



Hazel Bank Land South of Crewe Road Haslington

Design and Access Statement
10th March 2014



HAZEL BANK



Report prepared for:



Revision History

Revision	Date	By	Note
00	March 2014	IP	Issued for Planning

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1. Introduction

Purpose

This Design and Access Statement has been prepared by Parkinson Inc. on behalf of Richborough Estates Ltd, in support of their Outline Planning Application for their Hazel Bank proposals - a development of up to 250 homes on 29.29 acres of land between Crewe Road and Park Road in the village of Haslington. The development is in the district of Cheshire East.

The Proposal

The proposals for Hazel Bank is to create a new development of high quality family housing - a highly desirable place to live, a place of distinction and quality that is shaped by the distinct character of the village, is well connected to local amenities, and framed by attractive greenspaces and greenways.

Over the coming years, Cheshire East Council has identified the need for at least 27,000 new homes to be built. Haslington has been identified as one of thirteen Local Service Centres and the Council considers that 2,000 new homes should be delivered across these locations.

Richborough Estates are proposing up to 250 homes as a positive, sustainable contribution to Cheshire East Council's 5 year supply. We are proposing this number of homes as:

- the site is well positioned to deliver new homes in a sustainable location, with good access to regional employment opportunities, established residential neighbourhoods and community facilities.
- the structure of the site and setting of the site is well suited to deliver a compact, contained proposal of this scale.

Richborough Estates

Richborough Estates is a private sector land promoter focusing on providing sustainable residential developments throughout the country. They have significant experience of delivering high quality development proposals in Cheshire East, and of working in innovative ways to secure community and infrastructure benefits in support of proposed residential developments.

This includes setting in place agreements enabling the delivery of new parks and play areas, contributions to strategic infrastructure being progressed by local authorities, and provision for health and educational infrastructure.

Richborough Estates invests a great deal of time and resources into consulting with local authorities, local communities, and service providers to inform ideas in regard to development proposals and community infrastructure provision. The proposals for Hazel Bank have been approached in this way.

Scope and Structure

This Design and Access Statement has been prepared in the context of, and to comply with, the Town and Country Planning (Development Management Procedure) (England) Order 2010 and the Circular Guidance on Changes to the Development Control System 01/2006.

This Statement considers the site and its context, explains the evolution of design ideas and proposals, and sets out the outline design principles and illustrative masterplan that will be used as the framework for the consideration of future Reserved Matters or Detailed Planning Applications.

This Statement should be read with the following documents which support this planning application:

- Planning Statement
- Affordable Housing Statement
- Agricultural Land Quality Assessment
- Arboricultural Assessment
- Consultation Statement
- Design and Access Statement
- Ecological Reports
- Flood Risk Assessment
- Geo-environmental Assessment (Phase 1)
- Landscape and Visual Impact Assessment
- Section 106 Heads of Terms
- Socio-Economic Assessment
- Transport Assessment
- Travel Plan
- Utilities Statement
- Cultural Heritage Assessment



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This Statement is set out as follows:

Chapter 2

NEIGHBOURHOOD SETTING:

an assessment of the site's wider context in terms of the village structure, historic development, key characteristics and local community assets.

Chapter 3

SITE SETTING:

a more detailed focus on the site and its immediate surroundings in terms of townscape and visual structure, movement and connections, environmental assets, and residential amenity – concluding with key opportunities for the development of the site.

Chapter 4

STRUCTURING PRINCIPLES:

setting out key structural design principles for the proposals.

Chapter 5

CONSULTATION AND DESIGN DEVELOPMENT:

setting out initial masterplan ideas and proposals for consultation, a summary of key responses, and subsequent changes made to the masterplan.

