

- Streets are laid out to maximise the opportunities for people to use public transport, ensuring most people are about 400 metres or 5 minutes walk from the bus route.
- A key principle of the plan is managing and calming traffic throughout the area. A network of pedestrian-friendly community residential streets and footpaths that are designed using 'Home-Zone' principles will be provided. 'Home-Zones' are a new initiative to design local streets to drastically reduce car speeds and promote a local sense of neighbourhood and community. The street combines areas for walking, sitting, recreation and car parking and, through its landscape design, can help provide a unique identity.



Figure 4.1 Proposed movement plan

# Sandymoor Design Principles

- 4.1 The following section outlines the broad design principles at Sandymoor which have influenced the preparation of the Masterplan, and to which new development proposals must conform. These principles form the basis of detailed Design Codes which are not part of the adopted SPD but will be applicable at detailed / reserved matters application stage.
- 4.2 Design Codes that provide an agreed level of detailed design guidance to provide assurance to the Council with regards to the quality of new housing, and certainty to the developer as to what is required to obtain planning permission for new development at Sandymoor.
- 4.3 This SPD sets out below the overarching design principles that need to be met at Sandymoor.

## MASTERPLAN – DEVELOPMENT PRINCIPLES

### 1. Strengthening the Community

- Development will be arranged to focus on the Local Centre and its facilities of shops, Community Centre, school, Village Green, leisure and sports activities.
- The plan will direct pedestrian and cycle access to the Centre, making it easy and safe to get to and from all parts of Sandymoor.

### 2. Movement

- A hierarchy of routes will provide choice of different kinds of movement across Sandymoor.
  - 'The Avenue', a traffic-managed bus route to accommodate speeds of up to 30mph
  - The 'Village Street' that reflects many of the principles of traditional streets with speeds up to 20mph
  - The 'Farm Lane' that reflects many of the principles of rural routes with speeds up to 20mph
  - Access streets that act as a transition between 'The Avenue' and community residential streets
  - Pedestrian-friendly community residential streets that are heavily traffic-calmed and designed to 'Home-Zone' principles with very low speeds.

- Streets are laid out to maximise the opportunities for people to use public transport, ensuring most people are about 400 metres or 5 minutes walk from the bus route.
- A key principle of the plan is managing and calming traffic throughout the area. A network of pedestrian-friendly community residential streets and footpaths that are designed using 'Home-Zone' principles will be provided. 'Home-Zones' are a new initiative to design local streets to drastically reduce car speeds and promote a local sense of neighbourhood and community. The street combines areas for walking, sitting, recreation and car parking and, through its landscape design, can help provide a unique identity.



Figure 4.1 Proposed movement plan



*Village Green*



*Keckwick Brook*



*Bog Wood*

### 3. Landscape and Ecology

- The Masterplan will be designed to maintain high levels of public open space with an extensive network of footpaths, cycleways and bridle paths that provide links between all parts of the site and connections to areas adjacent to Sandymoor.
- Existing woodland is maintained and enhanced.
- Green routes will link the different types of open space together.
- Wildlife corridors will be created along the western and eastern edges of the site and along the Keckwick Brook watercourse. Ponds will be relocated as part of a wildlife conservation programme.
- Amenity spaces like the Village Green, The Ride and its extension, playing fields and play areas will be located to take account of accessibility and efficient use of land. The main sports and multi-use games area will be located adjacent to the village centre but in the flood plain.

### 4. Development Layout

- Sandymoor will have its own overall identity. A series of character areas will provide more local identity. These are influenced by local attributes to be found in neighbouring Cheshire villages, adjacent neighbourhoods, and the demands of sustainable development.
- A mix of house types will be provided to build a balanced community. A Local Centre will provide a mix of uses including commercial, retail and community facilities.
- Current national planning policy seeks to ensure efficient and sustainable development. Higher densities will add to the vitality of the area and help ensure the viability of many community facilities including the school. The average density of new housing will be higher than the existing development.
- New dwellings will be built outside the flood plain and set back from the power lines. There are opportunities to build closer to the railway with dwellings specifically designed to minimise the impact of noise.
- New dwellings will face the public realm, overlook and front all streets, footpaths and 'greens' to provide natural surveillance. The Masterplan has been designed to conform to advice from the police contained in their publication 'Safe Places: The Planning System and Crime Prevention'.

## MASTERPLAN – URBAN DESIGN PRINCIPLES

### I. Establishing Character

- The site's natural features such as the woodland, canal and watercourses will be incorporated into the Masterplan.
- Wildlife habitat will be enhanced and a nature conservation area established.
- Connections between development and its features will allow residents to enjoy them.
- New development will be integrated into the landscape using existing and new structure planting, reinforcing local species.
- New development will ensure that buildings front the public realm, that streets and spaces are connected.
- The detailed layout and design of the development will reinforce a sense of place.
- The design will incorporate three character areas based on proximity to the Local Centre, transport, density, and phasing and within each of these character areas there will be a range of densities depending on location.
- The use of local materials, decorations and details will also enhance local distinctiveness. This will include texture and colour of materials including signage, street furniture, lighting, and public art/craft work.
- The scale, heights and massing of development will generally reflect that of adjacent neighbourhoods and take account of the views, vistas and landmark buildings.



*Cheshire village, Frodsham*



*Cheshire village, Tarporley*



*Runcorn New Town*



*BedZed*

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## 2. Providing Enclosure

- Development will follow building lines that will reflect, reinforce and help define public space, whether a street, The Ride, the 'Village Green' or local open space.
- Continuous development will ensure a clear distinction between public and private space – and create simple boundaries to the street block.
- Houses will look onto the public realm. There will be no blank gable walls. Corner buildings will be encouraged. Development will meet 'Secure by Design' standards.
- Balconies, projections, bay windows will all help add visual delight.
- Private and communal space at the rear of buildings will be designed to provide adequate privacy and security.
- The development would be appropriately scaled to create a sense of enclosure in streets and other public spaces.
- Dwellings will have a threshold to ensure a separation between public and private space. That threshold/boundary will vary in width depending on location, and comprise a range of materials, landscape or form.

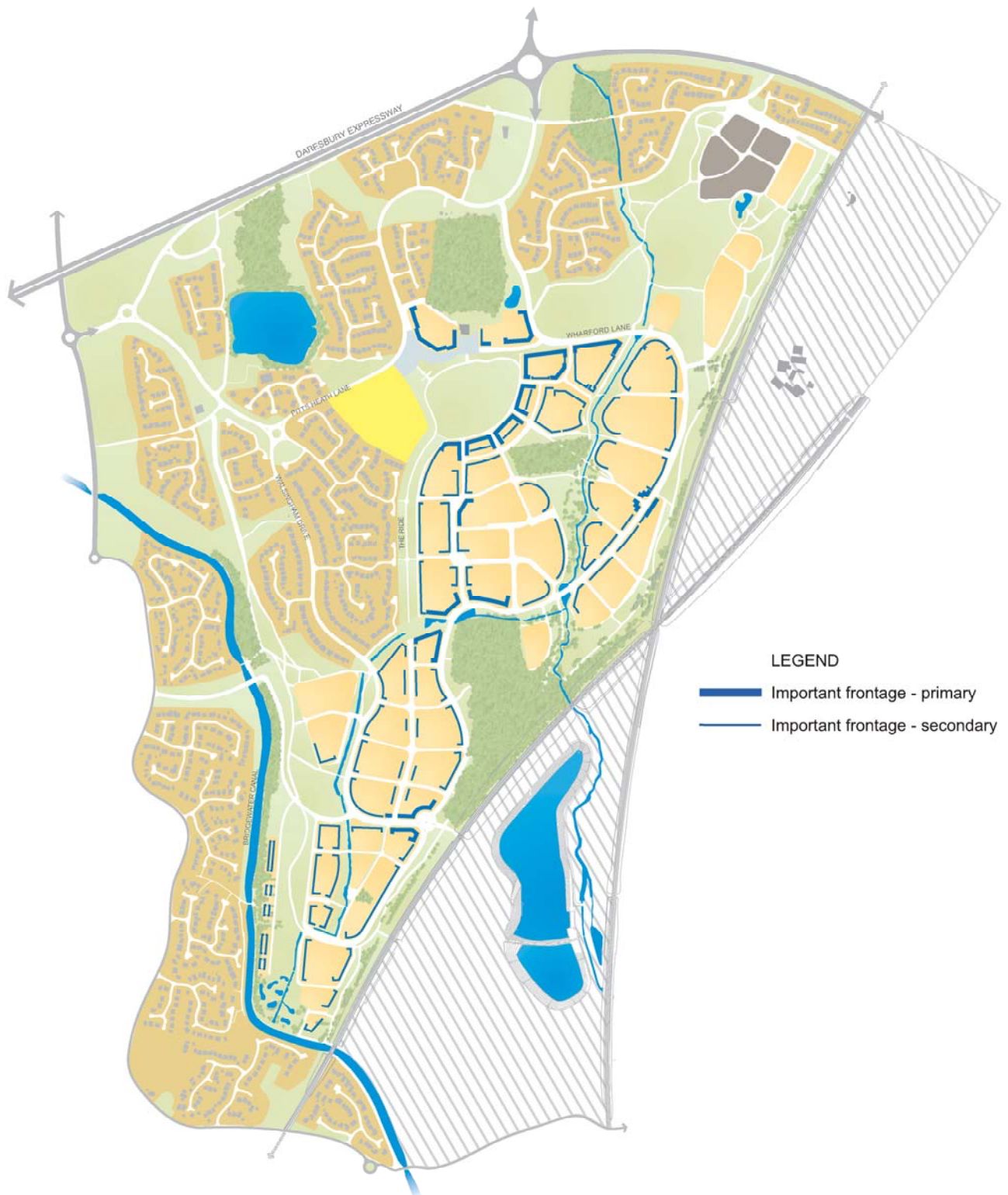


Figure 4.2 Important frontages





## 4. Movement Network

- Sandymoor will be designed to put people before traffic, to create a clear permeable network of streets and public spaces, but also have a good movement system for cars and buses.
- A network of streets and public spaces will connect Sandymoor – both existing and proposed – together, linking also with adjacent neighbourhoods.
- Public transport will be accommodated along 'The Avenue'. Bus stops will be arranged to minimise walking distances where possible.
- Streets will be designed as public spaces providing continuous frontage development. Dwellings on some streets such as 'The Avenue' will be serviced from the rear. All streets will be designed to be pedestrian friendly.
- Smaller streets such as the community residential streets/ 'home-zones' will act as pedestrian connections and managed vehicular links.
- Streets will be designed to accommodate a variety of traffic management and calming mechanisms, such as changes in horizontal and vertical alignments, build outs, changes of materials/surface textures, colours, reduced radii and lighting; subject to visibility and tracking requirements.



*Sustainable modes of transport*



*'Village Street'*



*'The Avenue'*

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## 5. The Image of Sandymoor

- Development will be sited to create new views and vistas throughout the site, and to enhance existing views. This will provide people with landmarks and references that will define key routes and spaces.
- The use of public art/craft will reinforce this.
- The grouping of dwellings will reinforce the different identities and character areas within Sandymoor.
- Corner buildings, architectural 'set-pieces', changes in landscape, materials, colour, design treatment will enhance public spaces and ensure legibility of the character areas.

## 6. Flexibility and change

- Dwellings will be designed to allow for change to be accommodated. Adaptable ground floors in certain locations will allow other uses to take place. Roof space, the potential for extensions and flexible floor space will be built into the design of dwellings.
- Dwellings will accommodate change to cater for residents' changing circumstances. Building Lifetime Homes and accessibility will be required.
- Public spaces, such as the 'Village Square' and 'The Village Green' will be used for a range of activities including spill-out, public events, parking and amenity.
- Layout of infrastructure shall be easily accessible and take account of change.

## 7. Variety and choice

- A mix of house types, ranging from apartments to detached houses will be provided in order to create a balanced community.
- Diversity of layout, built form will contribute to the local sense of identity within the different character areas.

## 8. Sustainable development



*EP Summit House*

- All new homes will be required to achieve Code for Sustainable Homes Level 3 up to 2010, potentially rising to further levels in later phases. Housing will be designed to lessen the impact on the environment by meeting new environmental and best practice standards, reducing the carbon footprint, and exceeding the regulatory standards.
- Housing will be designed in a more compact way to create higher densities than the earlier phases of Sandymoor in line with government advice on sustainable development.
- Dwellings will be energy efficient through layout orientation of development blocks and adjacent open space to take advantage of solar and wind direction. Best practice energy efficient design consistent with economic demands will inform the design of dwellings including facades, service/utility areas.

### Adopted Masterplan

'All development proposals at Sandymoor must comply with the adopted Masterplan which identifies the key design elements and layout.'

### Justification

*'The integrity of the Masterplan is essential in delivering a comprehensive scheme for Sandymoor that takes account of the many physical constraints of the area. The Masterplan has been designed in consultation with local stakeholders and residents, in order to enhance the development area whilst ensuring the efficient use of land in a well-planned and cohesive manner. Minor changes to the overall Masterplan will only be permitted where a developer can prove that there are significant constraints that impede the Masterplan in its adopted form.'*

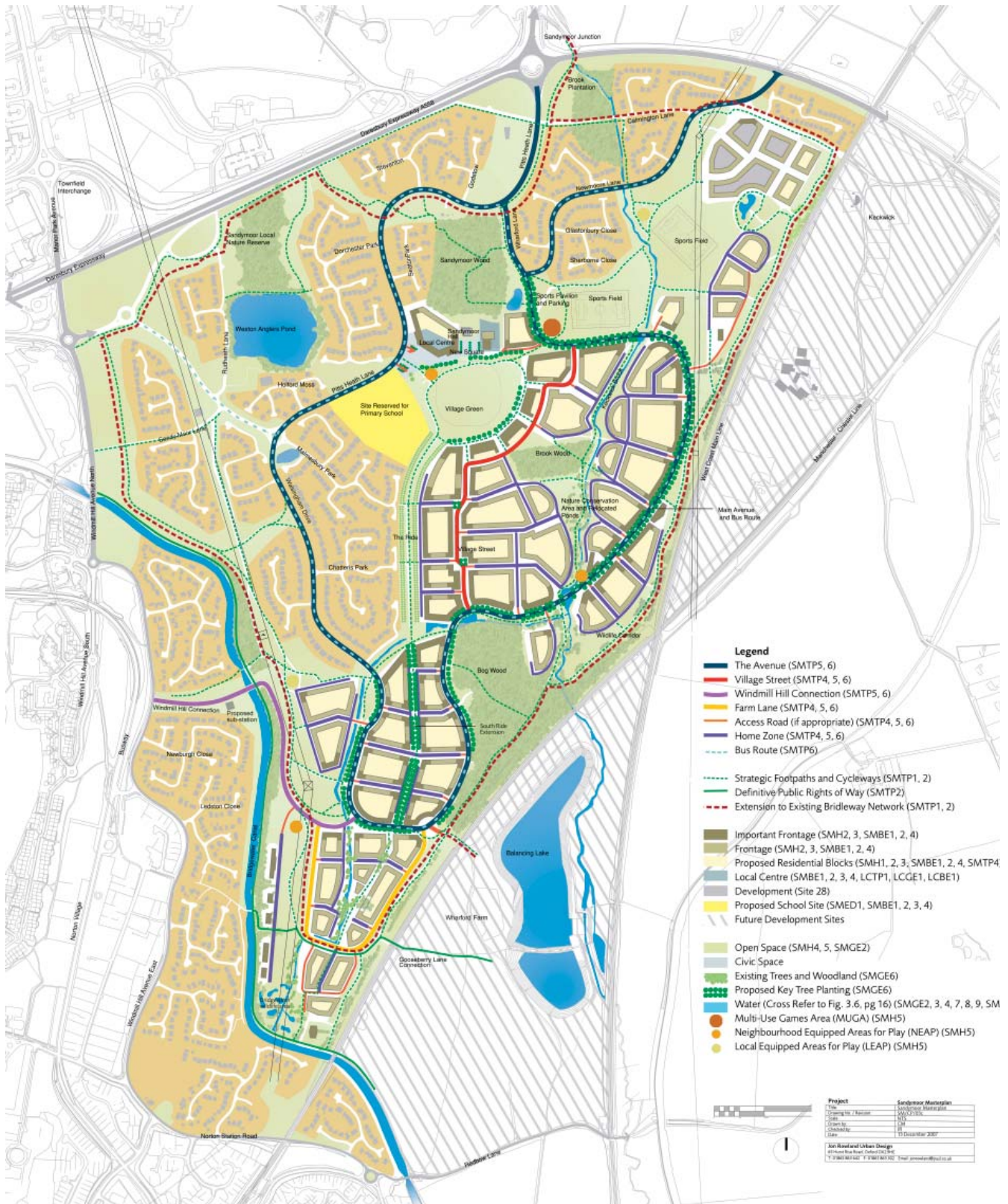


Figure 5.1 Illustrative Masterplan

- 6.1 The following section provides supplementary guidance to the policies contained in the adopted Halton UDP, to which all development proposals at Sandymoor must conform. This guidance takes the form of general Sandymoor-wide policies and, where applicable, specific Sandymoor Character Area policies.

## HOUSING

### SMH1 Phasing of Development

The release of individual sites for development will be in accordance with a scheme of works intended to ensure that development does not proceed ahead of the infrastructure works necessary to support it.

#### Justification

*The remaining developable land at Sandymoor is allocated in the Halton UDP for development during housing phase 3 (2007 – 2011). It is anticipated that 200 units will be constructed per annum, hence development of the whole site is estimated to take circa 7 – 8 years. The current infrastructure, particularly road access, is inadequate to safely allow unconstrained development across the site and as such the phased release of sites is proposed to manage development and the provision of the infrastructure improvements required to service it.*

### SMH2 Density of New Development

At Sandymoor, Halton Borough Council will encourage new residential development comprising an average of 40 units per hectare in accordance with the Development Plan.

#### Justification

*Planning Policy Statement 3: Housing (2006) encourages residential development that makes more efficient use of land, and seeks greater intensity of development at locations with good public transport links. The emerging Regional Spatial Strategy for the North West promotes a minimum density of 40 dwellings per hectare in urban areas for new residential development, and it is to these emerging development plan requirements that residential proposals at Sandymoor should conform.*

### SMH3 Design of New Development

The design of all new development at Sandymoor should conform to the relevant Sandymoor Character Area Policies and Street Design Guide Principles (Appendix 1), and associated design policies within the Halton UDP.

