scheme. The design statement should refer to all matters listed in Policy BE01 and those additional matters raised within this Action Area Plan.

5.4.2 The Castlefields estate is a residential environment, and so should be human in scale, this can be achieved by ensuring that any proposals for development use design elements which relate well in size to an individual human being and their assembly in a way which makes people feel comfortable rather than overwhelmed. Many poorly designed urban spaces are hostile to humans. The spaces or buildings alienate residents, causing us to rush past such spaces or buildings. Good urban design of spaces and buildings should be inviting, encouraging us to stay for a while, as we go about our human activities.

5.4.3 In considering a development proposal for development the following factors will be taken into account;

- the development layout must integrate effectively into the existing pattern of streets and buildings and consider the linkages to alternative modes of transport other than the car;
- should be designed in order to minimise the use of non-renewable resources;
- architectural styling should provide a stronger sense of identity and aim to create a sense of unity;

- the density of development should be above 30 dwellings per hectare, high enough to support shops and services, yet not so high as to severely compromise the residential amenity of the estate.
- to provide an attractive maintainable environment, architectural detailing and use of materials should be of a high quality, and ensure sufficient richness and texture to create visual interest. Attention to detail will be particularly important at street level, such as decoration, pattern, use of colour and materials.
- The height of buildings should increase in places where people congregate or at key gateways in order to increase the feeling of enclosure and overlooking, without creating monumental buildings or buildings that are out of scale with a residential area. In addition these gateways may also be signified by features other than buildings if appropriate.
- It is important that streets are overlooked to promote natural supervision. Blank walls onto streets and excessive distances between the footpath and windows will therefore not be permitted.
- Development should have a clearly defined building line to create a disciplined and largely unbroken urban edge. All buildings on a street should respect a common building line created by the primary front face of the building. Projections and setbacks from this line, such as bays, foyers and entrance halls, should only be for the purpose of creating emphasis. Where buildings are set back a significant distance from the street, they should have sufficient presence to contribute to that street.
- Proposals which include apartments must:
 - be designed with massing and scale capable of creating a 'threshold' space at the entrance/ exit to the estate;

- provide access to semi-sunk balconies or terraces, not only in order to make the most of the visual setting but also to create an element of overlooking into the surrounding spaces.

5.5 GENERAL LANDSCAPE & PUBLIC REALM REQUIREMENTS (Refer to UDP Policy BE1 'General Requirements for Development' Section 2a to f & 4a to c)

5.5.1 Applications for development should provide

- an arboricultural survey to show the potential of incorporating existing trees into the development, and assess what replacement planting is needed to compensate for those lost.
- a detailed public realm and landscape scheme, which should be submitted with the application. This should have regard to:
 - all matters listed in Policy BE01 of the UDP;
 - maintaining key sightlines;
 - lighting concepts, which both highlight landmark buildings, and create a subtle level of lighting along the canal towpath to enhance its safety and use;
 - the potential of incorporating existing landscaping features into development, along with those additional points highlighted in the individual area development guidelines.
 - There should be a clear definition between public and private space. The street creates this clear definition and maximises the ownership by the community. All public open space should have a specific function. Ill-defined public open space should not be created and will not be adopted by the Council.

5.6 ACCESSIBILITY (Refer to UDP Policy BE1 'General Requirements for Development' Section 3 a to e)

5.6.1 Proposals for new development should consider the linkages existing and proposed cycle, pedestrian and bus routes within the estate in order to offer the users an

attractive alternative to private transport. The internal layout of new development should;

- integrate with the structural landscaping
- clearly identify vehicle, cycle and pedestrian links around and to the site.
- make provision for pedestrians, cyclists, public transport
- avoid putting unnecessary burden on the existing infrastructure;
- provide adequate provision for the disabled.

5.6.2 Where any existing footpath runs through the site, the applicant should establish, in consultation with the Council, whether the route is a Right of Way or a public footpath and whether it is necessary or appropriate to enter into any formal procedure to divert or close the route.

5.6.3 In order to improve accessibility within the Castlefields area and create a more sustainable and accessible community the Master Plan highlights a number of key improvements in relation to movement and linkages within the Castlefields area. Proposals for developments should take on board and tie in with these proposals, which are summarised as follows:

5.6.4 Pedestrian/Cycle (Refer to UDP Policies TP6 'Cycling Provision as Part of New Development' & TP7 'Pedestrian Provision as Part of New Development'): The Master Plan highlights:

- replacement of subways with at-grade crossings of the roadway and roads;
- improved pedestrian and cycle links throughout Castlefields, and to neighbouring areas of Windmill Hill, the Canal, the Park, the Astmoor Industrial Estate and the Priory;
- formation of cycleway along existing busway;
- creation of new high quality pedestrian links from Castlefields through Town Park to Norton Priory, and from Castlefields to Windmill Hill.

5.6.5 Proposals for development should look at ways to improve existing pedestrian routes within and leading to the applicant's site, including the enhancement of footways and drop kerbs. These improvements will be essential where pedestrians are being encouraged to cross roads at grade and where underpasses are to be removed.

5.6.6 Public Transport (Refer to UDP Policy TPI 'Public Transport Provision as Part of New Development'): The Master Plan highlights:

- removal of a section of the Astmoor Busway from the centre of Castlefields to the lake and canal at Castlefields Avenue East;
- buses to re-route onto the road link to Astmoor.
- Improve bus stop facilities by providing enhanced waiting and access facilities and more accessible to pedestrians and cyclists via at grade crossings and direct linkages into an improved cycleway network.

5.6.7 Private Transport/Road Network: The Master Plan highlights:

- A new all-vehicle road to link Castlefields Avenue East to the main busway.