Chapter 6

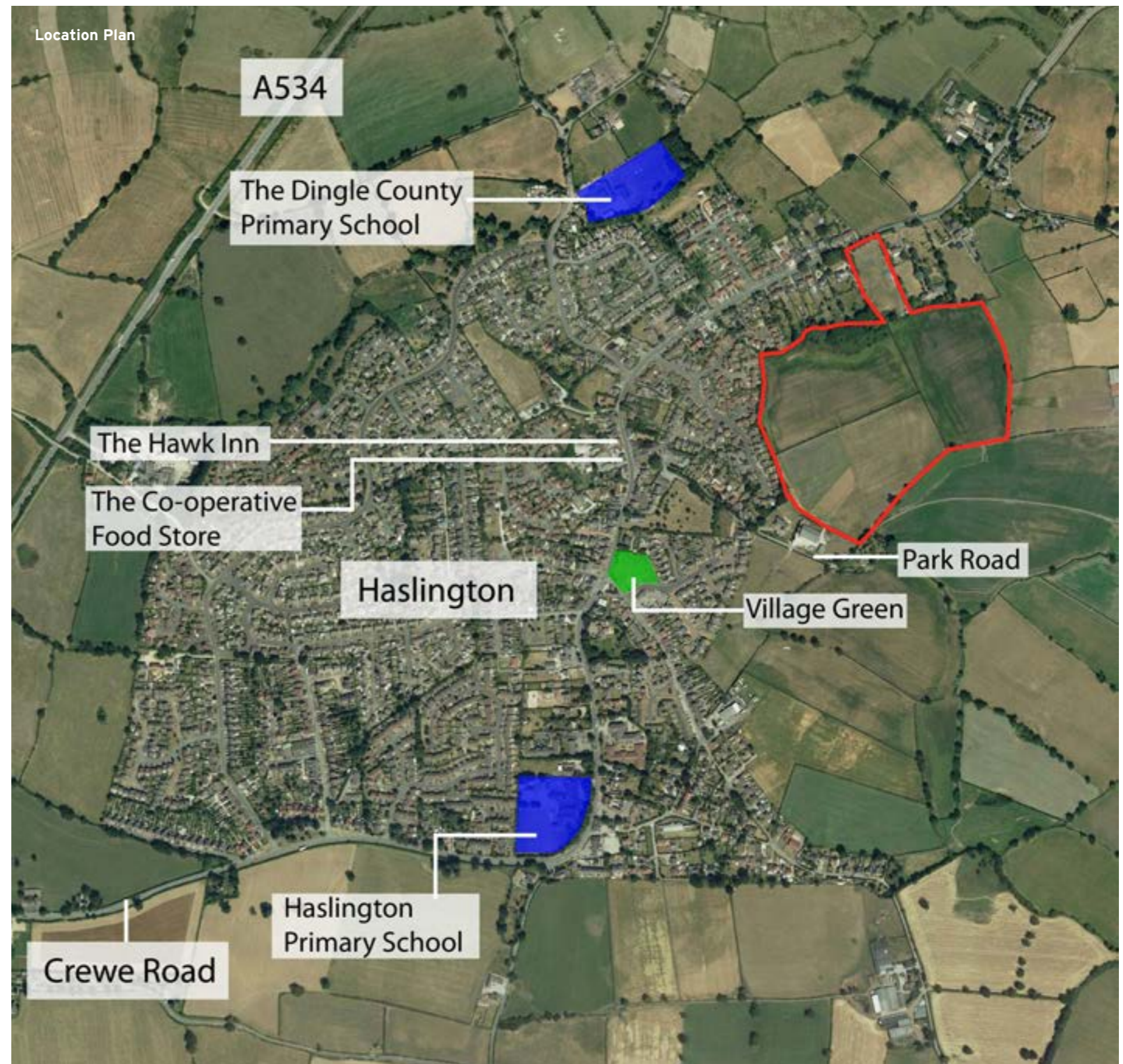
DESIGN PROPOSALS Illustrative Masterplan:

setting out design principles and parameters for the site, supported by an illustrative masterplan demonstrating how the site may developed in accordance with the principles/parameters.