#### Justification

*The Character Area Policies and the Street Design Guide Principles provide more detailed guidance to which all future development proposals at Sandymoor must conform. These reflect the design policies outlined in the adopted Halton UDP, and associated SPD's.*

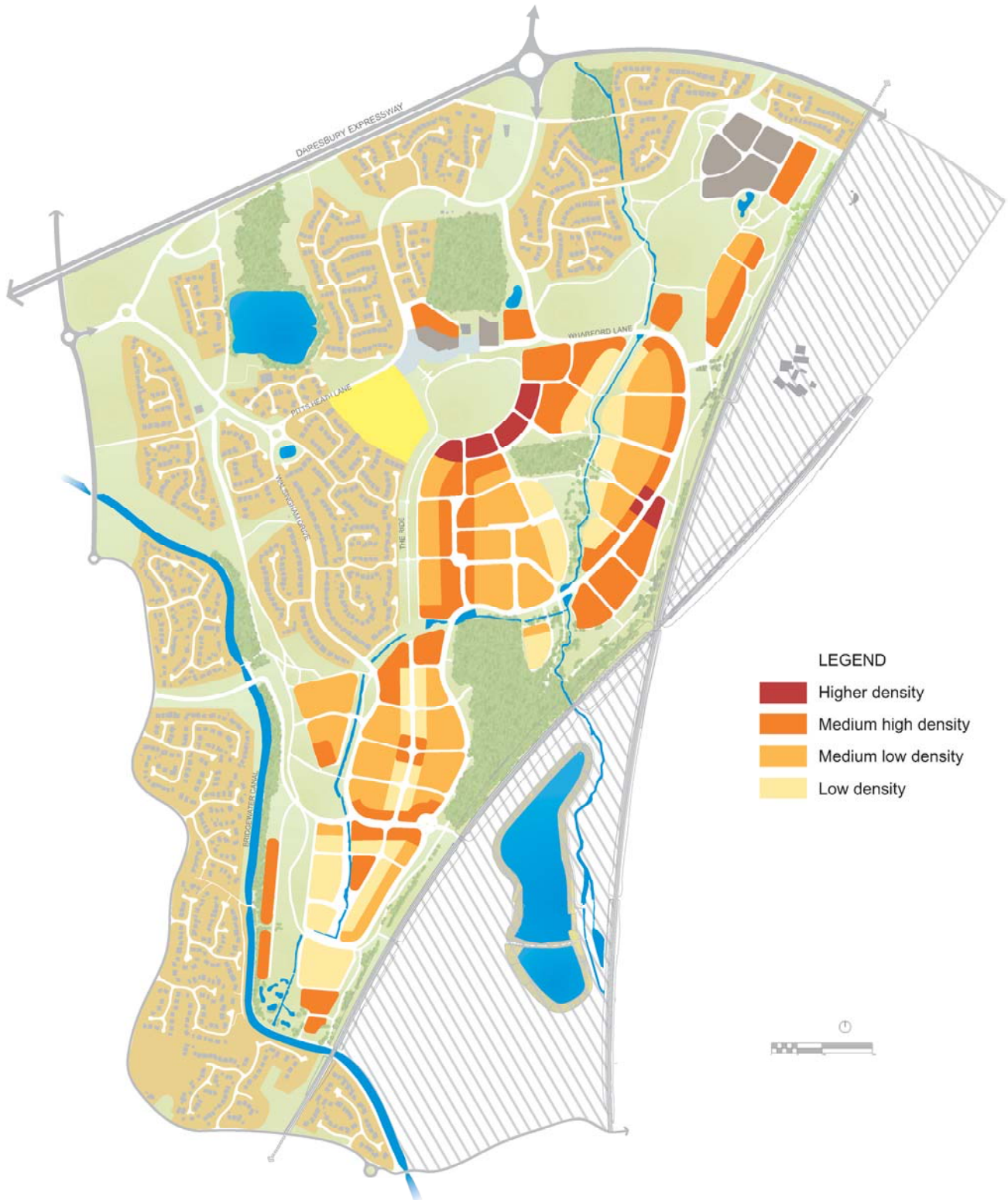


Figure 6.1 Proposed development intensity plan

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#### **SMH4 Provision of Recreational Open Space**

Developers will be required to provide a financial contribution towards the development of new open space provision at Sandymoor for both passive recreation and wildlife conservation, in accordance with the adopted Halton UDP, the Council's Provision of Open Space SPD, and Bio Action Plan.

##### *Justification*

*Recreational and sport pitch open space is a requirement of all new residential development proposals at Sandymoor. Developers will be required to make adequate provision for new recreational open space both as part of development and with regard to sport pitches, and financial contributions, as per the agreed Sandymoor Section 106 Agreement.*

#### **SMH5 Recreational Play Open Space Requirements**

Proposals for recreational play space at Sandymoor should include provision for sport pitches, LEAP's (Local Equipped Areas for Play), NEAP's (Neighbourhood Equipped Areas for Play) and MUGA's (Multi-Use Games Areas) to address identified local needs, in accordance with National Playing Fields recommendations, the adopted Halton UDP, and the Council's Provision of Open Space SPD.

##### *Justification*

*The requirement for recreational play space provision at Sandymoor is based on the standards of the National Playing Fields Association. The play areas should be of a suitable configuration and topography to accommodate the aforementioned facilities.*





Figure 6.2 Play space plan

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## TRANSPORT

### **SMTPI Cycle Provision**

All development proposals will be required to enable for safe and convenient cycle access and movements through Sandymoor, linking new routes with existing cycle routes in Sandymoor. The proposed Ride extension will form the main dedicated shared footpath/cycle route linking the new development to the key areas of Sandymoor. As well as providing connections to the existing routes on the site new and upgraded links will be provided to the adjacent communities. This will include providing links to Windmill Hill Avenue, and improve links to Runcorn East Station to the south of Sandymoor. All new cycle routes will be designed to be well lit secure links with the appropriate landscaping to encourage alternative methods of transport than the car.

### *Justification*

*The encouragement of cycling should help reduce the need to use private cars, as outlined in the Sustrans: National Cycle Network Guidelines and Practical Details, PPG 13: Transport, and the Halton Local Transport Plan 2. It is essential that new roads and junctions are designed to take into account the safety of cyclists. Additional facilities including cycle parking should be provided as part of new development at Sandymoor.*

### **SMTP2 Pedestrian Provision**

All development proposals at Sandymoor will be required to enable for safe and convenient pedestrian permeability through Sandymoor by way of their design and layout, and ensuring that all new routes from sustainable and safe connections to existing pedestrian routes in Sandymoor. As well as the new links mentioned above for the shared footway/cycleway routes the new development promotes informal pedestrian priority throughout the development by establishing a 'homezone' approach to the design of the streets. The design of the street is an integrated exercise that encompasses the dwellings fronting that street and the treatment of the public realm. Shared surfaces, changes in construction materials, horizontal alignment, landscaping and lighting will all help encourage walking and cycling to school, community hall and shops at the expense of the car.

#### **Justification**

*The provision of a safe and convenient network of pedestrian routes is important in providing a choice of transport modes for people, with particular emphasis on child safety. The encouragement of residents to walk will assist in reducing the need to use private cars. Consideration should be given to design, landscaping, furniture, signing and lighting to encourage Sandymoor residents to use the pedestrian routes both within and outside of the development area. All pedestrian routes should, be subject to natural surveillance.*



Figure 6.3 Designated green space

### SMTP3 The Greenway Network

All development proposals at Sandymoor must incorporate the existing and proposed Greenway Network as identified on the Halton UDP Proposals Map.

The network comprises of:-

- 'Railway Green' Corridor;
- 'Canal Green' Corridor;
- 'Keckwick Brook' Corridor;
- 'Sandymoor Brook' Corridor;
- Bridgewater Canal Towpath;
- Public footpath and bridleway to Windmill Hill;
- Public footpath and bridleway to Wharford Farm and Daresbury (Gooseberry Lane);
- Public footpath and bridleway between Townfield Interchange and Moore Village.

#### Justification

*The proposed "Green Corridors" as identified on the Proposals Map are made up of proposed off-road links for walking, cycling, and horseriding together with wildlife connectivity routes. They connect to facilities and other green spaces within Sandymoor and the wider countryside.*

*Development proposals for Sandymoor will be expected to satisfy all of the following criteria: -*

- a) The appearance of pedestrian and vehicle routes through development linking into the green corridors should be enhanced, with increased soft landscape elements such as additional street trees and shrub beds;*
- b) Routes into the green corridors should be identifiable by the use of specific hard/soft landscape details and signage, and give priority to pedestrians and cyclists;*
- c) Consideration should be given to identifying and implementing clear and safe road crossings or junctions for pedestrians, cyclists, and horseriders. Streets will be managed and calmed at appropriate locations.*

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### **SMTP4 Car Parking**

All development proposals at Sandymoor should provide for appropriate levels of car parking at suitable locations in accordance with the Street Design Guide Principles. The number of parking spaces provided should be in line with Halton BC's adopted parking standards. A variety of car parking will be required as part of new developments, as outlined in the Street Design Guide Principles (Appendix 1).

#### *Justification*

*The availability of car parking has a major influence on the means of transport people choose for their journeys. Car parking provision at Sandymoor should contribute to the promotion of sustainable transport choices, including the promotion of non-car modes of transport in accordance with PPG13: Transport (March 2001) and the adopted Halton UDP.*

### **SMTP5 Transport Statements**

Where there is a requirement for an outline planning application to be supported by a Transport Statement, this should be prepared in accordance with the Street Design Guide Principles.

#### *Justification*

*A Transport Statement should be submitted with future outline planning applications at Sandymoor where required. A full TIA will only not be required provided that overall dwelling numbers do not significantly exceed those tested in the East Runcorn Study (2003), commissioned by Halton Borough Council.*

## **SMTP6 Traffic Management and Road Safety**

Where identified as a requirement through an accompanying Transport Statement, development proposals at Sandymoor should where necessary incorporate traffic management and traffic calming measures to enhance the safety of local residents, pedestrians, cyclists, public transport users and motorists.

### *Justification*

*Where new development is identified to have a likely impact upon the local highway network, additional traffic management measures may be deemed appropriate. This will be particularly relevant for development proposals adjacent to existing residential areas, and for integrating the new Local Centre with both existing and proposed residential development.*

*The Masterplan integrates new roads, junctions, pedestrian and cycle routes with existing links on Sandymoor. The proposals must ensure that safety measures and traffic calming to assist in the reduction of accidents as per the Halton Local Transport Plan 2006/7 to 2010/11. Measures implemented to enhance safety will include lighting, landscaping, street furniture and natural surveillance, as well as traffic calming measures comprising adjustments to horizontal and vertical alignments, material change, 'build-outs' and other mechanisms to be agreed with Halton Borough Council, prior to the commencement of development.*

*The Halton Local Transport Plan 2006/7 to 2010/11 places a high priority on Local Safety Schemes. It is considered essential that these schemes are supported by measures to ensure that new development helps to improve transport safety, in accordance with the targets of the Halton LTP and the emerging Regional Spatial Strategy.*

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## BUILT ENVIRONMENT

### **SMBE1 General Requirements for Development**

Development proposals at Sandymoor will only be permitted where policies and guidance within this SPD, the adopted Halton UDP, and the Council's emerging Local Development Documents are fully satisfied, having particular regard for the following:

- Layout
- Density
- Scale
- Massing
- Height
- Public Realm

#### *Justification*

*To satisfy the design policies of the Halton UDP, all development proposals will have to fulfil criteria in relation to Environmental Quality, Accessibility, Conservation of the Natural Environment, Infrastructure and Management of Resources.*

### **SMBE2 Construction Impacts**

The loss of amenity to existing Sandymoor residents by virtue of noise disturbance and construction works traffic should be minimised at all times. Construction works should be programmed to respect the residential amenity of existing residents and seek to minimise any impacts. Developers will be required to set out their mitigation proposals to Halton Borough Council prior to the commencement of development.

#### *Justification*

*Throughout the construction of all new development at Sandymoor, the impact upon existing residents in terms of amenity and noise disturbance should be minimised to respect quality of life, and in particular ensure that adequate measures are implemented to maintain the safety of residents.*



### **SMBE3 Access to Buildings and Public Spaces**

Proposals for public buildings and spaces will be required to comply with Government Access regulations. An Access Statement (forming part of a wider Design and Access Statement) will be required to ensure the development responds to the needs of people with disabilities and/or restricted abilities.

#### *Justification*

*Public places within Sandymoor should be accessible to all members of the community, whether able bodied or disabled, and as safe as possible. Ensuring adequate access to new buildings is an important means of achieving this. Proposals for public areas, open space, pedestrianisation, car parking and street furniture should all take account of these requirements.*

### **SMBE4 Boundary Walls and Fences**

All boundary treatments will be required to be visually attractive, constructed of high-quality and durable materials, appropriate to their setting. A range of boundary thresholds on to the public realm will be acceptable, including railings, hedges and walls. No timber fences designed or sited on boundaries within the public realm will be permitted.

#### *Justification*

*Halton Borough Council is committed to enhancing the quality of the built environment. In determining proposals for residential development at Sandymoor, the Council will have regard to the amenity and visual impact of all proposed boundary treatments in addition to security considerations.*



*Boundary wall treatment*

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## GREEN ENVIRONMENT

### **SMGE1 Development within Proposed Greenspace**

Development within the proposed greenspace, as defined on the Masterplan, will not be permitted except for:

- Leisure related facilities including pavilions and changing rooms;
- Interpretation Centre as part of Nature Conservation;
- Informal shelters at key locations;
- Public Art.

#### *Justification*

*No proposals shall result in the loss of green space as identified on the Masterplan, or be designed for recreational use other than that proposed, to provide adequate wildlife connectivity and important links to the Greenway Network.*

### **SMGE2 Loss of Designated Green Space**

No proposals shall result in the loss of green space as identified on the Masterplan and be designed for recreation use other than that proposed.

Designated site include the following:

- a) Railway Green Corridor
- b) Canal Green Corridor
- c) Keckwick Brook Corridor
- d) Bridgewater Wildlife Area
- e) Village Green
- f) The Ride Extension
- g) Playing Pitches

#### *Justification*

*The SPD seeks to ensure the retention and protection of existing greenspace at Sandymoor in accordance with the Halton UDP. The impact on views of residents and users will be of fundamental importance where development proposals affect informal or casual greenspace.*

### SMGE3 Sites of Importance for Nature Conservation

Development will not be permitted on a Site of Importance for Nature Conservation. Designated sites include:

- a) Bridgewater Wildlife Area
- b) Keckwick Brook Corridor
- c) Sandymoor Brook Corridor

#### Justification

*Nature conservation will be enhanced through improvements to Keckwick Brook and Sandymoor Brook environments, the establishment of an area of nature conservation at the southern boundary with Bridgewater Canal, and the integration and protection of Bog Wood and Brook Wood.*



**Figure 6.4** Brook Corridors

### SMGE4 Local Wildlife Area

Development will not be permitted on the Bridgewater Local Wildlife Area.

#### Justification

To safeguard adequate habitats (and feeding areas) for wildlife without undue disturbance from adjacent development.



Figure 6.5 Bridgewater local wildlife area

### SMGE5 Flora and Fauna

On a site supporting a species of flora or fauna protected under national legislation or its habitat, an expert on the relevant protected species should carry out a detailed site survey together with recommended mitigation to avoid disruption to that species as a result of new development.

#### Justification

The presence of a protected species will be a material consideration when determining development proposals which would likely result in harm to a species and/or its habitat.

### SMGE6 Ancient Woodlands

Existing ancient woodlands within the Sandymoor development site will be protected. No development will be permitted within a protected building line stand-off distance of 15-20m from existing trees. New housing units should only front woodland, and no back gardens will be permitted along woodland boundaries in compliance with Woodland Trust requirements. Designated Ancient Woodlands at Sandymoor include:

- a) Brook Wood
- b) Bog Wood
- c) Sandymoor Wood

#### Justification

*The Sandymoor Masterplan and SPD retain and protect existing ancient woodlands at Sandymoor. Development proposals should not cause damage, directly or indirectly, to Ancient Woodlands at Sandymoor and all must conform to the requirements of the Woodland Trust.*



Figure 6.6 Important woodland features

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### **SMGE7 Important Sandymoor Landscape Features**

Development will not be permitted on land designated as being an Important Sandymoor Landscape Feature in accordance with the adopted Halton UDP. Adjacent development should seek to respect the existing visual and physical characteristics of each Important Sandymoor Landscape Feature. Important Sandymoor Landscape Features include:

- a) Brook Wood
- b) Bog Wood
- c) Sandymoor Wood
- d) Bridgewater Nature Reserve
- e) Keckwick Brook Corridor
- f) Sandymoor Brook Corridor
- g) Railway Green Corridor
- h) Canal Green Corridor
- i) The Ride
- j) Proposed South Ride and Square
- k) Sandymoor Village Green

#### **Justification**

*There are a number of Important Landscape Features at Sandymoor, all of which have an important role in defining and enhancing the character of the area. All development proposals should protect and retain these existing features.*

### **SMGE8 Bridgewater Canal**

Development will only be permitted adjacent to the Bridgewater Canal where it is in accordance with the Masterplan and the Development Plan, provided it will not have a structural impact upon the canal, provides for natural surveillance on to the canal, and minimises the impact on the following:

- a) Recreation and tourism;
- b) Amenity of the canal;
- c) Landscape and wildlife;
- d) Views;
- e) Access to towpath;
- f) The Greenway Network; and
- g) The cleanliness of the Canal.

#### **Justification**

*New residential development adjacent to the Bridgewater Canal will promote and enhance the area as an accessible amenity. New development should also enable connections to create a permeable movement network, the design of which should take into account the protection of existing wildlife and habitats.*

### **SMGE9 Brooks and Tributaries**

All proposed works to the brooks and their tributaries should enhance the landscape and ecological characteristics as identified on the Masterplan. Diversions or alterations of channels will be permitted provided they enhance the overall public amenity, flood mitigation, landscape and ecological characteristics. In addition, an appropriate stand-off distance from the watercourse to maintain wildlife connectivity should be agreed between developers, Halton Borough Council and other statutory bodies.