5.7 SECURITY AND COMMUNITY SAFETY

5.7.1 Design and layout of housing areas and community facilities should have regard to the principles laid out in 'Secured by Design' (<http://www.securedbydesign.com/>) ensuring natural surveillance, privacy, landscaping, definition of boundaries, lighting, access and safe parking. Secured by Design is a Police initiative to encourage the building industry to adopt crime prevention measures in development design to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment. Developers will be encouraged to liaise with the Police's architectural liaison officer.

5.7.2 It is intended to achieve a better quality of life by addressing crime prevention at the earliest opportunity in the design, layout and construction of homes and commercial

premises. In doing so Secured by Design supports one of the Government's key planning objectives, the creation of secure, quality places where people wish to live and work.

5.7.3 Secured by Design is supported and managed by the Association of Chief Police Officers (ACPO) and has the backing of the Home Office. It has been drawn up in consultation with the Department of the Environment, Transport and the Regions as well as trade, industry and standards bodies.

5.8 ENGINEERING PLANNING REQUIREMENTS (Refer to UDP Policy BE1 "General Requirements For Development")

5.8.1 Proposals for development should include adequate provision for any necessary improvements to utilities and services resulting from the development and should meet with the Council's onsite drainage requirements.

5.8.2 Drainage:

Consultation will be required with United Utilities to discuss:

- Adoption of sewers, including detailed design and calculation of flow;
- Sewers to be abandoned and/or diverted;
- Building over sewer requirements;
- Point of connection to existing system and connection details;
- Protection of sewers from trees and shrubs (design detail required);
- ROSS procedures.

All works are to be taken in accordance with Sewers for Adoption 5th Edition.

5.8.3 Other Services: Water Mains, Gas, Electricity, Telephone Services:

Service ducts will be required at all road crossings and bellmouths within the highway for street lighting, Manweb, British Telecommunications, Transco and other statutory undertakers with services in close proximity.

5.8.4 The developers will be required to establish the positions of all the apparatus of statutory undertakers and arrange, as necessary, for the diversion of all affected services.

5.8.5 The provision of electricity, water, gas, telephone lines and any other services required for the development shall be the responsibility of the developer.

5.8.6 Any works carried out in the highway will be subject to conditions of the New Roads and Street Works Act 1991 and shall follow consultation with Halton Borough Council's Highways Division (Network Section).

5.9 SITE CLEARANCE AND CONSTRUCTION REQUIREMENTS

5.9.1 Prior to any clearance/demolition of the remaining deck access flats, the developer will be required to give reasonable notice to the Council of the start date of site works. The developer will also be required to provide details of the phasing of the development which will follow the demolition.

5.9.2 Opportunities for the re-use of demolition materials within the site should be considered.

5.9.3 To avoid noise nuisance to adjacent residential areas, construction work may have to be limited to daytime hours only. It is also likely that a boundary noise level condition will be imposed, to operate during the construction phase of the development.

5.9.4 Routes to and from the site for construction traffic must be agreed with Halton Borough Council and must avoid residential areas. The highway shall be kept clean of site material, and preventative measures may be necessary such as a wheel wash for vehicles leaving the site. Proposed measures to limit dust from demolition and other works will require approval prior to work commencing.

5.9.5 The developer will be required to submit proposals for traffic and pedestrian

management prior to any works on the highways, and shall conform to the requirements of Chapter 8 of the Traffic Signs Manual. Scaffolding permits shall be obtained from Halton Borough Council prior to the erection of any scaffolding in the footway.

5.10 ENERGY CONSERVATION (Refer to UDP Policy BE1 "General Requirements For Development, 6b)

5.10.1 The Council seeks to encourage energy efficiency within the construction, design and layout of new housing developments. This will be of particular relevance to developments on this scale. The options for energy saving throughout the development process are considerable and can lead to significant savings to both the developer and the future householders. The Council will encourage the developer to address energy saving in the following areas:

- during construction, the selection of construction materials should reflect their embodied energy levels - wood is preferred to plastics and metals;
- heat retention within and surrounding the houses can be addressed through the application of passive solar techniques to building, layout and landscaping design (see below).

5.10.2 One of the primary means of energy savings will be the application of passive solar design (PSD) techniques to the siting, layout, built form and landscaping of development. The application of PSD techniques to the layout of the development should result in little or no cost to the developer, yet over the lifetime of the development can bring substantial savings for the householders and significant benefit in terms of the reduction in use of fossil fuels for heating, and thereby a reduction in greenhouse gas emissions.

5.10.3 The objectives for the application of PSD in the siting and layout of development are focused on three main elements

- orientation - a glazed elevation of a house

within 30° of due south has the maximum potential for solar gain;

- avoidance of overshadowing - the careful spacing of buildings will help to minimize the loss of solar gain which results when a building's southern elevation is overshadowed;
- protection from the wind - if a building is sheltered from cold northerly winds and from prevailing winds, cold draughts and cooling of the building envelope can be reduced.

Applicants should indicate as part of the required design statement how they have considered these principles.