Chapter 7

SUMMARY AND CONCLUSIONS:

providing a summary of the proposals and recommendations.



2. Neighbourhood Setting and Strategic Fit

Overview

This Chapter considers the planning policy context and the key issues and opportunities presented by the wider neighbourhood setting. In particular, it considers those distinct elements that define the distinct character and sense of place within Haslington, together with the community hubs and services that act as focal points and meeting places.

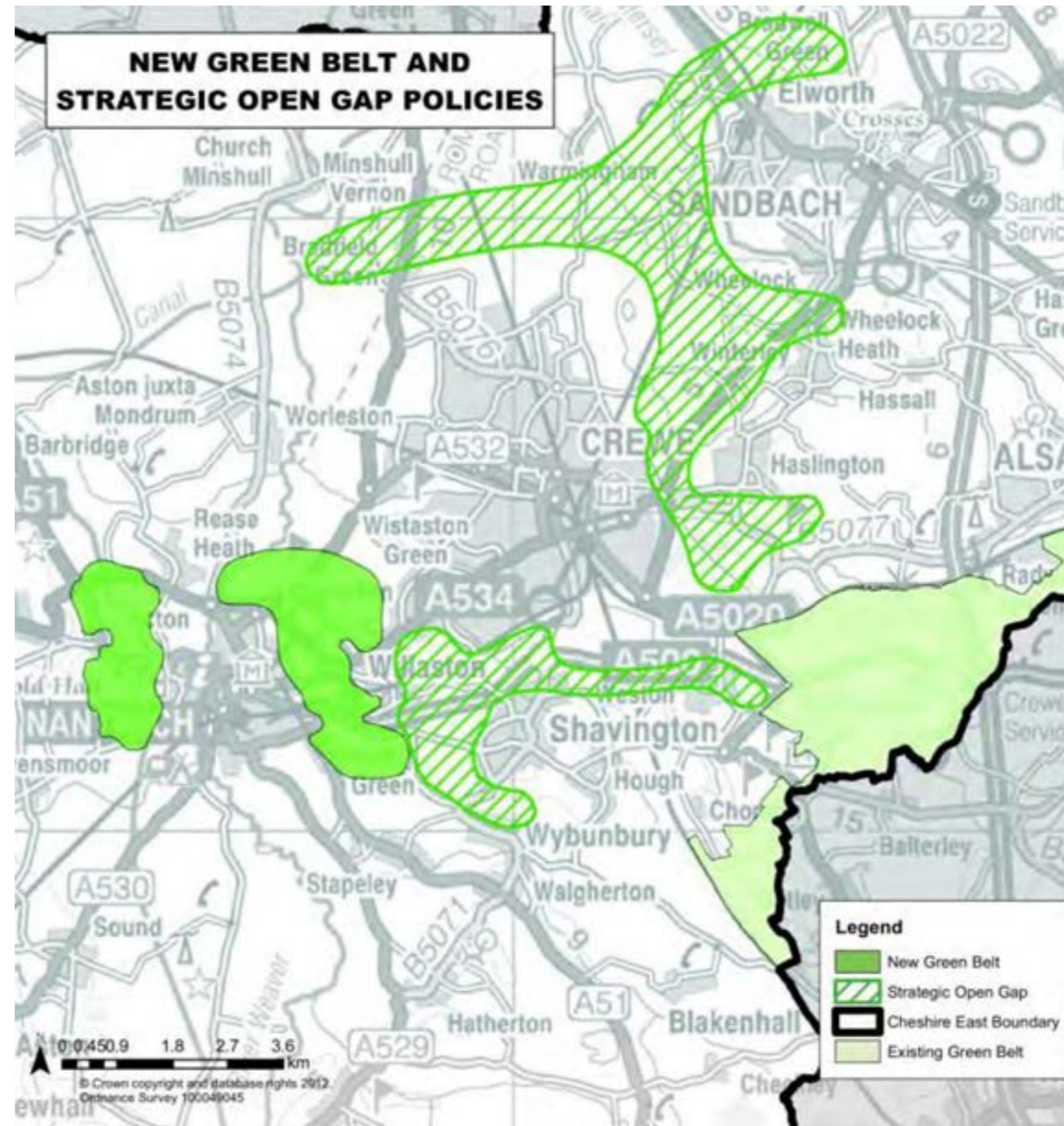
Site Setting and Location

The site is located on the north-eastern side of Haslington and adjoins the existing residential development of Haslington along its northern and eastern boundaries.