#### **Justification**

*The in-channel mitigation works have been designed to avoid adverse impacts on existing environmental features and habitats, whilst providing the opportunity to create habitat and enhance the ecological potential of the nature corridor elsewhere.*

## **FLOOD RISK**

### **SMFRI Flood Risk Assessment**

A Flood Risk Assessment (FRA) will be required for submission with all planning applications on development sites in excess of 1 hectare, and those situated within and directly adjacent to the identified area of flood-risk in northern Sandymoor. The FRA will require formal approval from the Environment Agency prior to the determination of any planning applications to which this applies.

#### **Justification**

*The FRA demonstrates that the development will be safe, without increasing flood risk elsewhere as there is no net loss of existing floodplain storage within the system. This is in accordance with the guidelines of PPS25 'Development and Flood Risk.'*

## **UTILITIES**

### **SMUTI Separation Distances**

To reflect current legislation, all development proposals will be required to maintain a non-statutory separation distance of 25m either side of the centre line of the 400kV powerline corridor at Sandymoor in accordance with the Masterplan.

#### **Justification**

*Two overhead electric cable routes run along both the eastern and western edges of the site, each providing a significant constraint at Sandymoor. New development proposals must ensure that a specific stand-off distance from the overhead power lines is created due to the requirement for statutory safety clearances. The revised Masterplan requires new housing to maintain a non-statutory minimum separation distance of 25m either side of the centre line of the powerline corridor (400kV) to reflect existing development. This is in compliance with the National Radiological Protection Board (now part of the Health Protection Agency) current minimum requirements.*

# Character Area Principles

- 7.1 Following the completion of the masterplanning process, the Sandymoor development site has been divided into three distinct Character Areas; Brookwood; Southride; and Bridgewater as shown below.
- 7.2 The following section sets out a series of Character Area specific policies which build upon the broad Sandymoor generic policies, and to which future development proposals should conform.



Figure 7.1 Character area plan





## BROOKWOOD

**7.3** Brookwood predominantly incorporates the northern part of the Sandymoor development site, encompassing an area of circa 20.33 hectares. The proposed Sandymoor Local Centre is to be located within the Brookwood Character Area. Residential development will comprise a higher density than the rest of Sandymoor, including the development of 2-3 storey townhouses and apartments. Key features of the Brookwood Character Area incorporate the Village Green, The Ride and The Avenue. The reserved school site is situated to the immediate west of the Village Green.

### Overall Land Area:

- 20.33 hectares

### Land Classification:

- Greenfield

### Current Land-Use(s):

- Grazing Land
- Arable Land
- Managed Landscape

### Allocated Land-Use(s):

- Residential
- Local Centre
- Reserved School Site
- Open Space

### Development Constraints:

- Railway Green Corridor
- Keckwick Brook Corridor
- Floodplain Area
- 15m-20m stand-off distance between new buildings and Brook Wood
- Proximity to Existing Residential Development



**Figure 7.2** Character area plan for Brookwood

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## CHARACTER AREA SPECIFIC POLICIES:

### TRANSPORT

#### **BWTPI Cycle and Pedestrian Provision**

Development proposals should form direct links to the existing cycleway/footpaths to the north of Brookwood, and The Ride. Proposals should provide for new routes along the eastern section of 'The Avenue' and the 'Village Street' in accordance with the Street Design Guide Principles.

#### *Justification*

*In line with the key aims of the SPD, development proposals at Sandymoor should promote the use of sustainable transport modes amongst the local community, and provide safe links to additional urban areas, the Local Centre and the wider countryside.*

#### **BWTP2 Greenways**

Development proposals must ensure that suitable links are formed to the adjoining Greenways, The Ride to the west, and the eastern route between the railway lines. under new development. The establishment and enhancement of a Greenway through this area along the Keckwick Brook Corridor should be incorporated into any design proposal(s).

#### *Justification*

*The development of the Greenway network in Brookwood will provide for appropriately segregated pedestrian priority routes within the designated Keckwick Brook Wildlife Corridor.*

### GREEN ENVIRONMENT

#### **BWGEI Separation Distances**

Development proposals comprising roads and associated pavements, gardens and dwellings should maintain a minimum width of 35m from the base of the West Coast Main Line railway embankment to accommodate the development of the proposed Railway Green Corridor.

#### *Justification*

*The Sandymoor Masterplan provides for the creation of a green wildlife corridor and safety zone along the eastern boundary of the site adjacent to the existing high-speed railway lines.*



## SOUTHRIDE

**7.4** The principal feature of Southride is the extension of The Ride, providing pedestrian access through the site. With regards to housing, Southride will provide for a transition between higher density in northern Sandymoor to lower density residential development further south in Bridgewater.

### Overall Land Area:

- 7.61 hectares

### Land Classification:

- Greenfield

### Current Land-Use(s):

- Grazing Land
- Managed Landscape

### Allocated Land-Use(s):

- Residential
- Open Space

### Development Constraints:

- Sandymoor Main Ditch
- 15m-20m stand-off distance between new buildings and Bog Wood
- 25m stand-off distance either side of western powerlines
- Railway Green Corridor



*Figure 7.3 Character area plan for Southride*

---

## CHARACTER AREA SPECIFIC POLICIES:

### TRANSPORT

#### **SRTPI Cycle and Pedestrian Provision**

The existing cycleway/footpaths from Brookwood should be developed further along The Ride extension, and through Southride linking to the Bridgewater Character Area. Links to the eastern canal crossing should be created from the existing routes, including further enhancement works.

##### *Justification*

*The extension of the existing cycleway and footpaths through Southride should further assist in the development of segregated pedestrian priority routes throughout the Sandymoor development site, and contribute towards a reduction in private car use.*

#### **S RTP2 Greenways**

The Greenways identified in the Brookwood Character Area must be extended into Southride along the proposed routes identified on the Masterplan, and ensure appropriate integration with Bog Wood.

##### *Justification*

*The extension of the Greenway network from Brookwood into Southride will contribute towards the development of appropriately segregated pedestrian priority routes whilst simultaneously providing for a degree of wildlife connectivity.*



## BRIDGEWATER

**7.5** Development within the Bridgewater Character Area will generally be less intense than elsewhere at Sandymoor, focusing alternatively upon maximising the benefit for flora and fauna, and enhancing the area's rural quality. The highest density of development will be along the western edge of the site adjacent to the Bridgewater Canal.

### Overall Land Area:

- 7.09 hectares

### Land Classification

- Greenfield

### Current Land-Use(s):

- Grazing Land
- Managed Landscape

### Allocated Land-Use(s):

- Residential
- Open Space

### Development Constraints:

- Bridgewater Nature Reserve
- Bridgewater Canal Green Corridor
- 25m stand-off distance either side of western powerlines
- Sandymoor Main Ditch
- Site Topography
- Railway Green Corridor



Figure 7.4 Character area plan for Bridgewater

---

## CHARACTER AREA SPECIFIC POLICIES:

### TRANSPORT

#### **BWRTP1 Cycle and Pedestrian Provision**

The extension of the cycleway/footpath from Southride must link into the existing canal crossing to the east ensuring good connections to all proposed development within the Character Area.

##### *Justification*

*In light of the overall area of the Sandymoor development site, it is important to provide pedestrian priority routes throughout each of the Character Areas in accordance with the UDP and sustainable transport objectives set out in the Council's Local Transport Plan.*

#### **BWRTP2 Greenways**

The Greenways in the Bridgewater Character Area should provide for good links through from Southride, and ensure connectivity through to the existing canal towpaths.

##### *Justification*

*The extension of the Greenway from northern Sandymoor through to the south of the site will ensure that a sustainable pedestrian priority route is created throughout Sandymoor, and thus seek to encourage a reduction in private car use amongst local residents.*

## GREEN ENVIRONMENT

### **BWRGEI Separation Distances**

Development proposals including roads and associated pavement, gardens and dwellings should maintain a minimum width of 20m from the base of the rail embankment to create a Railway Greenway Corridor.

#### *Justification*

*To provide an adequate wildlife corridor and safety zone adjacent to the low-speed railway line.*

# Local Centre



*Local centre site*

- 8.1** In addition to new residential development at Sandymoor, the Masterplan also proposes the development of a new Local Centre to provide essential social infrastructure to serve the existing and future residents of Sandymoor.
- 8.2** The Halton UDP allocates land at Sandymoor for the development of local shops and community facilities to serve residents, and concurrently seeks to discourage private car use. The allocated Local Centre site within the Sandymoor development area is located to the north of the 'Village Green' on the southern boundary of Sandymoor Wood. Outline planning permission was previously granted for a mixed-use Local Centre on the site (App. Ref 04/00431/OUT) in August 2004. This planning permission expired on 2nd August 2007. A new outline planning application was submitted by English Partnerships in September 2007 for the development of up to 34 residential units (comprising dwellings and apartments), and up to 3,000 square metres of commercial development providing for:
- A Public House/Restaurant with ancillary accommodation;
  - Convenience Store;
  - Other retail, commercial and leisure uses.
- 8.3** Development proposals for the Local Centre must be in accordance with the criteria as set out above, and that detailed in the Sandymoor Local Centre Development Brief.
- 8.4** Further to the generic Sandymoor policy requirements, the following policies are specific to the development of the new Local Centre, to which development proposals must conform.



## TRANSPORT

### LCTPI Accessibility and Permeability

The proposed Local Centre through route should be closely formed in conjunction with the Village Square. Proposals should provide a shared surface through route that provides for pedestrian priority. This can be implemented by the provision of an informal vehicular access that is evident through the implementation of street furniture and planting to encourage low traffic speeds. The entrances to this route must be clearly identified, and traffic calmed measures should be implemented to provide a clear warning to vehicles upon entering this access.

This access route will not be offered up for adoption to the Local Highways Authority, and thus must be maintained by a management company to agreed standards with Halton Borough Council.

#### Justification

*The Local Centre should seek to encourage the public to walk and cycle through the provision of a safer space upon arrival, and by ensuring that key footpaths and cycleways at Sandymoor link the Local Centre to both existing and proposed residential neighbourhoods. Public transport access will also be encouraged. Access must be maintained for disabled vehicle users and to service the commercial units.*

## GREEN ENVIRONMENT

### LCGEI WOODLAND PROTECTION

The proposed Local Centre site lies adjacent to Sandymoor Wood. To protect this woodland, a minimum stand-off distance of 15m between the tree canopy and any buildings must be implemented and maintained. A 2.4 metre high wall will also need to be constructed parallel with the woodland boundary.

#### Justification

*This SPD seeks to protect and retain all existing woodlands at Sandymoor in accordance with the requirements of the Woodland Trust, and as previously set out in generic policy SMGE6 of this SPD.*

## BUILT ENVIRONMENT

### LCBEI Design of Local Centre

All development proposals for the Local Centre will be required to conform to the policy requirements of this SPD and the Halton UDP, and the Local Centre Development Brief.

#### Justification

*The Local Centre Development Brief will outline the criteria to be satisfied in relation to the uses, design and materials of the Local Centre at Sandymoor. All development proposals must therefore accord with the Development Brief to ensure a consistently high-quality design and development approach throughout Sandymoor.*

# Reserved School Site



*Reserved school site*

- 9.1** The Halton UDP allocates land within northern Sandymoor for the development of a new local educational facility. Policy S24 'Sustainable Urban Locations' of the UDP pays particular regard to the safeguarding of this land for a new school. To date the Local Educational Authority has yet to establish the need for a new school at Sandymoor.
- 9.2** In accordance with the Halton UDP allocation, development proposals for the reserved school site must conform to the following:

### **SMEDI Development of Reserved School Site**

No form of built development will be permitted on the reserved school site at Sandymoor, as identified on the Masterplan, other than for an Educational Facility unless the Local Education Authority determine that it is not required.

#### *Justification*

*The Halton UDP allocates land for the future development of a local educational facility at Sandymoor. The release of the site for the development of an educational facility will be dependant upon the Local Education Authority establishing the requirement for a new school within the area.*



# Appendix

- 01** Street Design Guide Principles
- 02** Planning Policy Context



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This Street Design Guide has been put together to outline the key principles and design detail of the movement network within the new Sandymoor development. The guide takes on best practice principles established in recent government guidance such as Manual for Streets, and has been agreed with Halton Borough Council (HBC). The guide should be read in conjunction with the Masterplan and the supporting Sandymoor Design Codes.

### **1.1 Access and Linkages**

The Masterplan is based around 'The Avenue'. This links the site, and together with a grid of pedestrian-friendly routes, some of shared surface, provides access to the rest of the development. A flexible approach to highway design and requirements is a fundamental assumption. The principles for street design encourage the design of a street to be 'fit for purpose'.

The key principles promote:

- **Permeability**

To create a grid of routes that provides easy access throughout the site. This will help connect the site together to create a walkable neighbourhood. To do this, streets will be designed to 20 - 30mph along the main routes and 10mph for the home-zone areas. This reflects the community concerns about traffic speeds

- **Pedestrian Priority**

To promote informal pedestrian priority throughout the development by establishing a 'home-zone' approach to the design of the streets. The design of the street is an integrated exercise that encompasses the dwellings fronting the street and the treatment of the public realm. Shared surfaces, changes in construction materials, horizontal alignment, landscaping and lighting will all help encourage people to walk and cycle to school, community hall and shops rather than travel by car

- **Pedestrian links and safe routes**

Existing pedestrian/cycle routes and bridleways will be incorporated or re-provided and new routes added to create a pedestrian network that will link the development together and with adjacent communities. 'Safe routes' will link key areas and be designed to be secure, well lit with appropriate planting and street furniture as well as interest to engage school children. Cycle routes will be integrated into the design of the streets throughout the development

- **Taming existing streets**

Managing traffic on the streets that surround the site, such as Walsingham Drive, will be improved through the provision of better crossings and other traffic calming measures. This would respond to a major concern about traffic speeds and road safety that emerged during consultation with the community

- **'A sense of place'**

To create a series of 'places' at junctions of key routes, celebrating these new areas and providing some variety and visual diversity

## A 1.2

Street  
Hierarchy &  
Movement  
Strategy

A simple hierarchy is proposed:

- **'The Avenue'** Provides the principle route through the site along which much of the vehicular traffic will be concentrated. The bus service will run along this route. The character changes as it traverses the site
- **'Farm Lane'** A low-key residential route, that provides access to the southern part of the site. Due to its proximity to open space and the nature conservation area, this takes on a rural quality
- **The 'Village Street'** This route provides an indirect link from the centre of the site to the Local Centre to the north. The character of this street will take on qualities of a traditional Cheshire Village Street. The street will be traffic-calmed, giving priority to pedestrian and cyclists
- **Access Streets** These act as transition routes between 'The Avenue', 'Farm Lane' and the home-zone streets
- **Home-Zones** These will allow the remainder of the public realm to be designed as shared surface routes. The detailed design will depend on local conditions. For instance, through more ecologically sensitive areas to the south, care to retain existing features would be taken. In other locations a more robust approach could be appropriate which would reflect the demand for shared parking spaces and higher densities. The home-zones provide a network of safe routes for school children and would be developed to meet the Safe-Routes-to-School criteria of the Council. The home-zone approach would also include:
  - *Drives – a series of shared surface drives, designed to have a softer more informal quality, will link small groups of houses, especially those facing key areas such as The Ride.*
  - *Mews – routes that link the home-zone with internal parking courtyards. These shared surface routes will help establish intimate spaces for pedestrians and slow moving traffic, and be overlooked by flats or workspaces.*
  - *Parking courts and squares – these spaces are an important element of both the movement network and the public realm. The parking squares would be designed as public squares where cars can be accommodated. They will contain other uses such as, places to sit and occasional events. Squares will be located in formal areas of the site, such as the Local Centre. Parking courts will be within development blocks.*





Figure A 2.1 Street hierarchy

## A 1.3 Parking Strategy

The Masterplan accommodates the level of parking required to make the project viable without compromising the urban form. Parking provision will meet government guidance and current Council standards. These are:

- houses, 2 car spaces – or more for large properties
- flats, 1.5 car spaces
- visitors, 10% above this requirement.

A range of provision is proposed:

- on-plot parking – either through integral garages or parking spaces to the side or rear of dwellings
- parking squares and courtyards – secure locations overseen by development
- on-street parking – allocated and unallocated parking, in designated areas or where specifically designed in as part of a street.

Parking provision for cycles will also be made within home-zone areas and within the curtilage of individual dwellings. Additional provision will be made adjacent to facilities such as the Local Centre.



Lyngby Germany



Ecolonia Netherlands



Ingress Park London



Abode Harlow



*Figure A 3.1 Telford Millenium Community - Avenue and home-zones*

## A 1.4

## ‘The Avenue’

The Masterplan indicates a range of conditions for ‘The Avenue’ as it traverses the site. ‘The Avenue’ will be the main bus route. It is a loop route and will link the two main vehicular entrances into the site. ‘The Avenue’ will be designed to a maximum of 30mph in areas of little development, in more dense areas it will be designed to further reduce speeds to 20mph through calming measures along its length and at junctions. Detailed layout and alignment, especially through areas where lower speeds are required will be subject to swept path analysis and coordination with the local bus company

- Centre line markings will be omitted from ‘The Avenue’, as recent research has shown that this approach tends to reduce speed by a significant degree, as well as improving the appearance of the road and reducing maintenance costs. In addition other measures, such as different materials or colour, will be used at specific locations such as pedestrian crossings. Where entering public spaces the carriageway will reflect the local character and take on a shared-surface quality. The Masterplan proposes that ‘The Avenue’ and ‘Farm Lane’ are the two routes where the surface of the carriageway would be tarmac
- ‘The Avenue’ provides a formal setting for the development though a more informal design will be encouraged adjacent to the woodland. The formal proposals include:
  - *street tree planting at regular intervals in green verges along the length of the route*
  - *punctuation of the street by squares and civic spaces*
  - *formal architectural form in strategic locations*
- ‘The Avenue’ incorporates the concept of a flexible area of verge that can change in character. This would accommodate either:
  - *ground cover or grass*
  - *hard surface – either an extended pavement or similar materials*
  - *parking spaces*
  - *bus stop*
- Trees will break up the visual dominance of parked cars and will be planted in the verge or as part of the pavement, except where parking is provided. Planting will ensure the maintenance of forward visibility

- Tree species will be local species and columnar in type. Where early impact is required semi-mature varieties will be used. Different species will be used in different areas. Root barriers will be used adjacent to utilities
- Lighting will be of an appropriate height to be pedestrian-friendly and alternate with trees
- Service trenches will run within pavements and be demarcated
- Thresholds/boundaries will vary depending on location and orientation but will reflect the broad design principle of bringing buildings close to the pavement
- Street furniture and bus stops should be located near apartment buildings where possible. Proposals to de-clutter the street and public realm are promoted, so that a clearly co-ordinated design, installation, management and maintenance strategy can be established. This would provide consistency in style and colour where required, and create a pedestrian-friendly environment
- The housing along 'The Avenue' will be predominantly town houses and apartments. There will be no direct vehicular access to plots.
- Newmoor Lane & Walsingham Drive will be considered as extensions of 'The Avenue'. The design speed of these routes will match that of 'The Avenue'.
- The Pitts Heath Lane / Waltham Lane junction will be monitored and the junction priority changed, if required in the future.