5.10.4 The following guidance should be reflected when proposals are submitted:

- Access and Layout: Residential roads within the development should ideally run east-west from the main distributor link provided by Castlefields Avenue East which runs approximately north south. This principle should facilitate a housing layout in which either the front or the rear elevation of a dwelling faces roughly south;
- Spacing: Houses within the development should be spaced so as to avoid overshadowing. Where mixed scale housing is proposed, the taller buildings can be sited to the north or west side of the sites and the lower buildings to the south and east;
- Variation: The aim of ensuring that most dwellings have a principal elevation facing south should be relatively easy to achieve throughout the development. It should not, however, result in rigid building lines, which are monotonous. Houses can be set back from access roads at different distances, can employ staggered or stepped facades, and can have a wide range of architectural treatment;

- **Security:** The requirements of PSD should not compromise the need to ensure that streets, car parks and other public areas are visible from adjacent properties;
- **Building Design:** The best way of designing a building to maximize energy gain from the daylight and the heat of the sun is to concentrate glazing on the southern elevation (with the appropriate ventilation), although a balance must be struck on issues such as privacy and overlooking neighbouring properties;
- **Landscaping:** The landscaping of development has an obvious role in providing shelter and enclosure, and assisting the creation of microclimates within the development which will make it a much more comfortable place to live.

5.11 REQUIREMENTS OF DEVELOPMENT: WHAT TO SUBMIT

5.11.1 The following will be required as part of an outline planning application:

- **Application Form:** 4 Copies of Completed Application Form;
- **Ownership:** Certificate of Ownership confirming that all owners have been notified of the application;
- **Plans:**
- 4 copies of a 1:1250 or 2500 scale site location plan showing the application site outlined in red enclosing the access and car parking arrangements;
- 4 copies of a larger scale plan showing the proposed site layout enclosing the access and car parking arrangements.

5.11.2 Depending on the site location, the following assessments may be required as part of an outline planning application:

- **Assessment of Open Space Requirements:** a number of designated housing sites are allocated greenspace in the Halton UDP. For these sites a detailed needs survey in line with that set out in Planning Policy Guidance (PPG) 17: Planning for Open

Space, Sport and Recreation, published 24 July 2002, will have to be submitted as part of the application, if it has not already been undertaken;

- **Marina:** there may be an opportunity to include a marina facility linking into the Bridgewater Canal. A feasibility study along with an environmental statement should be undertaken and submitted as part of the application for sites which adjoin the canal,
- **Landscaping & Design:** Proposals for development will be required to submit a landscape and design statement along with illustrative drawings showing the plan and elevation details, photographs of the site and its surroundings and perspective views of the scheme. The design statement should refer to all matters listed in Policy BE01 and those additional matters raised within this Action Area Plan.
- **Green Travel Plan (Refer to UDP Policy TPNEW1 'Green Travel Plans');** may need to be submitted as part of the application;
- **Archaeological Evaluation (Refer to UDP Policy BE6 'Archaeological Evaluations');** for sites adjacent to the important archaeological site 'Norton Priory';
- **Residential Development Requirements:** applications for residential development should be in accordance with the Council's SPD on 'New Residential Development'.
- **Nature Conservation:**
- **SINC:** Proposals for development here should provide an Environmental Statement detailing a scheme for the re-creation of the site
- **Marina:** Proposals for the development of such a facility should be accompanied by an environmental statement which should pay particular regard to the impact the marina would have on existing aquatic systems in the Town Park Lake and the Bridgewater Canal;
- **Housing Site 8076/14:** Applications for the development of housing site 8076/4 will be required to provide an environmental statement paying particular regard to the required level of protection needed during

the construction and the long-term effect of the development on the ecology of Town Park Lake;

- Arborucultural Survey: in compliance with British Standard 5837:191 (Trees in relation to construction) showing the potential of incorporating existing trees into the development and assessing what replacement planting is needed to compensate for areas lost.

5.11.3 Details to be submitted for a full planning application must cover all principles of development covered in this Action Area Plan. Applicants are required to consult with the Development Control and Building Control Division of the Council's Planning Department prior to submitting an application.

5.11.4 At this early stage there will be an opportunity to discuss the phasing, the need for off-site works and to discuss the need for other planning obligation contributions.

Part 2

Area Development Guidelines

This section is made up of a series of individual 'Development Guides' for each of the constituent character areas identified within the Master Plan. The information contained in these guides generally relates to issues of servicing (access, drainage, utilities etc.) and will describe how these sites can be developed and what particular matters will have to be addressed in terms of design and layout.

6 Canalside

Principles of Development

6.1.1 Refer to Map 4 'Canalside Development Guide'

6.1.2 This neighbourhood will act as a gateway into and out of the 'Canalside Area' of Castlefields. Although the following guidance applies to the whole of the 'Canalside Area' it principally refers to the new housing development sites and the mixed use retail/residential sites.

6.2 ACCEPTABLE USES

6.2.1 Housing: (Refer to UDP policy H01 'Housing Land allocations'): on new housing sites the form of development should provide the opportunity for a mixture of semis, terraces, town houses and apartments built to two or three storeys.

- Housing Site 8076/2, Opportunity Site 2, 0.3Ha to accommodate approximately 7 dwellings;
- Housing Site 8076/3, (HD13/15), Canalside West, 0.8Ha to accommodate

approximately 58 dwellings;

- Housing Site 8076/4, Canalside North, 3.9Ha to accommodate approximately 129 dwellings;

6.2.2 There is a need to provide for a better mix of housing tenures within the Castlefields area to help create stable, mixed income communities. Releasing these sites for residential development, encouraging diversification of tenure and different forms of home ownership will;

- broaden the estate's appeal and add to long-term stability by offering aspiring residents the opportunity to stay;
- increase the stability of the population within the estate whilst providing some protection against the consequences of low demand such as high levels of voids and turnover;
- increase the numbers with a stake in and therefore commitment to the estate;



- improve the estate's capacity to weather economic restructuring and sustain new local facilities.