The site is located approximately 3 kilometres north-east of Crewe town centre and approximately 4.5 kilometres south-west of Sandbach town centre. It is also approximately 2 kilometres north-east of Crewe Business Park and the Manchester Metropolitan University Cheshire Campus.

Overall the site is well located with easy access to Crewe's town centre and employment areas, and is within a reasonable walking distance of a range of services and facilities within Haslington.

Emerging Plans Designations

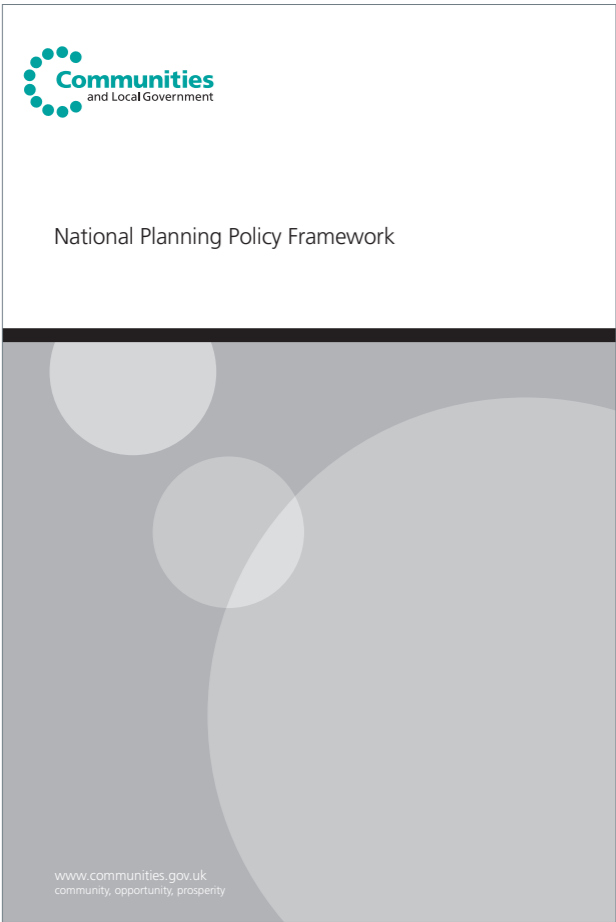


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Planning Policy Context

A full consideration of the planning policy context is set out in the Planning Statement - a summary with regard to design development and proposals is provided below.

Cheshire East Council does not have an up-to-date Development Plan. Haslington was previously covered by the Crewe and Nantwich Replacement Local Plan but this had an end date of 2011.



The development proposals have been prepared in accordance the National Planning Policy Framework (NPPF). The NPPF states that:

- at the heart of the NPPF is a presumption in favour of sustainable development.
- the Government attaches great importance to the design of the built environment.
- that good design is a key aspect of sustainable development.
- that design should contribute positively to making places better for people.
- That Councils are required to maintain sufficient land for a five year housing supply.

In progressing their emerging Development Plan, Cheshire East Council has identified the need for at least 27,000 new homes to be built over Service Centres and the Council considers that 2,000 new homes should be delivered across these locations.

Richborough Estates are proposing up to 250 high quality homes as a positive, sustainable contribution to Cheshire East Council's 5 year supply. We are proposing this number of homes as:

- the site is well positioned to deliver new homes in a sustainable location, with good access to regional employment opportunities, established residential neighbourhoods and community facilities.
- the structure of the site and its setting is well suited to deliver the compact, contained sustainable growth of the village at an appropriate scale.