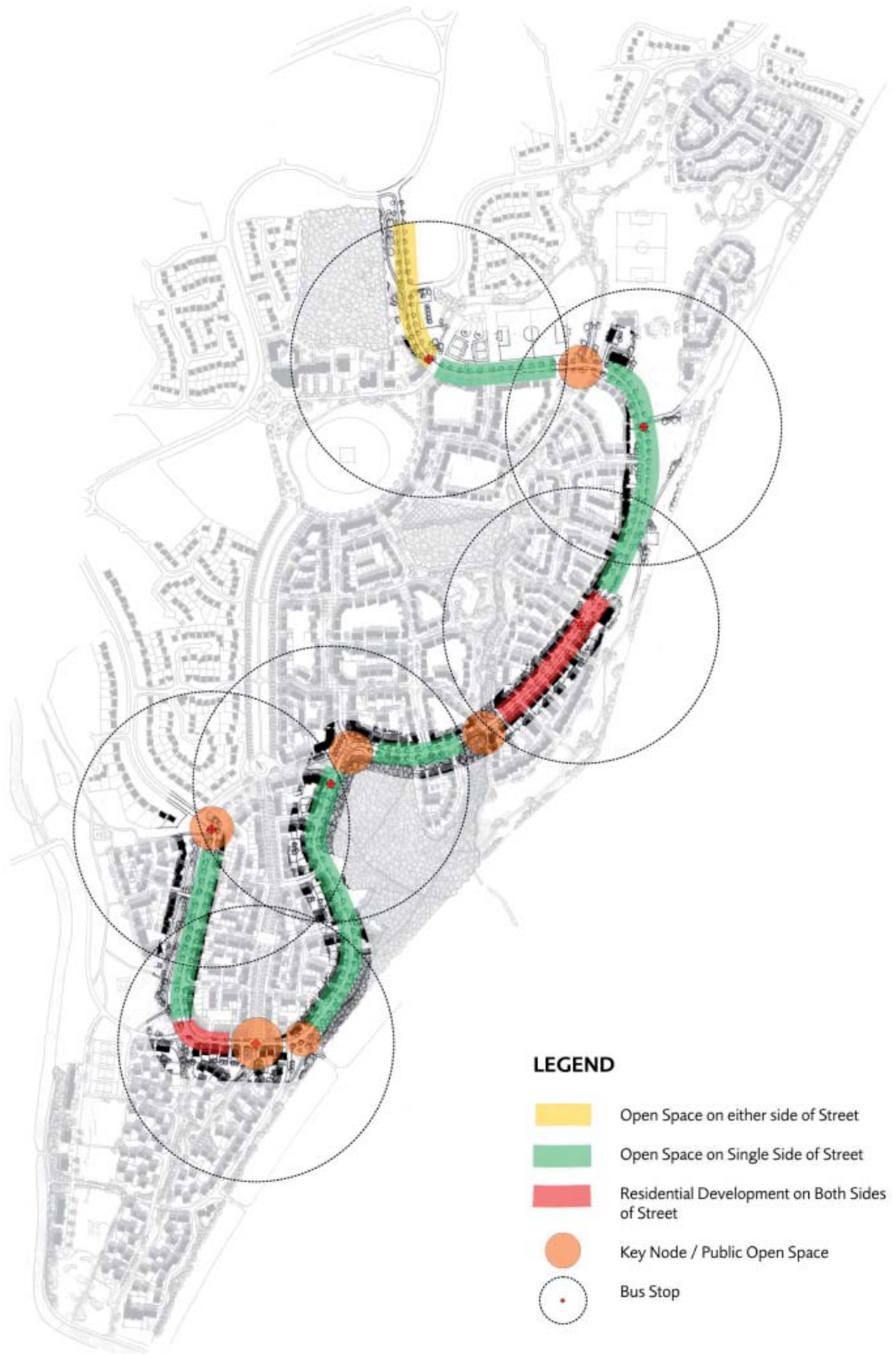


Figure A 4.1 'The Avenue' - Street character

<b>Key Information</b>	
Road Type	Local Residential Distributor Road
Design Speed	20 - 30 mph – managed through road alignment and horizontal traffic calming
Adoptable Width	14 – 18 m
Footpath	2 – 3.2 m on both sides of the carriageway
<b>Carriageway</b>	
Bus Access	Yes
Cycle Access	Integrated within carriageway or shared footway / cycleway on one side of carriageway
Carriageway Width	6m – 6.75m depending on the location of on-street parking, bus stops & traffic calming measures
Drainage Channel	500mm aquablock rumble strip, offset between carriageway and verge included in carriageway width
Parking	Unallocated parallel visitor parking
Kerb Face	125 mm
Traffic Calming	Every 80m or as appropriate, i.e. crossing points/junctions
Vehicular Access to Properties	None
Verge	Alternatively with parking and planting strip or extended paving
<b>Geometry</b>	
Junction Radii	6m
Forward Visibility	90m max – Can vary according to the speed of junction
Junction Sight Lines	90m / 4.5m – Can be reduced according to the speed of street – subject to forward visibility and tracking
Junction Spacing	80m min to adjacent, 40m to opposite
<b>Materials</b>	
Carriageway Surfacing	Textured Flexible Surface
Footpath Surfacing	Concrete Block or Tegular Paving
Shared Surfacing	NA
Vehicle Crossovers	To match footpath
Kerb Types	125 deep, concrete
Drainage	500mm aqua block strip
<b>Details</b>	
Seating	Appropriately positioned at Bus Stops and open space
Litter Bins	Appropriately positioned by shops and seating areas
Street Lighting	Column mounted set back from kerb and spaced at intervals to provide appropriate levels of lighting (to be co-ordinated with HBC)
Other Street Furniture	Bus Stops / Reflective Bollards / Pedestrian Signing
<b>Landscape</b>	
Street Trees	Clear stemmed for min 2m (to be approved by HBC)
Planting Pattern	Formally spaced every 15m as forward visibility allows
<b>Threshold</b>	
Wall / Railing / Planting	Varies
Surface Detail	Where hard surfaces are used there should be a change in detail between the pavement and the threshold
Planting	Varies



*'The Avenue' - Typical axonometric*



*Abode Harlow*



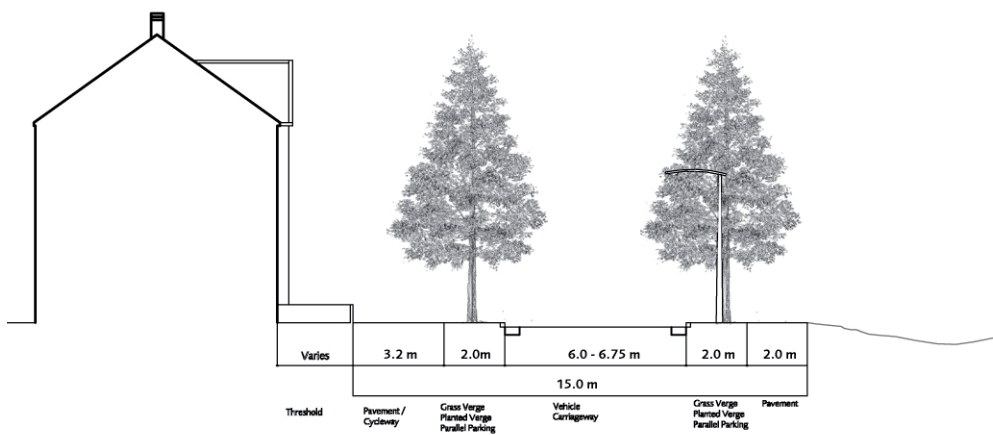
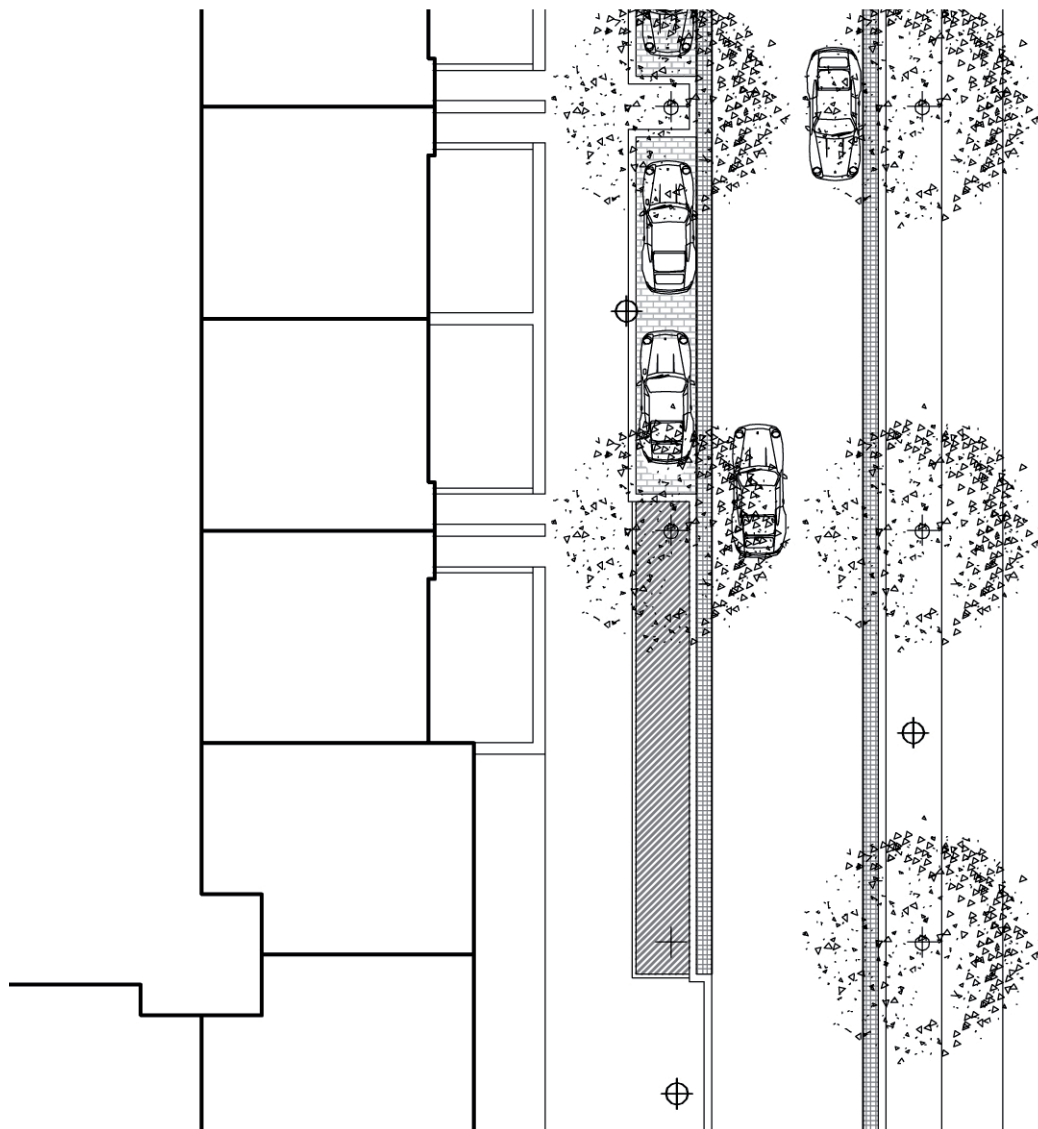