6.2.3 Existing Residential Areas: Incorporating a mix of primarily residential areas (refer to UDP policy H10 'Non dwelling House Uses'); and existing deck access flats shown as potential redevelopment sites

- Potential Redevelopment Site 8076/6 0.8 (Ha) to accommodate approximately 24 dwellings;
- Potential Redevelopment Site 8076/7 0.5 (Ha) to accommodate approximately 15 dwellings;
- Potential Redevelopment Site 8076/8 0.6 (Ha) to accommodate approximately 18 dwellings;
- Potential Redevelopment Site 8076/9 0.6 (Ha) to accommodate approximately 18 dwellings;
- Potential Redevelopment Site 8076/10 0.7 (Ha) to accommodate approximately 20 dwellings.

6.2.4 Educational Campus: this area, which currently encompasses the two primary schools closest to the centre of Castlefields, is identified in the Master Plan as an educational campus. Any proposals for development that would enhance this status will be actively encouraged.

6.3 URBAN DESIGN REQUIREMENTS (Refer to UDP Policy BE2 'Quality of Design')

6.3.1 New development layout must integrate effectively into the existing pattern of streets and buildings, both to promote a 'permeable' layout, which encourages walking and cycling, and to create a cohesive urban form.

6.3.2 New development should be designed to orientate the facades of buildings towards attractive features adjacent to the sites. In particular where applicable, proposals for development should ensure a high level of overlooking of the canal towpath as well as the surrounding public spaces and paths.

6.3.3 Opportunities exist to have a built up edge right up to the canalside and adjacent mixed use development, and to enhance linkages into the local neighbourhood centre.

6.3.4 Proposals for development to the north eastern edge of the Canalside area should respect the aspect to Norton Priory and Town Park. This relationship is important and should not be lost in the massing and scale of development.

6.4 NATURE CONSERVATION

6.4.1 A part of Housing Development Site 8074/4 is designated as Haddocks Wood Pasture Site of Importance for Nature Conservation (SINC) under Policy GE17 'Protection of Sites of Importance For Nature Conservation' in the Halton UDP. Haddocks Wood was designated for its grassland flora and associated species. It was surveyed in 1999 and contains a good orchid population.

6.4.2 Proposals for development here should provide an Environmental Statement detailing a scheme for the re-creation of the site on land closer to Norton Priory Museum, using in part the same substrate. An area of similar size could be developed as an educational and wildlife area linked to, and managed by, the Museum Trust. The Environmental Statement must be implemented in accordance with an agreed schedule of works and finished within 6 months of the notified completion of the development, or as otherwise agreed in writing with the local planning authority.

6.5 OUTDOOR PLAYING SPACE (refer to UDP Policy GE10 'Protection of Outdoor Playing Space for Formal Sport and Recreation')

6.5.1 A small part of Housing site 8076/4 was a former school playing field, the school for which this playing pitch was provided for has been demolished, there is therefore no perceived need for these facilities. Whilst the masterplan supports the development of this land, proposals for development will only be permitted if one or more of the following criteria are met:

- the assessment of open space in compliance with PPG17, shows that there would be no identifiable current or future need for the playing fields;
- the development of a part of the playing fields would contribute to the enhancement and long term maintenance of the remaining playing fields;
- a suitable replacement facility is provided, at least equivalent in terms of quality and quantity.

Due to Government concern over the loss of playing fields, Sport England became a statutory consultee on proposals for development which affect playing fields under Statutory Instrument 1817 of the Town and Country Planning (General Development Procedure) (Amendment) Order 1996. This was re-enforced by Circular 12/98 which stipulates that where Sport England has objected to a planning application and where the local authority is minded to grant planning permission, on land owned by a local authority or used by an educational establishment, the application must be referred to the Secretary of State for Transport, Local Government and the Regions.

6.6 PUBLIC REALM & LANDSCAPE REQUIREMENTS (Refer to UDP Policy BE1 'General Requirements for Development' Section 2 a to f)

- 6.6.1 As part of the detailed public realm and landscape scheme developers should have regard to;
- maintaining sightlines particularly from the bridge to the church;
 - the possible provision of an additional entrance feature on the bridge to further enhance the sense of arrival in Castlefields, and to terminate the sightline from the new pedestrian bridge;
 - enhancing relationships between the proposed housing development adjacent open space to the east and south of the site and existing residential areas to the west;

- provision of linkages to proposed mixed use residential/ retail development.

6.7 TRANSPORT PLANNING REQUIREMENTS

6.7.1 Pedestrian/Cycle (Refer to UDP Policies TP6 'Cycling Provision as Part of New Development' & TP7 'Pedestrian Provision as Part of New Development'): new pedestrian and cycle routes should be provided as part of the development to link onto the canal side walk and into the wider area of open space at Town Park.

6.7.2 Those sites adjacent to and on the towpath side of the Bridgewater Canal have a public right of way between them and the canal. Development of the site should maintain and enhance the public right of way along the towpath. These sites should be developed with the enhancement of the towpath in mind, in accordance with the design guidance being generated by the Bridgewater Canal Trust.

6.7.3 As part of the mixed use retail/residential site, applicants should have regard to creating a pedestrian controlled public space in order to enhance the level of pedestrian amenity at this important local node.

6.7.4 Access: the proposed housing areas should join in with the new access road, which is proposed to link into Astmoor and is likely to be formed from a new junction tying in with access from and to the Expressway. Access to the remaining site will be from the existing road network. The layout must integrate effectively into the existing pattern of streets and buildings, both to promote a 'permeable' layout which encourages walking and cycling and to create a cohesive urban form.

6.7.5 Detailed matters on the improvement and provision of infrastructure and the way in which these shall be achieved based on section 106 agreements, will be picked as part of the ongoing review of the Castlefields delivery strategy.