Figure A 4.1 'The Avenue' - Typical section





*'The Avenue' - Axonometric of traffic calming measures*



*Telford Millenium Community - Avenue*

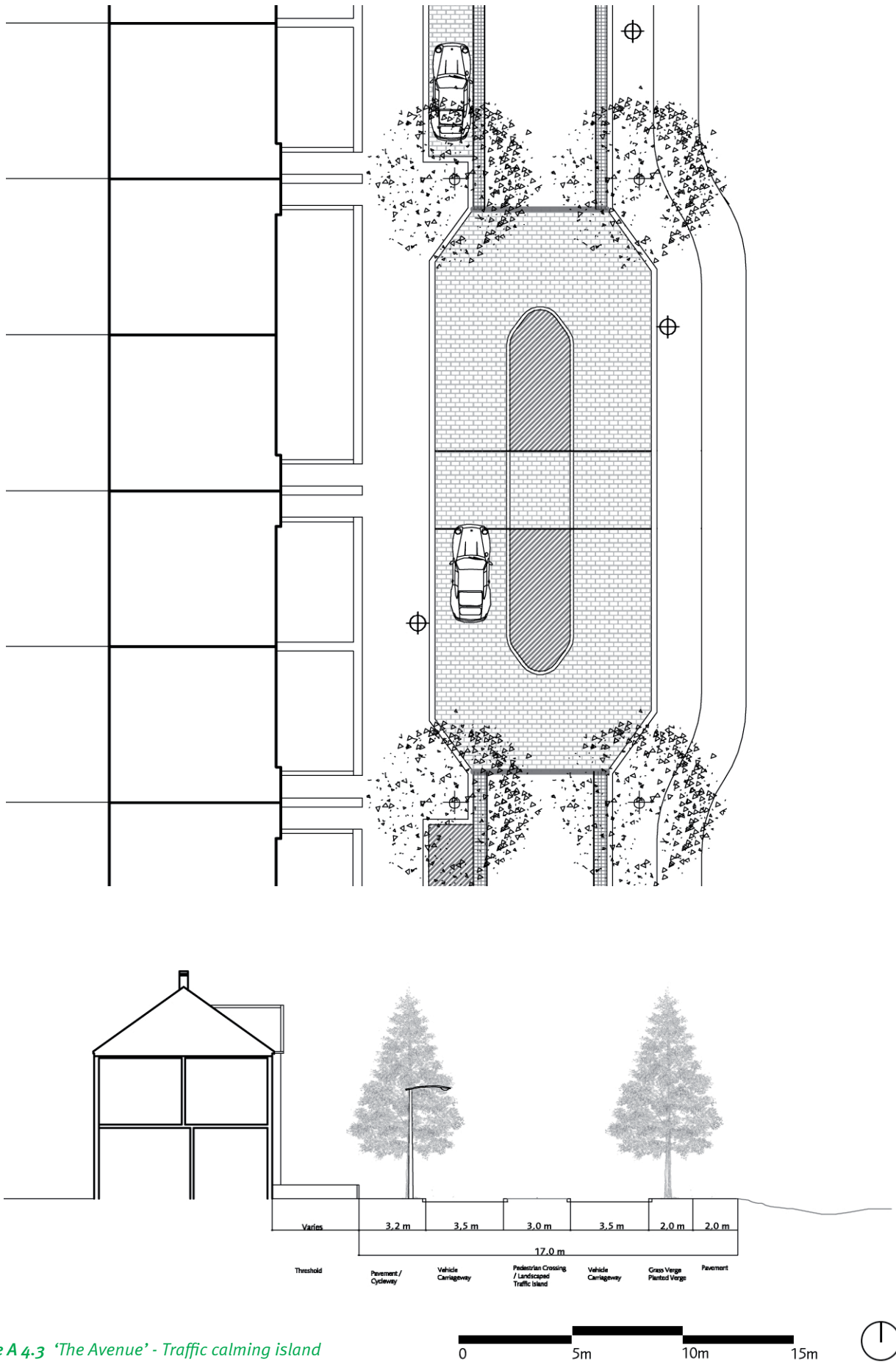


Figure A 4.3 'The Avenue' - Traffic calming island

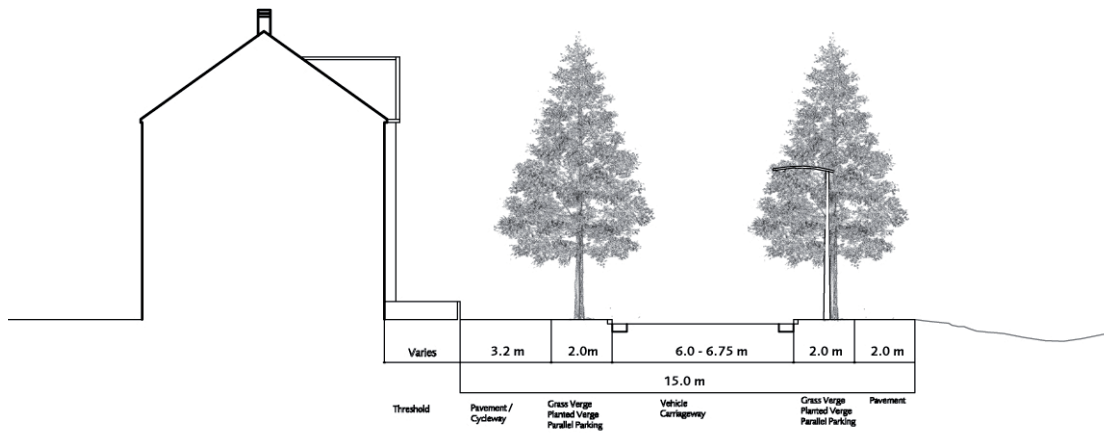
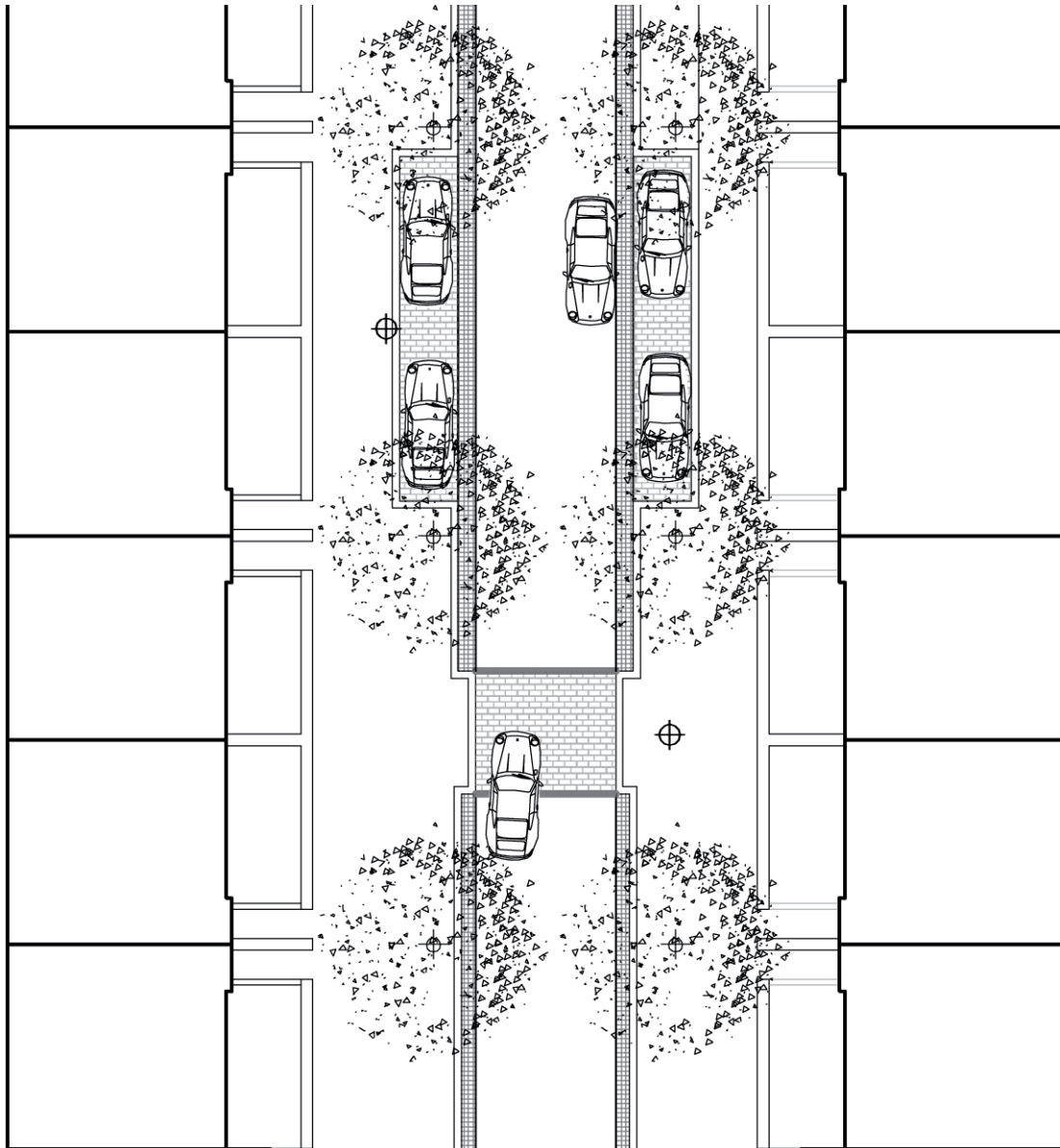


Figure A 4.4 'The Avenue' - Traffic calming feature



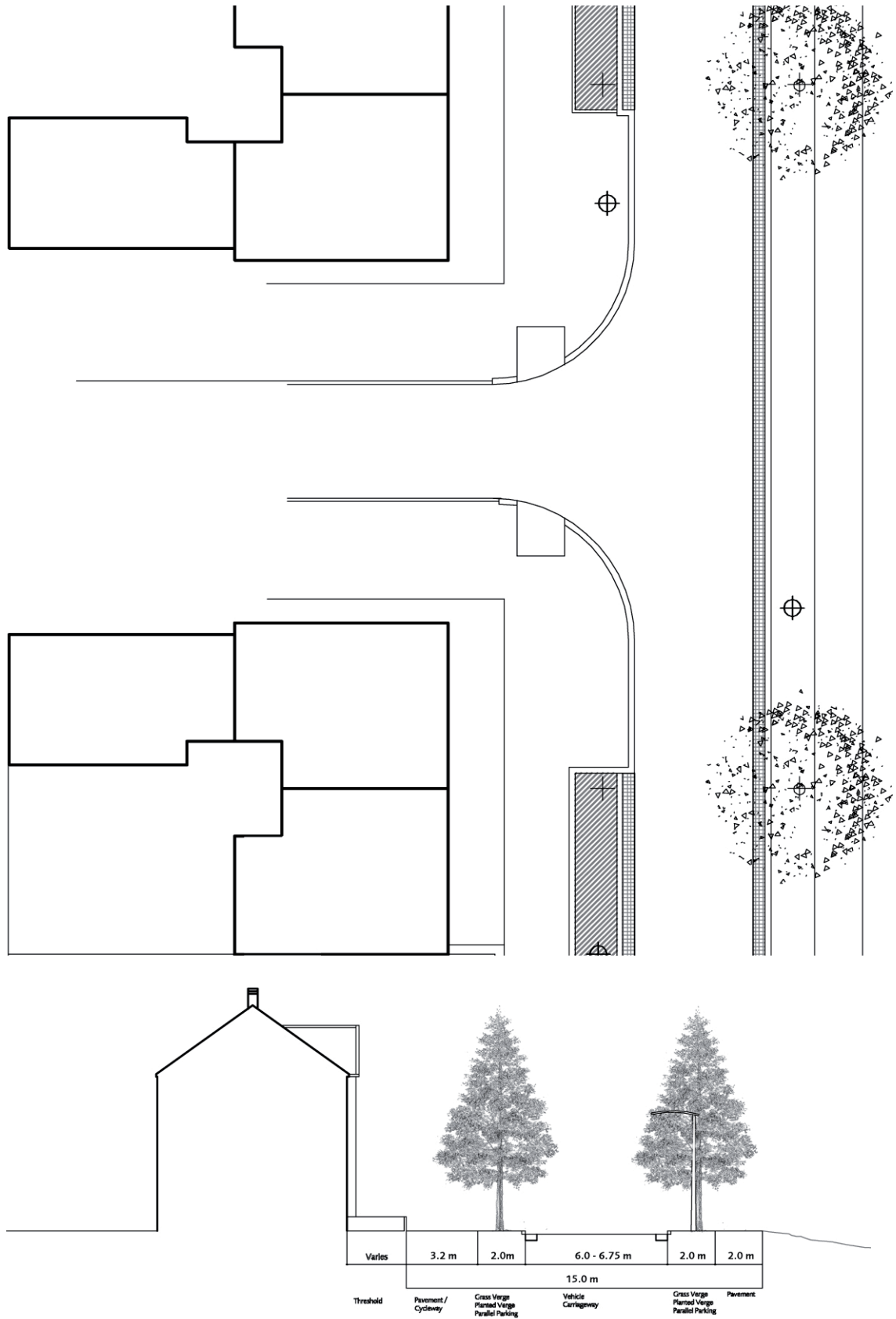


Figure A 4.5 'The Avenue' - Junction



### A 1.5

## ‘Village Street’

The ‘Village Street’ is designed to 20mph and will be heavily calmed and managed. It will have different attributes (see Section 7 Character Area Policies of SPD) as it wends its way through Brookwood character area. The ‘Village Street’ increases pedestrian priority through the use of low kerb lines with nominal 40-50mm upstands to define the edge of the carriageway. Local squares with speed tables, shared surfaces, and architectural focal points are proposed. The street and pedestrian areas will be constructed in blocks/paviours of different colours to create a high quality finish.

Along this route, junction distances and building alignments will be reduced to create a tightly enclosed environment. Most dwellings will be built with a small landscaped threshold (0.5 – 2.5 m) at the back end of the pavement. Where these occur they should visibly belong to the dwellings. A consistent treatment to front boundaries will be required. Street trees, bollards, and other landscape features will be used to ensure traffic and parking becomes a natural part of the townscape.



*de Brink - Oosterwolde Netherlands*



*Fairford Leas Aylesbury*



*Fairford Leas Aylesbury*



*Fairford Leas Aylesbury*



*Poundbury Dorset*



*Herrison Hospital*



*Poundbury Dorset*



*Poundbury Dorset*



Figure A 5.1 The 'Village Street' - Street character



<b>Key Information</b>	
Road Type	Minor Residential Access Street – Shared Surface Hybrid
Design Speed	20 mph
<b>Carriageway</b>	
Adoptable Width	10 – 15m
Bus Access	No
Cycle Access	Integrated
Footpath	2m min on either side of carriageway
Carriageway Width	Typically 5.5m with some pinch points
Drainage Channel	500mm aquablock rumble strip, offset between carriageway and verge included in carriageway width
Parking	Adoptable visitor's parking on-street. Some allocated residents parking will be in perpendicular on-street parking spaces (thesewill not be adoptable)
Kerb Face	Conservation Kerb
Traffic Calming	Varying street alignment
Vehicular Access to Properties	No driveways, but courtyard parking and garages at the back of blocks
Verge	Parking and extended Paving
<b>Geometry</b>	
Junction Radii	6m
Forward Visibility	25m min
Junction Sight Lines	33m / 2.4m
Junction Spacing	30min to adjacent, 15m opposite
<b>Materials</b>	
Carriageway Surfacing	Textured Flexible Surface
Footpath Surfacing	Concrete Block or Tegular Paving
Shared Surfacing	NA
Vehicle Crossovers / Public Squares	To match footpath
Kerb Types	Concrete Conservation kerb
<b>Details</b>	
Seating	Appropriately positioned in public squares and in areas of extended paving
Litter Bins	Appropriately positioned by seating areas
Street Lighting	Column mounted set back from kerb and spaced at intervals to provide appropriate levels of lighting to be co-ordinated with HBC
<b>Landscape</b>	
Street Trees	Clear stemmed for min 2m (to be co-ordinated with HBC)
Planting Pattern	Informally arranged along street and concentrated in the small civic squares and in areas where the road gives to open space
<b>Threshold</b>	
Wall / Railings / Planting	The ' Village Street ' will have an urban character using changes in surface material alongside raised boundaries such as walls & fences to clearly define the edges of public space
Surface Detail	A mixture of hard paving and planting will be used
Planting	Varies



*The 'Village Street' - Axonometric of public space*



*Poundbury Dorset*

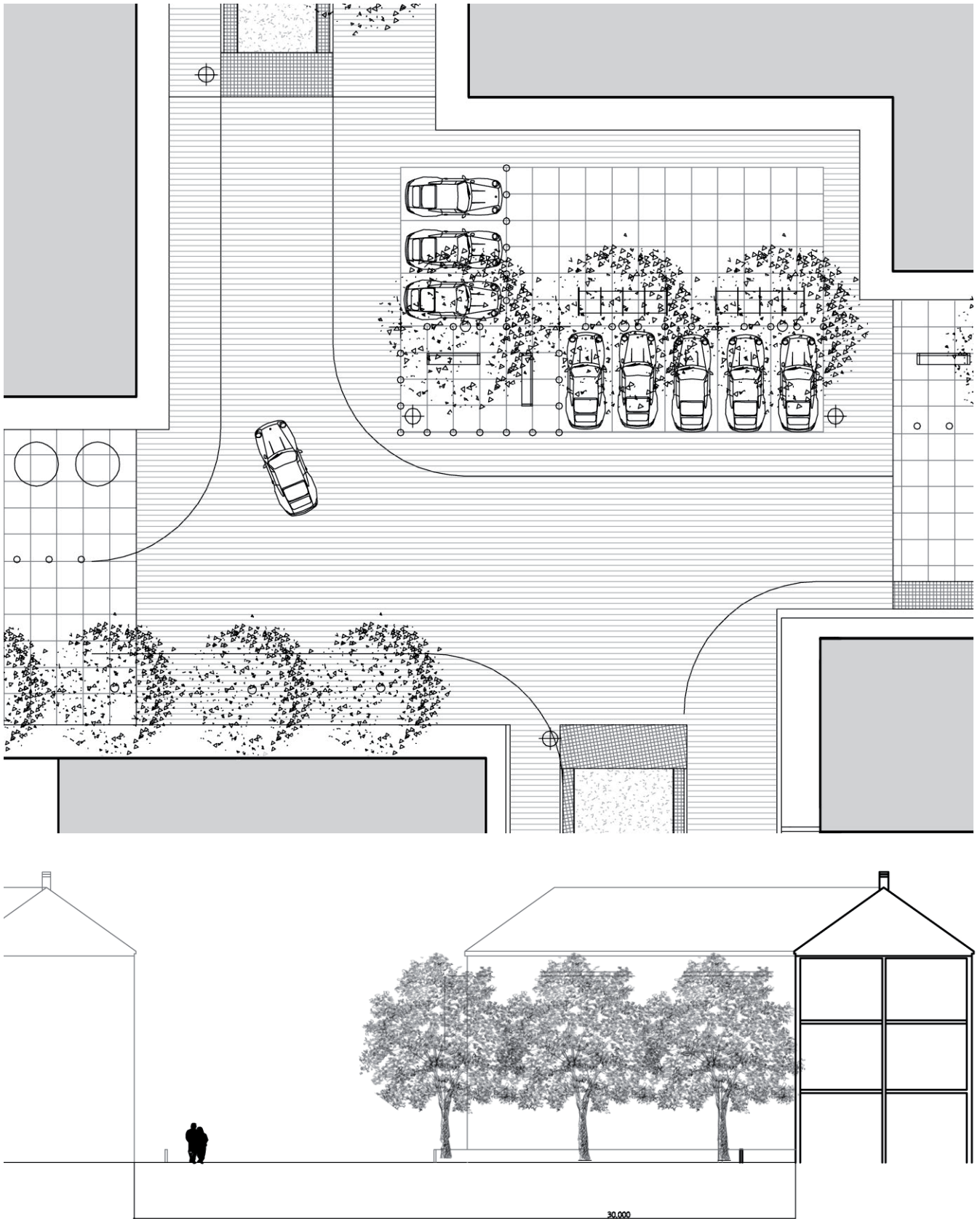


Figure A 5.2 The 'Village Street' - Shared surface square





The 'Village Street' - Typical axonometric



Fairford Leas Aylesbury

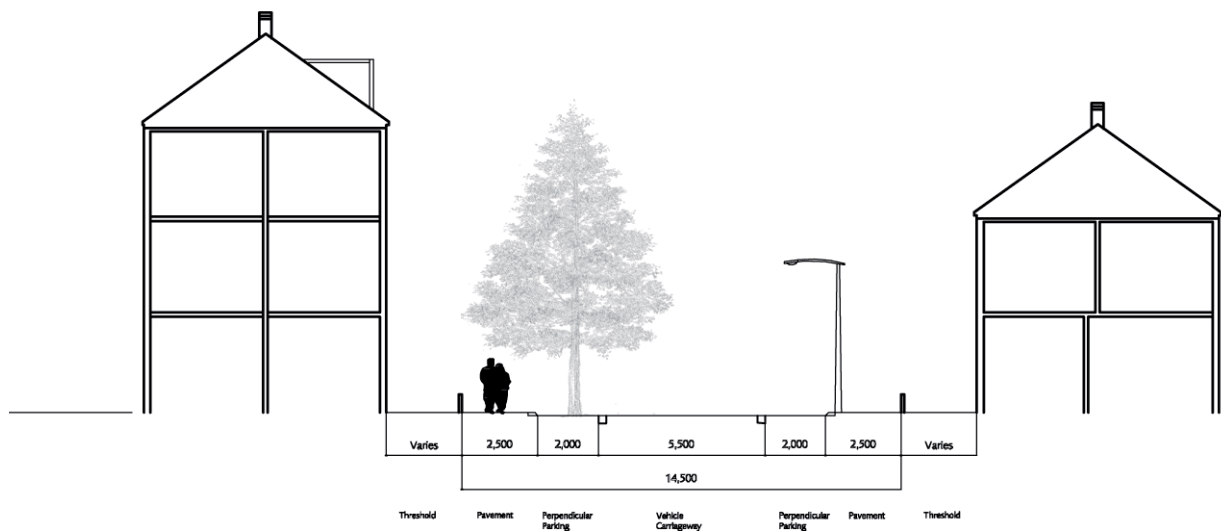


Figure A 5.3 The 'Village Street' - Perpendicular parking



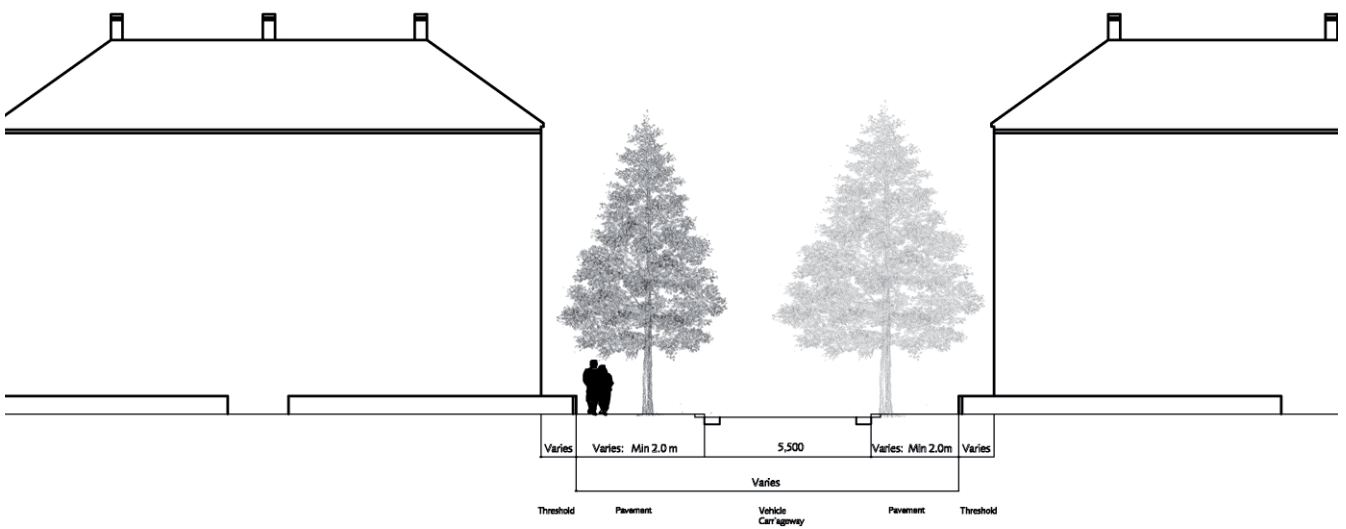
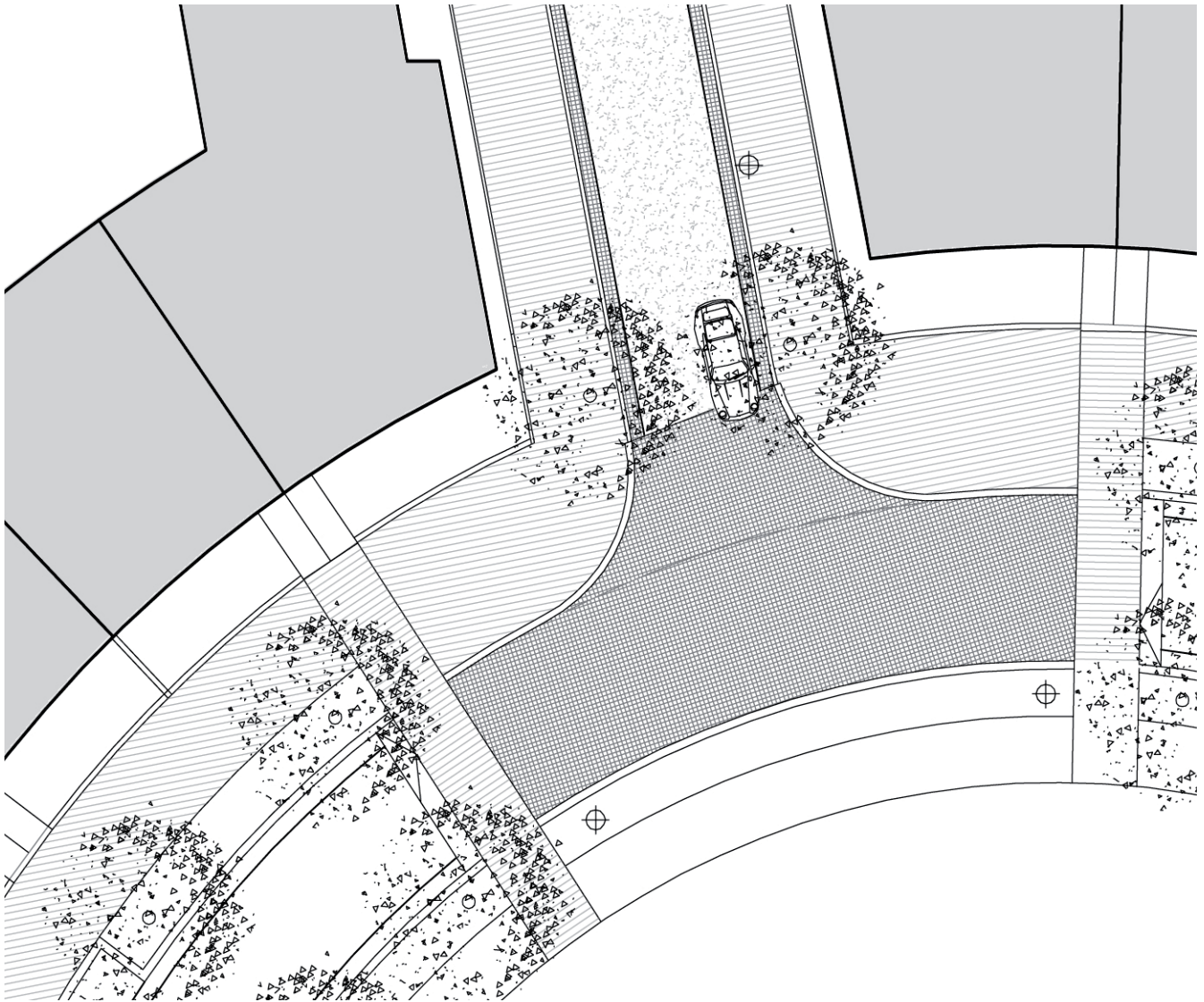


Figure A 5.4 The 'Village Street' - Entrance



## A 1.6

## 'Farm Lane'

This street is a more informal version of 'The Avenue'. The Masterplan proposes only one side of the route as a footpath or verge. The other side would have a more rural character with hedgerows, open grassland, woodland and field ditches/drains.



Figure A 6.1 'Farm Lane' - Street character

<b>Key Information</b>	
Road Type	Minor Residential Access Road
Design Speed	20 mph
<b>Carriageway</b>	
Adoptable Width	10 – 12m
Bus Access	No
Cycle Access	Integrated
Footpath	Min 2.4m on one or both sides of the carriageway
Carriageway Width	Typically 5.5m with some pinch points
Drainage Channel	500mm aquablock rumble strip, offset between carriageway and verge (included in carriageway width)
Parking	Parallel visitors parking
Kerb Face	Full 125mm kerb on residential side of street, conservation kerb combined with Cheshire railing or hedgerow on green side of the street
Traffic Calming	Incidental traffic calming using the development form to structure buildouts and horizontal alignment
Vehicular Access to Properties	Private garages at the rear of properties
Verge	Parking / Planting / Extended Paving
<b>Geometry</b>	
Junction Radii	5.5m
Forward Visibility	25m min
Junction Sight Lines	33m / 2.4m
Junction Spacing	Minimum of 30m to adjacent, 15m opposite
<b>Materials</b>	
Carriageway Surfacing	Textured flexible surface
Footpath Surfacing	Concrete Block or Tegular Paving
Shared Surfacing	NA
Vehicle Crossovers / Public Squares	To match footpath
Kerb Types	Concrete – sandblasted to expose aggregate
<b>Details</b>	
Seating	Appropriately positioned where road opens out to open space
Litter Bins	Appropriately positioned by seating areas
Street Lighting	Column mounted set back from kerb and spaced at intervals to provide appropriate levels of lighting (to be co-ordinated with HBC)
<b>Landscape</b>	
Street Trees	Clear stemmed for min 2m (to be co-ordinated with HBC)
Planting Pattern	Informally arranged along lane and in areas where the road gives to open space
<b>Threshold</b>	
Privacy Strip	Buildings have generous set backs from the street
Wall / Railing / Planting	The threshold is larger than in other areas of the site to allow a softer suburban character to be developed. The overall depth will be less than 3m to prevent car parking in front of dwellings
Surface Detail	Small garden paths should make connections between the footpath and the building entrance
Planting	Varies





*'Farm Lane' - Axonometric*



*Fairford Leas Aylesbury*

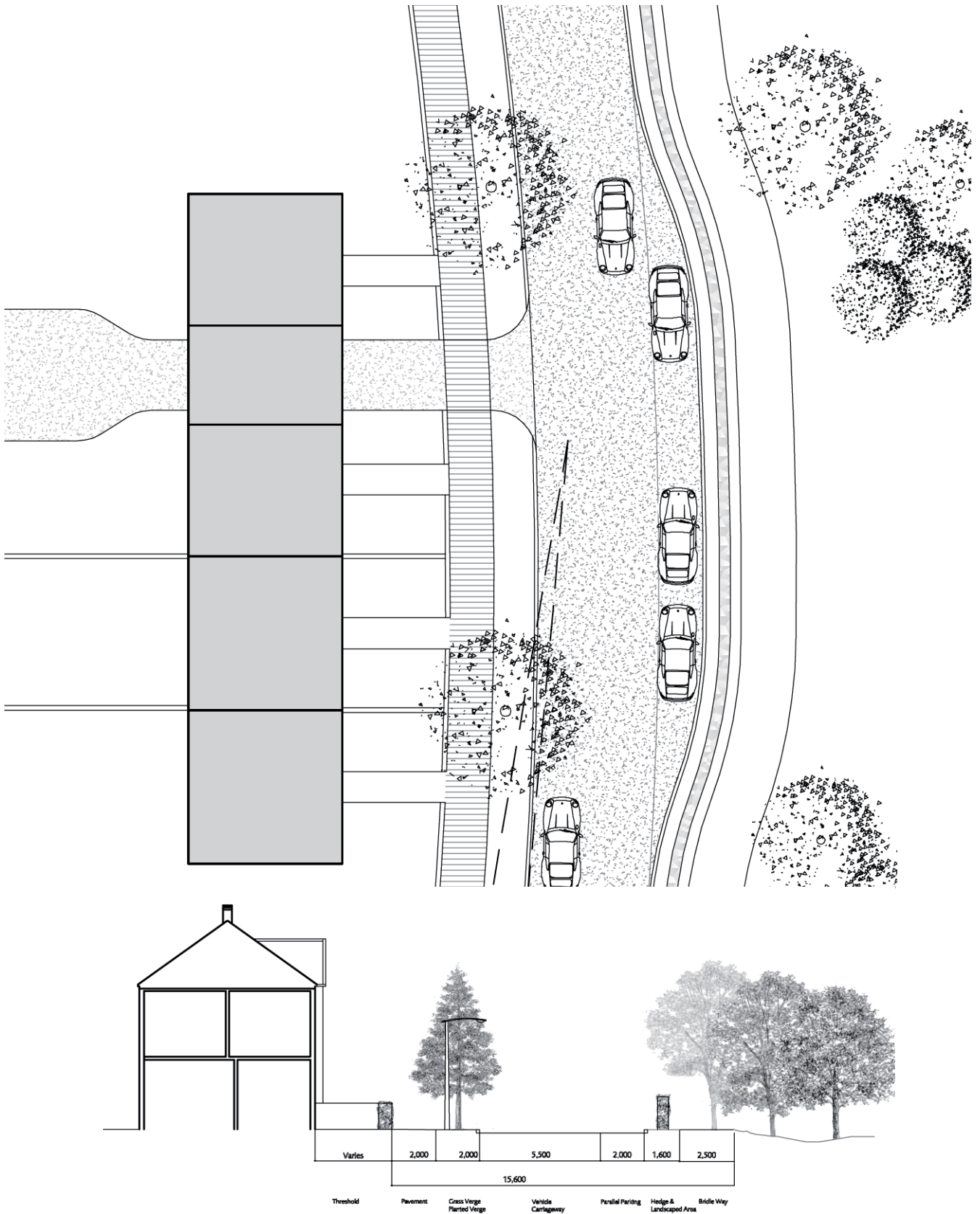


Figure A 6.2 'Farm Lane' - Typical section

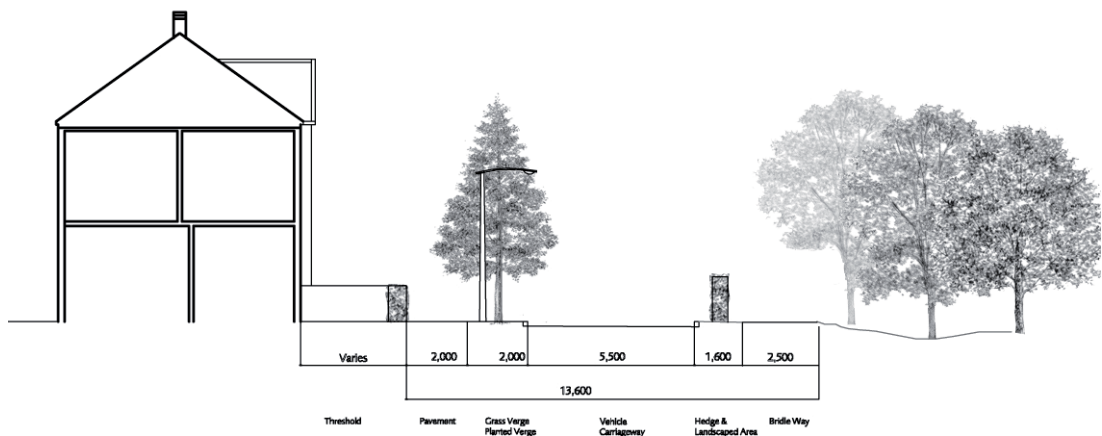
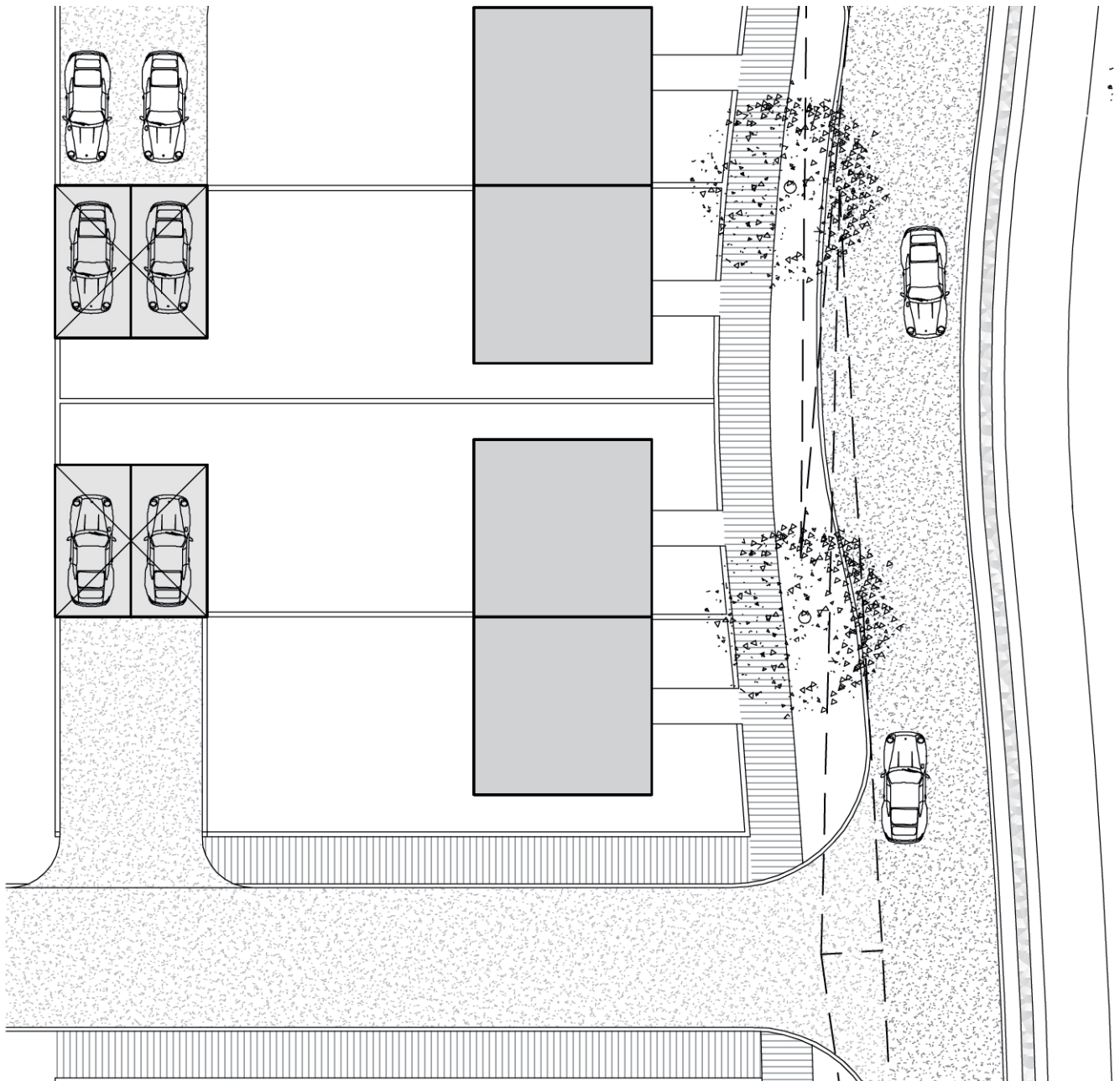


Figure A 6.3 'Fwarm Lane' - Typical section



A 1.7  
Access  
Roads

These form short transitional routes that connect 'The Avenue' and 'Farm Lane' distributor streets to the home-zone streets. The character of these routes is defined by the adjacent streets.