7 Castleside

Principles of Development

7.1 Refer to Map 5 'Castleside Development Guide'

7.2 This area, which covers much of the existing residential environment and contains the existing local centre, contains no substantial development site but will require a great deal of re-modelling.

7.3 ACCEPTABLE USES

7.3.1 Housing Redevelopment Sites: (Refer to UDP policy H01 'Housing Land allocations'): these sites, which currently house deck access flats, are scheduled to be redeveloped within the next two to three years. Redevelopment of these sites will offer the opportunity to provide a mixture of semis, terraces, town houses and apartments built to two or three storeys.

- Housing Redevelopment Site 8076/11, (HD9), Caernarvon Close/Rolands Walk Stage 1, 0.8Ha to accommodate approximately 28 dwellings;
- Housing Redevelopment Site 8076/12,

(HD4), Ferryview Walk, Chester Close and Rothesay 2.1Ha to accommodate approximately 61 dwellings;

- Housing Redevelopment Site 8076/13, (HD11), Nigel Walk/ Fitzwilliam Walk/Delacey Walk, 1.9Ha to accommodate approximately 72 dwellings;

7.3.2 Existing Residential Areas: incorporating a mix of primarily residential areas (refer to UDP policy H10 'Non dwelling House Uses'); and existing deck access flats which offer future potential for demolition and rebuild or for extensive restructuring of the existing units and are therefore shown as potential redevelopment sites;

- Potential Redevelopment Site 8076/15, 1.0 (Ha) to accommodate approximately 35 dwellings;
- Potential Redevelopment Site 8076/16, 0.6 (Ha) to accommodate approximately 18 dwellings;



- Potential Redevelopment Site 8076/17, 0.7 (Ha) to accommodate approximately 20 dwellings;
- Potential Redevelopment Site 8076/18, 2.7 (Ha) to accommodate approximately 81 dwellings;
- Potential Redevelopment Site 8076/19, 1.3 (Ha) to accommodate approximately 39 dwellings.

7.3.3 Mixed Use Area 'Village Square/New Local Centre': (refer to UDP policy LTC4 'Protection of Community Facilities, TC4 'Out of Centre Retail Development' and 'TC3 'Design of Retail Development'). The existing elevated shopping centre and service area is to be removed as part of this redevelopment, which will take the form of a new community core combining existing and new health and community facilities around a new village square, accessed via the shared use of the busway. The existing community facilities can be retained and incorporated into the proposal. The village square will incorporate new retail facilities of a scale and nature appropriate to a neighbourhood centre. It is anticipated that the centre will provide for a grocers, general convenience store and postal service.

Retail uses should be sufficient to meet the local need of the community and operate as a local centre in line with policy TC4.

Parking: Adequate car parking provision should be made for the local centre in line with the provision set out in Policy TPI2 'Car Parking' and Appendix 4 'Traffic Parking standards' of the UDP.

7.3.4 The village square will need to accommodate a vehicle turning head, alongside the shared busway plus parking for the community facilities.

7.3.5 The regeneration partners will design the square as part of a framework for community uses around it.

7.4 URBAN DESIGN REQUIREMENTS

7.4.1 New development layout must integrate effectively into the existing pattern of streets and buildings, both to promote a 'permeable' layout which encourages walking and cycling and to create a cohesive urban form.

7.4.2 Any new proposals for development should complement and enhance the wider restructuring of the estate. In particular new dwellings should be designed to project up and out of the existing building lines in order to improve existing sightlines.

7.4.3 The massing and scale of new development should be designed in such a way as to extend views to and from the 'Castleside' area, particularly the new 'Village Square' and the 'Crescent'.

7.5 PUBLIC REALM & LANDSCAPE REQUIREMENTS

7.5.1 As part of the implementation of the Master Plan the regeneration partners will be undertaking a programme of works which will enhance existing boundary treatments and provide clearer definitions of public and private spaces such as enclosed shared parking courts and fenced garden areas and general remodelling of the estate.

7.5.2 Many spaces within Castlefields particularly along roads and to the front of housing already contain a diverse and rich selection of planting. In order to maintain this feel and to provide a continuous landscape flow into Town Park, proposals for development/redevelopment should both enhance and extend areas of planting whilst not compromising either the level of overlooking or existing sightlines.

7.6 TRANSPORT PLANNING REQUIREMENTS

7.6.1 The area contains the new shared vehicular route that runs up from Castlefields Avenue to The Crescent. This road must be designed at grade to the green space and houses.

7.6.2 An attractive and direct pedestrian route should be provided between the Village Square and the new retail uses adjacent the canal.

8 Lakeside

Principles of Development

8.1.1 Refer to Map 6 'Lakeside Development Guide'

8.1.2 The proximity of this area to Town Park is a tremendous asset; its presence reflects the environmental and landscape quality of the setting of the Castlefields Estate. The development of housing within the Lakeside area will offer the opportunity to provide an attractive and secure setting by the development of housing which provides overlooking and a variety of attractive 'edges' and good connections.

8.2 ACCEPTABLE USES

8.2.1 Housing Development Sites: (refer to UDP policy H01 'Housing Land allocations'); on new housing sites the form of development should provide the opportunity for a mixture of semis, terraces, town houses and apartments built to two or three storeys.

- Housing Site 8076/14 (HD19), Lakeside, 2.9Ha to accommodate 118 dwellings.

8.2.2 There is a need to provide for a better mix of housing tenures within the Castlefields area to help create stable, mixed income communities. Releasing this site for residential development, encouraging diversification of tenure and different forms of home ownership will;

- broaden the estate's appeal and add to long-term stability by offering aspiring residents the opportunity to stay;
- increase the stability of the population within the estate whilst providing some protection against the consequences of low demand such as high levels of voids and turnover;
- increase the numbers with a stake in and therefore commitment to the estate;
- improve the estate's capacity to weather economic restructuring and sustain new local facilities.

8.2.3 Mixed Use Area. This site will provide a gateway into Town Park. It will accommodate



a mix of existing food and drink (A3) and residential uses.

- Mixed Use Site 8076/5, (HD21), Mixed Use Canalside, 1.4Ha to accommodate mixed use development of 50 dwelling and existing food and drink establishment(s). (A3).

8.2.4 The site has a principal road frontage, which should be made use of by fronting development onto the road. It has good bus, pedestrian and cycle access and adjoins the existing public house. Proposals for development should include well designed linkages with both the existing residential environment and proposed new housing development. Consideration should be given to the incorporation of apartments above the shop units.

8.2.5 Open Space Provision: In order to provide an element of compensation for loss of open space to the above housing designations the site of the former Norton Priory School is proposed to be used for formal open space.

- Proposed Open space 'P' 5.3 (Ha);
- Site to accommodate youth activity park.

Applications for the development of a youth activity park must take into account the following:

- The provision of road access and car parking, for both public and staff including service vehicles;
- The need for clear site lines to and from other areas used by the general public, to provide a sense of security and informal supervision of the site for children;
- Access to the site needs to be separated from adjacent housing development;
- These facilities cannot be too close to housing but equally they need to be part of "what's going on" in the general run of things on the estate, with good background or direct lighting.

8.3 URBAN DESIGN REQUIREMENTS

8.3.1 New development layout must integrate effectively into the existing pattern of streets and buildings, both to promote a 'permeable'

layout which encourages walking and cycling and to create a cohesive urban form.

8.3.2 The massing and scale of the development should be designed in such a way as to extend views to and from the 'Castleside' area particularly the new 'Village Square' and the 'Crescent'.

8.3.3 The site to the west of the park should be designed in order to create a hard edge and enhance levels of passive surveillance in the park itself.

8.3.4 Proposals for apartment building should be designed as occasional 'objects' in the landscape, and should be sensitive to the proximity to Town Park.

8.3.5 In order to ensure that the proposed development is not cut off from the rest of Castlefields, development should have an outwards aspect. This can be achieved by positioning building frontages directly on to and from Castlefields Avenue East.

8.4 NATURE CONSERVATION

8.4.1 Applications for the development of housing site 8076/14 will be required to provide an environmental statement paying particular regard to the required level of protection needed during the construction and the long-term effect of the development on the ecology of Town Park Lake. The development will have an impact on the water flow into the Lake from the south, its aquatic ecology (especially botany and birdlife, and associated invertebrates), both during development and afterwards through increased human usage.

8.5 PUBLIC REALM & LANDSCAPE REQUIREMENTS

8.5.1 Proposals for development/redevelopment should ensure that landscaping adjoining Town Park does not prevent natural surveillance into the park from new residential development. It is important that new dwellings have an open aspect onto Town Park in order to enhance the feeling of safety within the park.

8.5.2 The interface of the housing and park is essential, it must avoid hard back fences demarcating the boundary as this would not only reduce the potential for natural surveillance but would also create an unsightly edge to the park.

8.6 TRANSPORT PLANNING REQUIREMENTS

8.6.1 Pedestrian/Cycle (Refer to UDP Policies TP6 'Cycling Provision as Part of New Development' & TP7 'Pedestrian Provision as Part of New Development'): new pedestrian and cycle routes should be provided as part of the development to link to Windmill Hill.

8.6.2 Access: Access to both sites will be from Castlefields Avenue East.

8.7 FLOOD RISK

The Lakeside development at Town Park is adjacent to a watercourse, which whilst there are no records of it flooding, there must be considered to be some risk. A flood risk assessment should be undertaken to establish the 1 in 100 year risk +20% and no properties allowed within this defined flood level.

APPENDIX 1: UDP POLICY RG7 'CASTLEFIELDS AND NORTON PRIORY ACTION AREA'

1. Development within this area for new housing, open space and community uses will be permitted:
2. Where it is required for the replacement of existing housing and community uses which may become redundant; and
3. To allow for the restructuring of the existing housing and open space areas to accommodate new housing and community facilities.