Along sections of 'The Avenue', where speed reduction measures are present, transitional Access Streets will not be required at the junction with Home Zones



Figure A 7.1 Access Road - Street character

<b>Key Information</b>	
Road Type	Local Residential Distributor Road
Design Speed	20 mph
<b>Carriageway</b>	
Adoptable Width	12 – 15m
Bus Access	None
Cycle Access	Integrated or shared footway / cycleway
Footpath	Min 2.4m on both sides of carriageway
Carriageway Width	Typically 5.5m
Drainage Channel	500mm aquablock rumble strip, offset between carriageway and verge included in carriageway width
Parking	NA as most routes are a maximum of 25m in length
Kerb Face	125mm
Traffic Calming	Access roads are typically very short, connecting development sites to distributor roads or providing a transition space to home-zone streets
Vehicular Access to Properties	Private garages at the rear of properties, no driveways within the threshold area
Verge	Parking / Hedging / Extended Paving
<b>Geometry</b>	
Junction Radii	6m
Forward Visibility	25m min
Junction Sight Lines	33m min
Junction Spacing	No Junctions
<b>Materials</b>	
Carriageway Surfacing	Determined by relationship to adjacent streets
Footpath Surfacing	Determined by relationship to adjacent streets
Shared Surfacing	NA
Vehicle Crossovers / Public Squares	To match footpath
Kerb Types	125 deep, concrete
<b>Details</b>	
Seating	Appropriately positioned adjacent to civic spaces
Litter Bins	Appropriately positioned by seating areas
Street Lighting	Column mounted set back from kerb and spaced at intervals to provide appropriate levels of lighting to be co-ordinated with HBC
<b>Landscape</b>	
Street Trees	Clear stemmed for min 2m (to be co-ordinated with HBC)
Planting Pattern	Informally or formally arranged according to the character of adjacent areas and streets
<b>Threshold</b>	
Wall / Fence / Planting	The threshold will be defined by a low wall, railings or hedge planting depending on local context
Surface Detail	There will be a transition in paving material as the threshold area meets the street
Planting	Varies

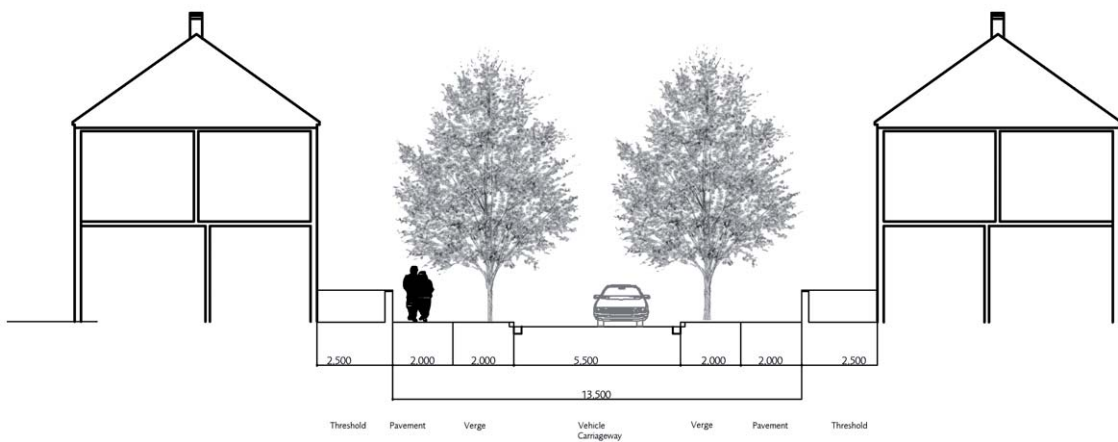
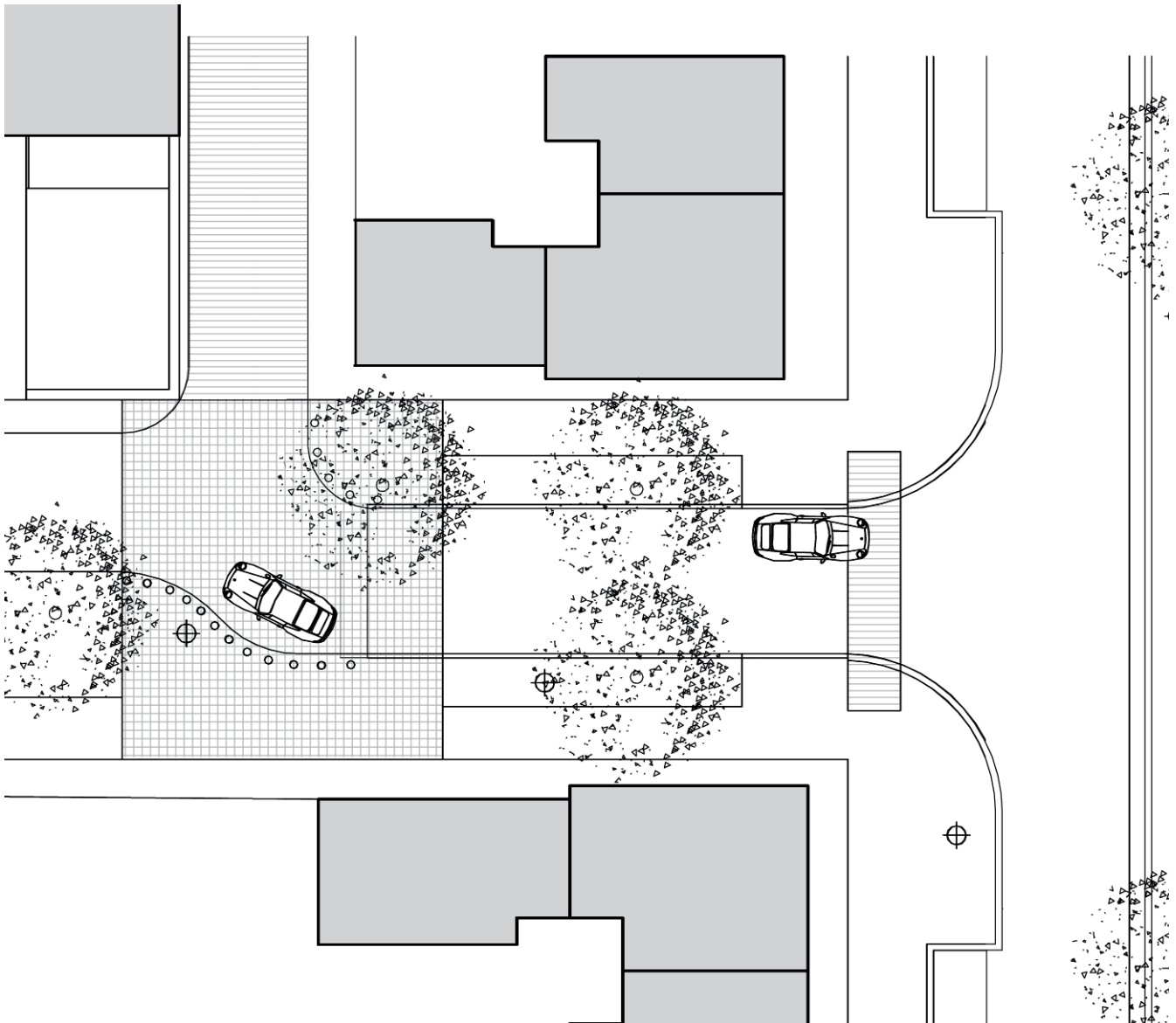


Figure A 7.2 Access Road



*Staithes Newcastle/Gateshead*



*Staithes Newcastle/Gateshead*



*Utrecht Netherlands*



*Poundbury Dorset*



*de Stryp Netherlands*



*Old Royal Free Square London*



*Kingshill Lacuna Kent*



*Kingshill Lacuna Kent*

The existing street pattern in Sandymoor gives priority of movement to drivers. This Masterplan seeks to redress this and create more pedestrian-friendly streets throughout Sandymoor.

Home-zones are residential streets where space is shared between all users. Home-zones can:

- Increase social activity for those people living there
- Provide for a range of activities including children's play
- Make more efficient use of roadway
- Add to visual variety
- Reduce driving speed
- Provide greater levels of safety.

The main design principles include the following:

- Materials will include surfacing with a natural finish that will differ in each character area
- There will be no kerbs within any home-zone
- Trees and plants will combine local species, natural annual wildflower seed mixes, flowering herbaceous layers and exotic species to produce more colourful displays, throughout the year. Consideration will be given to the use of fruit trees with different colours/types/blossoms highlighting the differing character areas
- Street furniture should be contemporary and could provide clear identity through the use of colour
- All home-zones will be checked for swept paths for all vehicles up to removal van
- Home- zone streets will serve no more than 100 dwellings where possible.

Housing in home-zones may have front gardens, using materials and planting to reflect the character of each area. A key feature of many successful home-zones is the participation of residents in the upkeep of planted areas within the street. This can give residents a visible stake in the appearance of 'their' street and can lend an air of welcome informality.

All cycle and car parking areas will have high levels of natural surveillance.



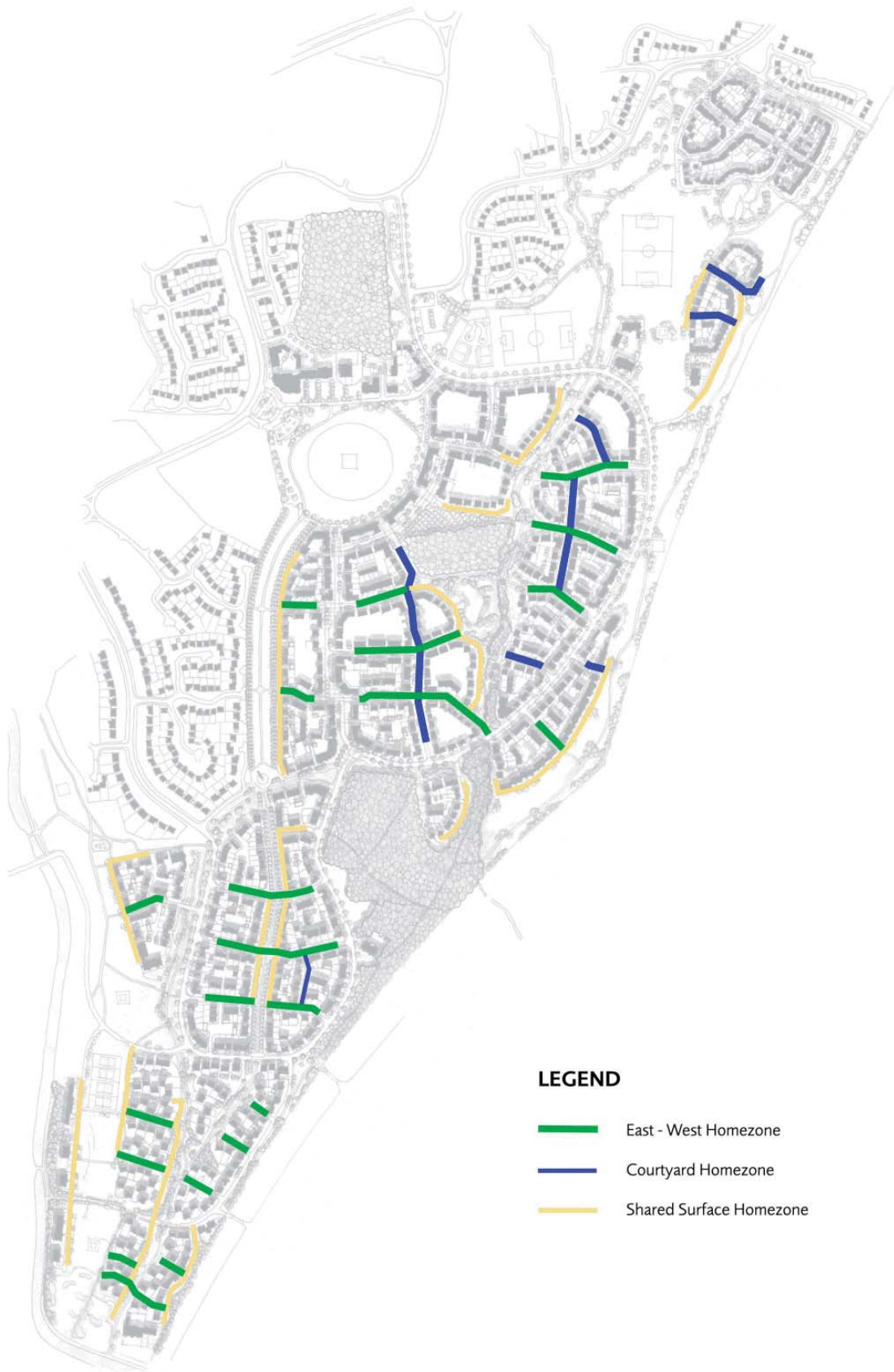


Figure A 8.2 Home-zones - Street character

<b>Key Information</b>	
Road Type	Minor Residential Road / Shared Surface Hybrid
Design Speed	10 mph
<b>Carriageway</b>	
Adoptable Width	12 – 18m
Bus Access	None
Cycle Access	Integrated
Footpath	Shared Surface Area (1.8m pedestrian only zone adjacent to threshold)
Carriageway Width	Shared surface Area - Min 4.5 area for vehicular movement
Drainage Channel	Located in centre of shared surface
Parking	Perpendicular parking located on alternative sides of area (not included in the adoptable width) There will be in a 2m setback to allow for manoeuvring/visibility
Kerbs	none
Traffic Calming	Integral part of design and layout
Vehicular Access to Properties	Parking and private garages (flats over garages) in courtyards in the centre of blocks
Verge	none
<b>Geometry</b>	
Junction Radii	4m
Forward Visibility	20m
Junction Sight Lines	25m / 2m (20m / 2m at driveways)
Junction Spacing	NA
<b>Materials</b>	
Carriageway Surfacing	Shared Surface – Textured Flexible Surface
Footpath Surfacing	Shared Surface - Pedestrian only area concrete Block or Tegular Paving
Shared Surfacing	As above
Vehicle Crossovers / Public Squares	Concrete Block or Tegular Paving
Kerb Types	none
<b>Details</b>	
Seating	Positioned within pocket parks along the street
Litter Bins	Appropriately positioned by seating areas
Street Lighting	Column mounted and spaced at intervals to provide appropriate levels of lighting (to be co-ordinated with HBC)
Bollards	300 /300 mm hardwood timber posts to prevent parking in open spaces
Signage	Emerging standards and procedures on signage in home zone areas to follow
<b>Landscape</b>	
Street Trees	Clear stemmed for min 2m (to be co-ordinated with HBC)
Planting Pattern	Informally arranged in hard and green open spaces
<b>Threshold</b>	
Wall / Fence / Planting	The threshold provides a point of transition between the public space of the street and the private space of the dwelling. On east - west streets the threshold will give more privacy of the open space on south facing properties
Surface Detail	There will be a transition in paving material as the threshold area meets the street
Planting	Varies



Figure A 8.1 Telford Millenium Community



*Telford Millenium Community - Home-zone*



*Telford Millenium Community - Home-zone*

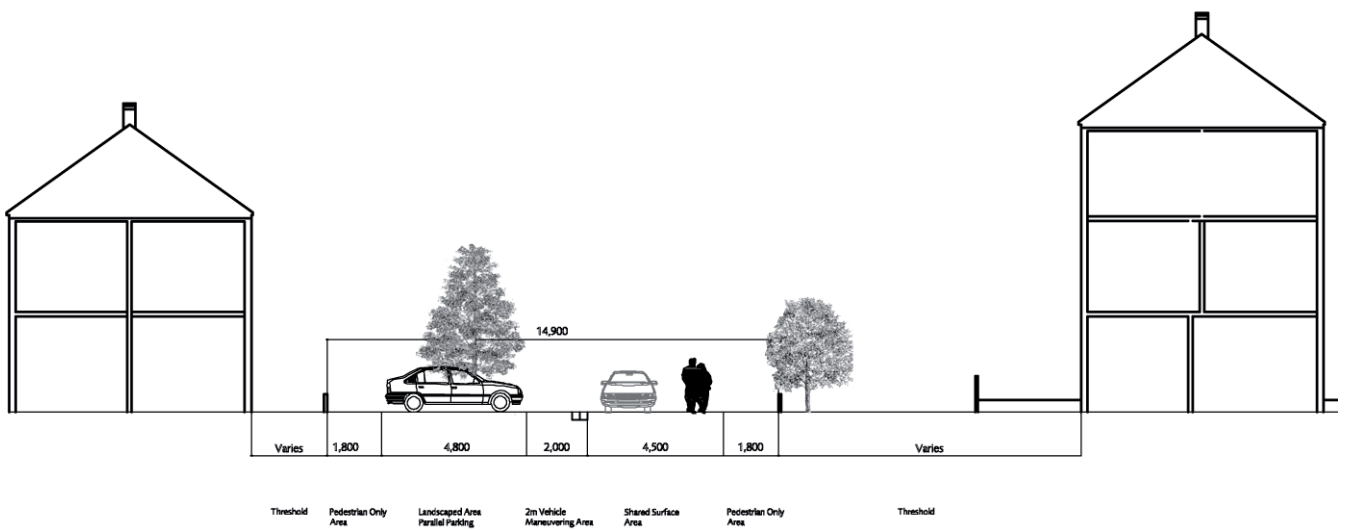
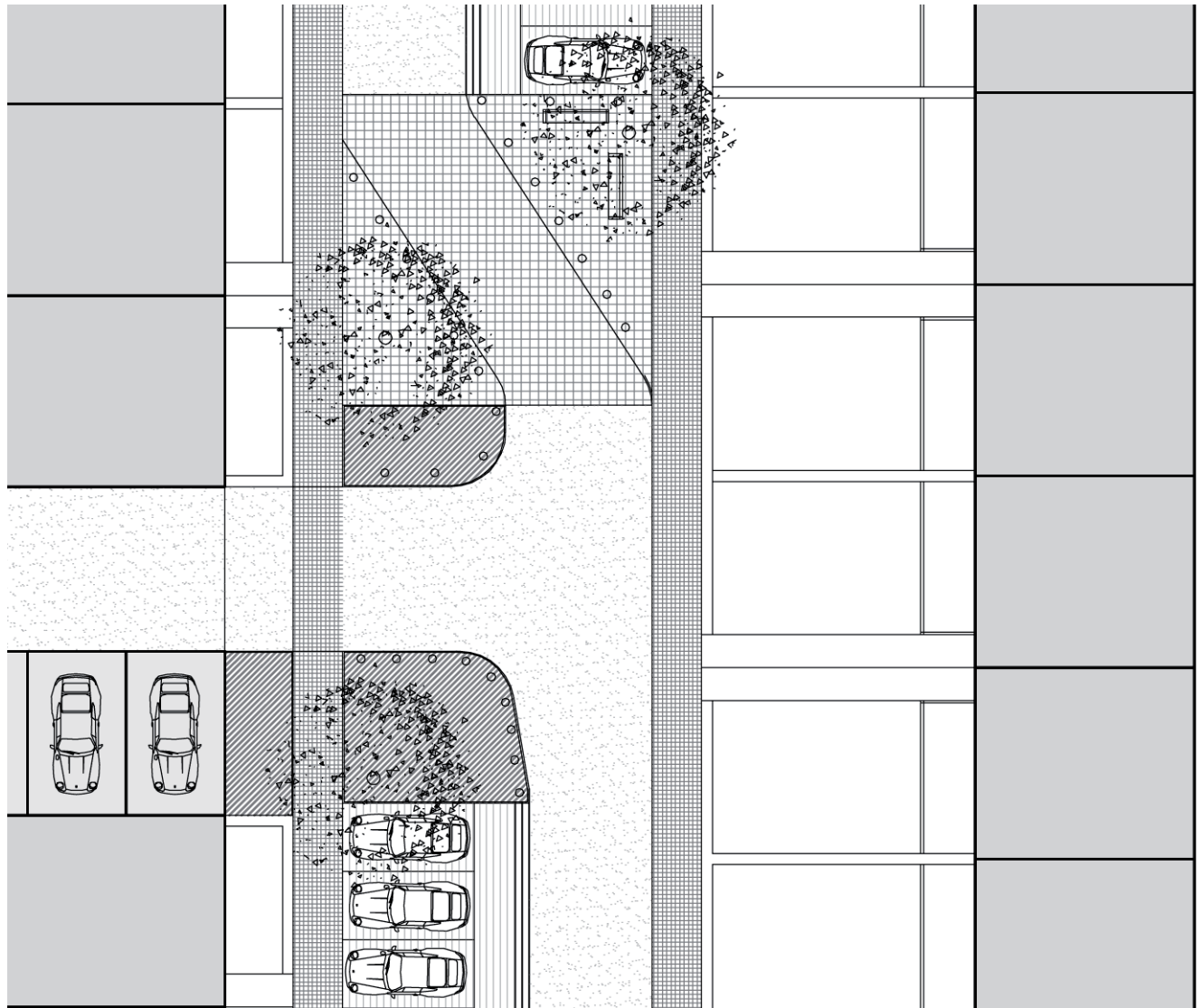


Figure A 8.3 Home-zone - Typical east-west Street



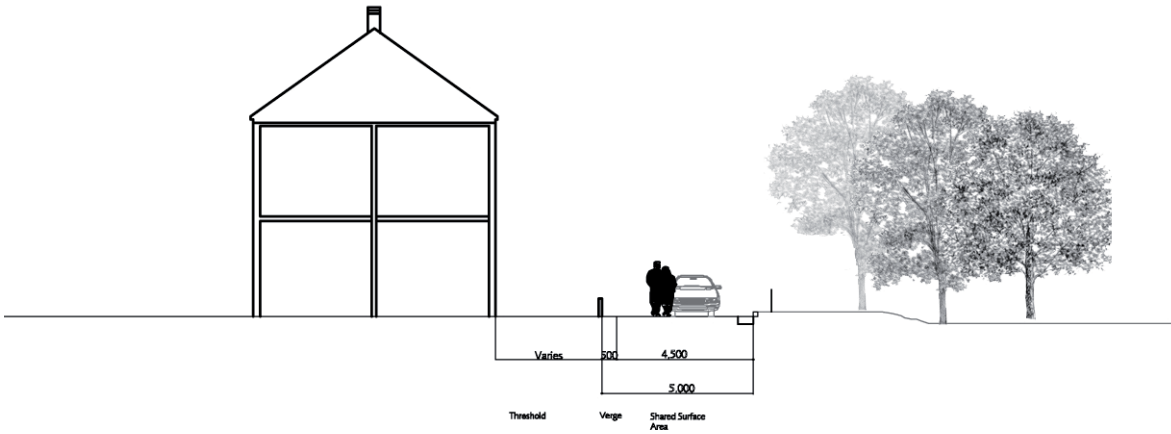
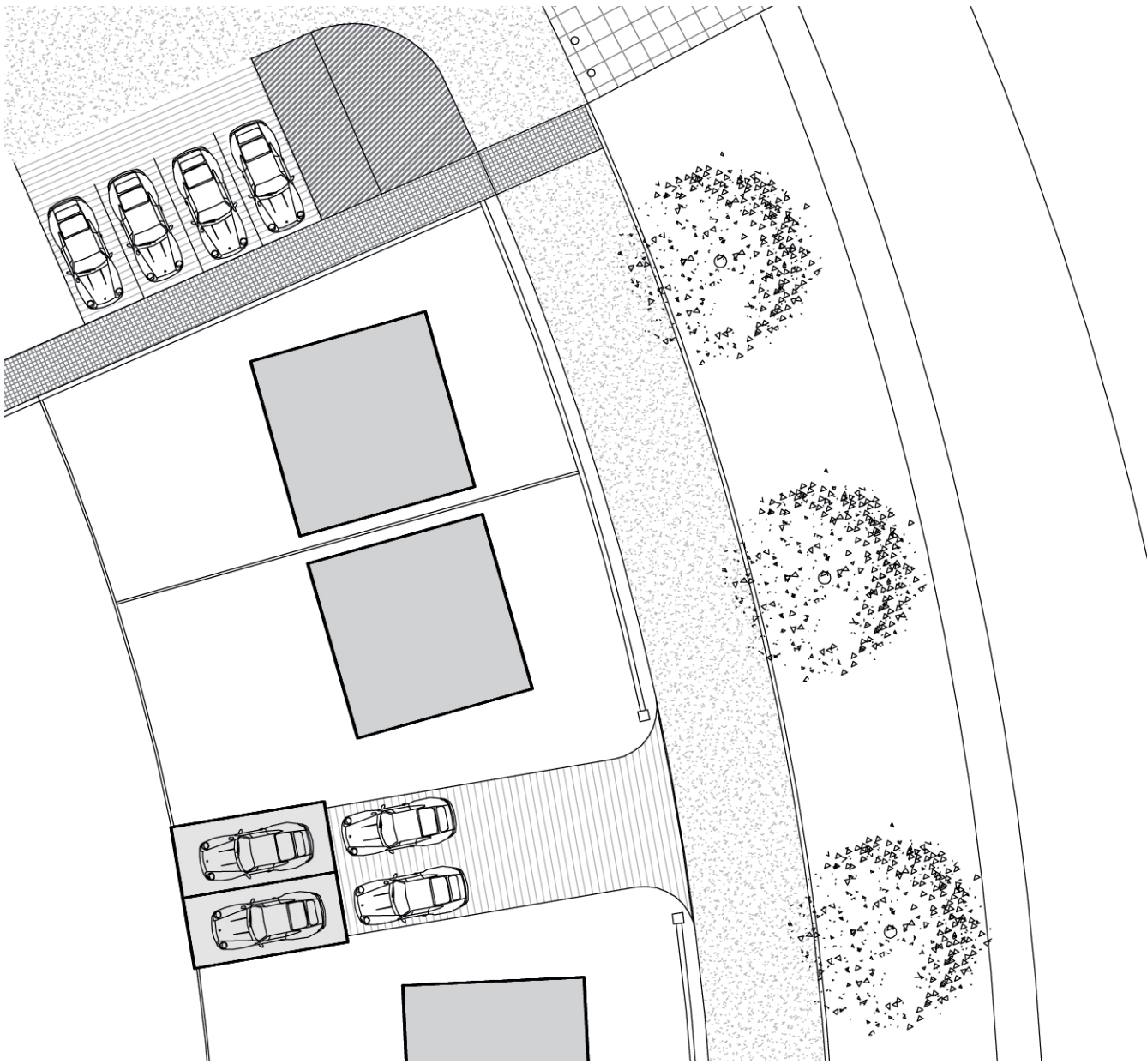
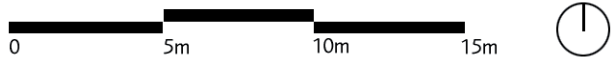


Figure A 8.4 Home-zone - Shared surface driveway onto The Ride extension



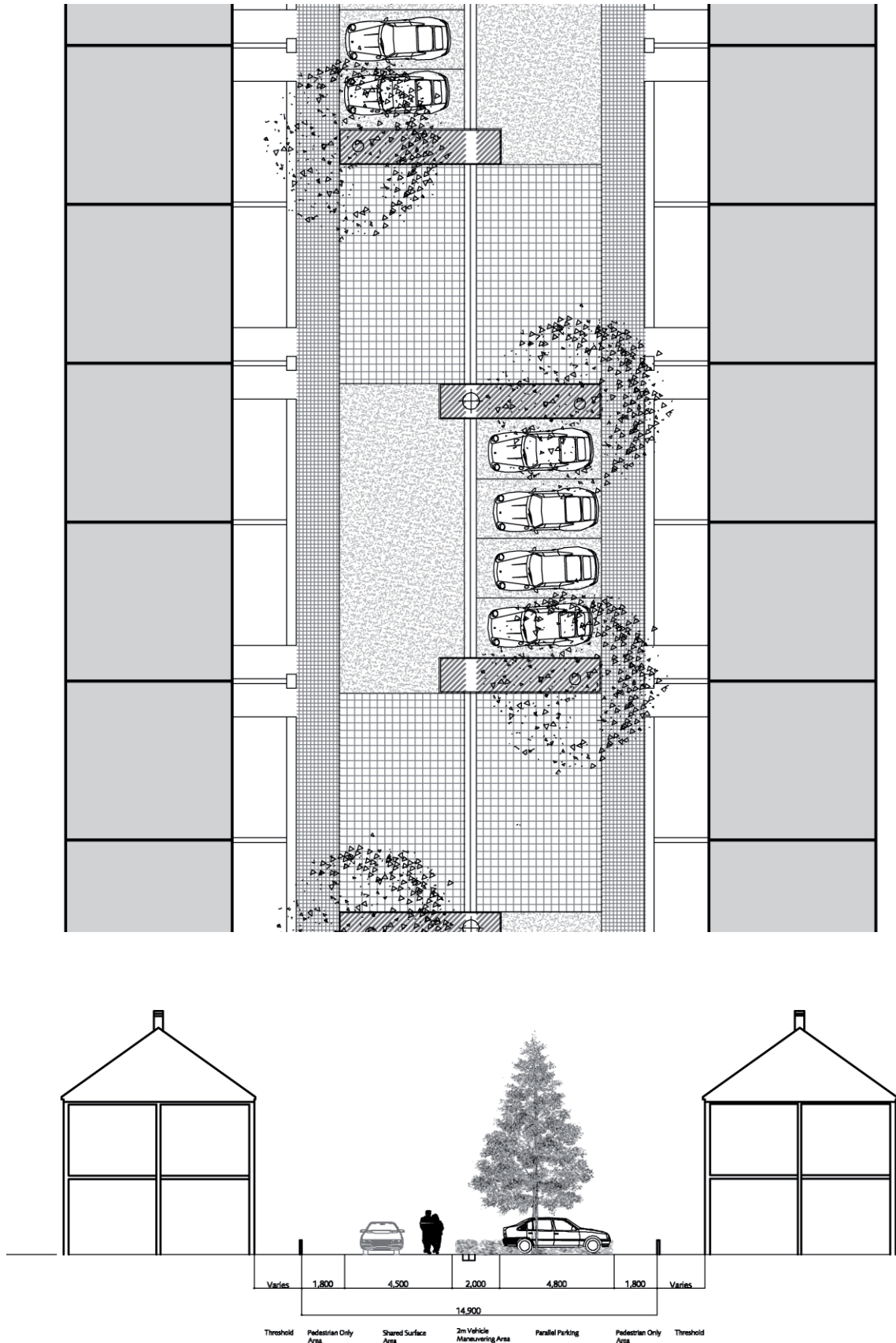


Figure A 8.5 Home-zone - Typical mews court



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## Parking Courtyards

Parking within the Masterplan area will be managed in several ways depending on the density and character of the area. Where parking courtyards are used, surveillance must be provided by adjacent properties. Materials should add interest to the space.





Figure A 9.1 Typical Parking Courtyard



This SPD is supplementary to the policies in the adopted Halton UDP, and will be a material consideration in the determination of all planning applications at Sandymoor constituting new development.

The following section of the SPD outlines the key planning policy context at national, regional and local levels to which future development proposals at Sandymoor should comply:

### **NATIONAL PLANNING POLICY**

#### **Planning Policy Statement 1: Delivering Sustainable Development (2005)**

All new development at Sandymoor should meet the key objectives of PPS1, which sets out the national planning context for delivering the Government's Sustainable Communities agenda. The guidance encourages urban and rural regeneration schemes that enhance the well being of communities, improve facilities, and promote high-quality and safe new development. It promotes the more efficient use of land through higher densities, and the re-use of suitably located brownfield sites. Furthermore, PPS1 emphasises the importance of good design, which in turn creates high-quality, well-mixed and integrated development.

### Planning Policy Statement 3: Housing (2005)

The Government issued PPS3 in November 2006. This replaced existing PPG3. Much of PPS3 largely reiterates the previous guidance of PPG3, albeit placing a significant emphasis on achieving sustainability based on the principle set out in PPS1 'Delivering Sustainable Development.' The Government is committed to providing high quality housing, and to create sustainable, attractive, and secure mixed communities in all areas, both urban and rural.

PPS3 promotes a mix of housing in terms of tenure and price, situated in suitable locations which offer a good range of community facilities and with good access to jobs, key services, community and green amenity space, and infrastructure. PPS3 continues to encourage a minimum density of 30 dwellings per hectare net, albeit where Local Planning Authorities wish to plan for or agree to densities below this minimum, justification of such an approach will be required. New developments above a specified size should make provision for affordable housing where possible, often to a level set by the Local Authority.

New housing development should also seek to minimise environmental impacts, and take account of potential climate change and flood risk. PPS3 outlines the Government's objective to ensure that the planning system delivers a flexible, responsive supply of land. Reflecting the principles of 'Plan, Monitor, Manage', Local Planning Authorities and Regional Planning Bodies should develop policies and implementation strategies to ensure that sufficient, suitable land is available to achieve their housing and previously-developed land delivery objectives. At the local level, Local Planning Authorities should set out in Local Development Documents their policies and strategies for delivering the level of housing provision, including identifying broad locations and specific sites that will enable continuous delivery of housing for at least 15 years from the date of adoption, taking account of the level of housing provision set out in the Regional Spatial Strategy. Local Planning Authorities should identify sufficient specific deliverable sites to deliver housing in the first five years, and identify a further supply of specific, developable sites for years 6-10 and, where possible, for years 11-15. Where it is not possible to identify specific sites for years 11-15, broad locations for future growth should be indicated.

PPS3 also promotes the use of Design Codes and Masterplans to enhance the quality and value of new residential development, and to accelerate the development control process. New housing should be of a high standard of design and layout, having respect to its wider context, not just in terms of building character but also townscape and landscape within the wider locality. At the same time this does not mean that new development should simply replicate its surroundings.

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### **Planning Policy Guidance 24: Planning and Noise (2001)**

PPG24 advises that new noise-sensitive land uses such as houses and schools should be separated from noise-generating land uses such as roads and railways. Where it is not possible to achieve a separation of land-uses, the Local Planning Authority should consider whether it is practicable to control or reduce noise levels, or to mitigate the impact of noise, through either the use of conditions or planning obligations. Noise Exposure Categories are introduced in PPG24 to assist Local Planning Authorities in their consideration of applications for residential development near transport-related noise sources, ranging from Category A – D.

### **Planning Policy Statement 25: Development and Flood Risk (2005)**

The aims of planning policy on development and flood risk are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall.

Flood risk assessments should be carried out to the appropriate degree at all levels of the planning process, to assess the risks of all forms of flooding to and from development and taking into account the possible effects of climate change.

PPS25 recognises that road and rail embankments and other existing transport infrastructure can affect water flows during floods. It is important that this is recognised, and where use of such infrastructure is proposed for flood management purposes, this should be discussed with the infrastructure owners. Where new transport infrastructure is proposed, the possibility of building-in flood management measures at the design stage should be considered.

## REGIONAL PLANNING POLICY

### Regional Planning Guidance 13: North West (2003)

RPG13: North West, published in March 2003, automatically became the Regional Spatial Strategy (RSS) when the provisions of the 2004 Planning and Compulsory Purchase Act were enacted in September 2004. A full review of RSS commenced in July 2004. A Submission Draft is currently with the Secretary of State and out to public consultation until 12th June 2006.

RSS has as its main aim the promotion of sustainable patterns of spatial development, advancing and supporting the region's economic, social and environmental interests. With specific regard to new housing provision, RSS identifies the requirement for a net gain of 330 new dwellings per annum within Halton.

### The North West Plan ~ Draft Regional Spatial Strategy (2006)

A full review of RSS13 commenced in July 2004, with a submitted draft document published by the North West Regional Assembly (NWRA) in January 2006. This was later subject to public consultation between 20th March 2006 and 12th June 2006. An Examination in Public (EiP) into the RSS was held between October 2006 and January 2007. On 8th May 2007 the EiP Panel published its report. It is expected that the RSS will be formally adopted in early 2008.

At present, the adopted Halton UDP stipulates the requirement for a net gain of 330 dwellings per annum. Draft RSS published in January 2006 proposed that this figure be increased to 500 dwellings per year during the plan period, an overall net total increase of circa 9,000 homes between 2003-2021. An indicative target of 80% of new dwellings on previously developed land was also established. It is expected that new residential development within Halton will support the potential for economic growth within the area, whilst providing a wider range of general and high-quality market housing. At the same time, new housing provision should continue to meet local needs including affordable housing.

The EiP Panel Report published in May 2007 recommended that the proposed maximum net housing increase in Halton between 2003-2021 of 9,000 dwellings, at a mean annual increase of 500 dwellings, be maintained. However, the Panel recommended that the indicative target for the development of new dwellings on previously developed land within Halton should remain at 65%.

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## LOCAL PLANNING POLICY

### Halton Unitary Development Plan (2005)

The Halton Unitary Development Plan was formally adopted on 7th April 2005. The UDP sets out the framework for the development of land within the Borough from the present up to 2016.

The UDP states that sufficient provision will be made to meet the requirement for a net gain of 330 dwellings per year between 2002 and 2016 in accordance with the Regional Spatial Strategy.

The principle of development at Sandymoor has long been established through an extant planning permission granted under the New Towns Act 1981, in addition to the allocation of land at Sandymoor for residential development within the adopted Halton UDP.

All future development at Sandymoor must be in accordance with the policies of the Halton UDP, in particular those specific to the Sandymoor development area as listed in Appendix 4. These policies can also be identified through reference to the Halton UDP Proposals Map. The policies contained within this SPD are supplementary to those in the UDP.





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