Justification

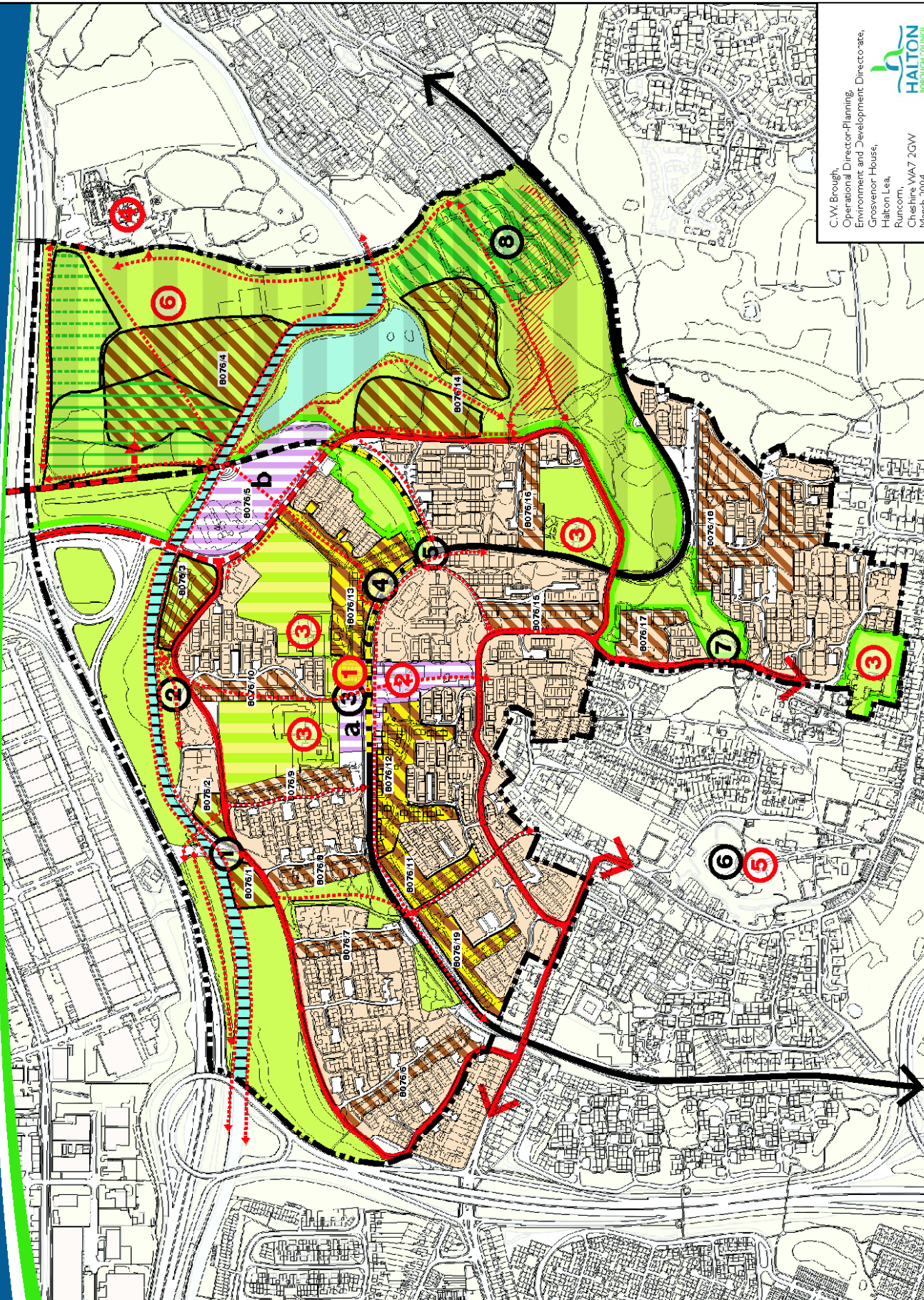
4. The Castlefields / Norton Priory area is proposed for designation as an Action Area to provide a flexible planning policy framework to accommodate any major development proposals that may arise from:
 - a. A joint study by the Housing Associations LHT and CDS into the future of the Castlefields Estate. This will include any prospective reshaping of the estate layout (currently serving a significant concentration of deck access flats, which are difficult to let);
 - b. The review by Halton Borough Council, as Local Education Authority (LEA), of secondary and post-16 education provision in Runcorn, which has led to the decision to close Norton Priory School and its replacement by the new Halton High School at Brookvale. This may entail new uses at the Norton Priory School site.
5. The overall aim is to help facilitate a prosperous and sustainable community.
6. The overall development of an Action Area will be guided by a development framework which:
 - a. Takes account of any restructuring of the area formulated by the Housing Associations in consultation with their tenants and stakeholders;
 - b. Takes account of any restructuring arising from the proposals of the Borough Council as LEA and as provider of leisure services;

- c. Provides for a range of alternative housing, business, community or recreational uses for any sites or buildings that may become redundant;
- d. Considers the relationship of the existing and new built development with the local landscape and amenities including the Town Park, Bridgewater Canal and the Norton Priory and Walled Garden;
- e. Considers the fuller utilisation of these visitor attractions and the need for associated facilities (for example, visitor centre, accommodation for touring caravans, etc);
- f. Sets the framework for improved access arrangements (for example, measures to increase the usability of the Busway system, improved road linkages with adjacent neighbourhoods and with Norton Priory Museum, etc).

Castlefields & Norton Priory Action Area

Map 1 Proposed Land Use Allocations

- Transport**
 Main Road
 Road Scheme
 Road Access Points
 Pedestrian/Cycle Improvements (TP9/GE05)
 Busway
 Shared use of Busway
 Removal of Busway
 Busway Access Points
 Bridgewater Canal
Environment
 Greenspace
 Proposed Greenspace
 Greenspace System (GEB)
 Sites of Importance for Nature Conservation (SINC)
 Potential Location for Replacement SINC
 Important Landscape Features
 Area of Special Landscape Value
 Lake
Housing
 Proposed Housing Development Size (H1)
 Proposed Housing Redevelopment Size (H1)
 Potential Reinvestment Size (Deck Access Flats)
 Primarily Residential Area (H10)
Regeneration
 Action Area Boundary
 Educational Campus
 Mixed Use Area
 Village Square
 New Local Centre
 Youth Activity Area
Facilities
 New Local Centre
 Community Centre
 Primary Schools
 Norton Priory Museum
 Halton Castle
 Playing Fields
Focus Points
 Improved Bridge
 Key Visual Point
 Village Square
 The Crescent
 Key Visual Intersection
 Halton Castle
 Key Visual Point
 Key Visual Point



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- Potential Reinvestment Site (Deck Access Flats)
- Educational Campus
- Proposed Housing Development Site (H1)
- Primarily Residential Area
- Greenspace
- Key Frontages
- Important Landscape Features
- Remaining SINC
- Potential location for replacement SINC
- Access Route
- Potential Access to Norton Priory
- New Pedestrian Bridge/Gateway
- Pedestrian/Cycle Improvements (TP9/GE05)
- Sightlines
- Retain/Enhance Landscaping

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- Proposed Housing Redevelopment Site
- Potential Reinvestment Site (Deck Access Flats)
- Primarily Residential Area
- Greenspace
- Mixed use Local Centre/Housing
- The Crescent
- Sightlines
- Pedestrian/Cycle Improvements (TP9/GE05)

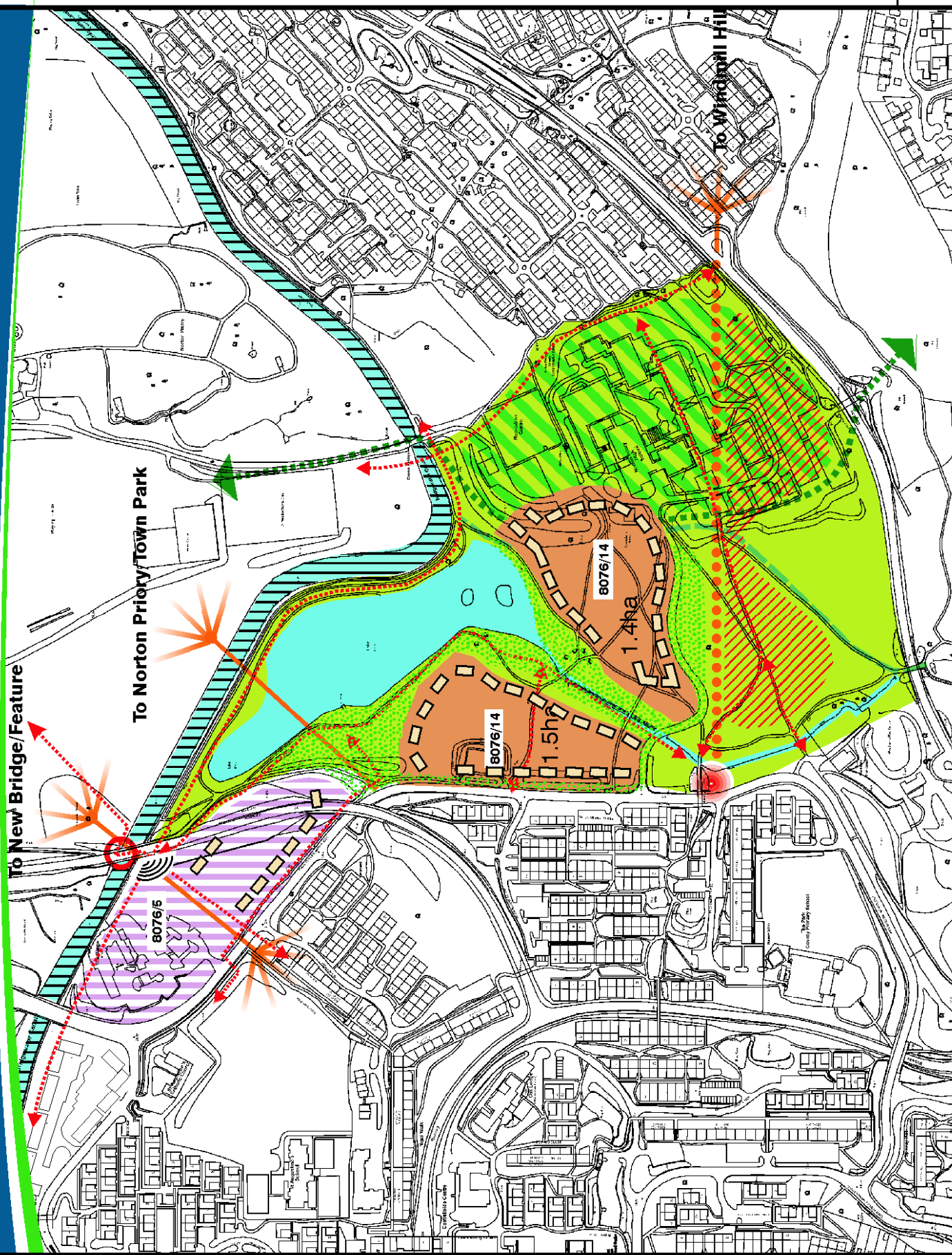
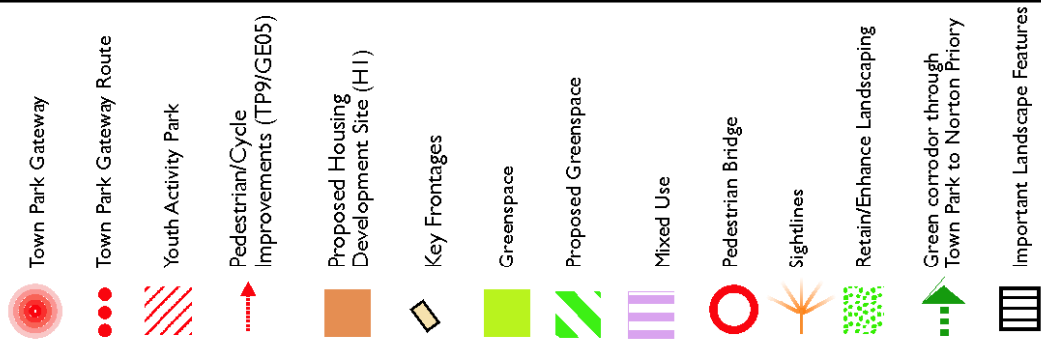
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Castlefields & Norton Priory Action Area

Map 4 Lakeside Development Guide



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