By locating well located, well designed sustainable growth to the north east of the village, the proposals also contribute to the protection of the proposed 'Green Gap' separating Crewe and Haslington with the purpose of preventing the two settlements from merging.

In this context, the proposals are considered to be a positive contribution to the sustainable growth of Cheshire East and in alignment with the NPPF and emerging Cheshire East Development Plan.

Additional best practice guidance that has been used to inform the proposals includes:

- By Design - Urban Design in the Planning System, Towards Better Practice (DETR/CABE 2000).
- Urban Design Compendium 1 & 2 (English Partnerships/Housing Corporation, 2000 & 2007).
- Safer Places - The Planning System and Crime Prevention (Home Office/ODPM, 2004).
- Manual for Street 1 & 2 (DCLG/DfT 2007/Chartered Institute of Highways and Transportation 2010).
- Building for Life 12 (Design Council/CABE/HBF/Design for Homes).

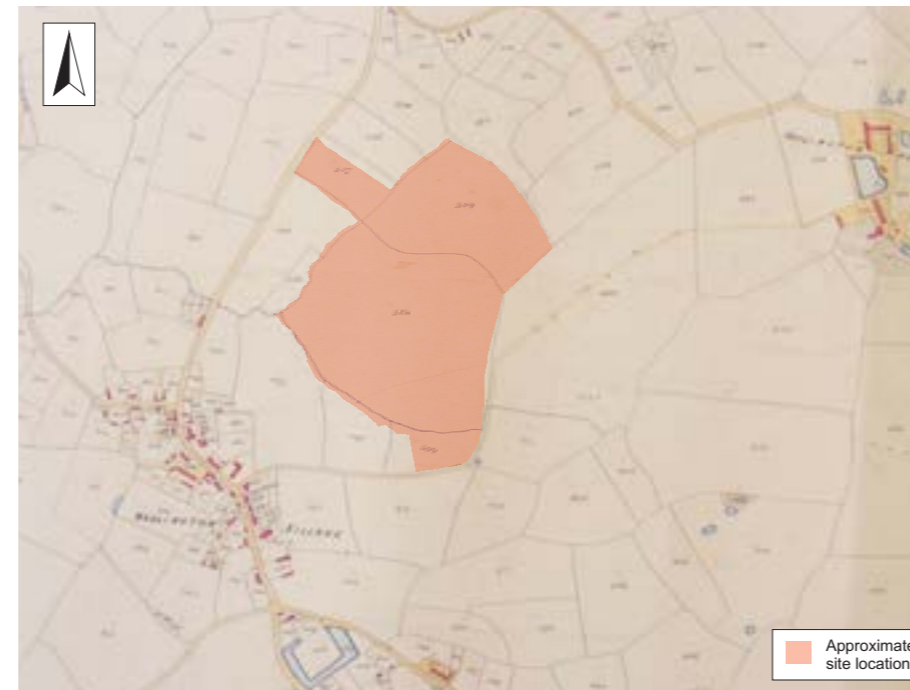


Haslington is a village that has grown in key stages throughout its history. From the mid-nineteenth century in particular, there have been three key stages of growth overlapping to form today's townscapes, buildings, streets, parks and community focal points. To date, it is considered that the village has emerged through three key stages of growth. They are:

- There are distinct characteristics and features present today from each of these key stages - some contributing to creating a distinct sense of place, others less so. Our approach to design development has been to incorporate the most distinctive characteristics and features where appropriate, and avoid repeating some of the more recent, less place specific design approaches.

Stages of Growth

-
- Origins - Crewe Road and Farmsteads
- Growth to 1945
- Growth Post WW II to 2013
- Hazel Bank



-

The 1945 Aerial Photograph illustrates that over 100 years, Haslington has expanded with new residential development to the east and west. Key characteristics of this stage of growth include:



- 
- A photograph of a residential street. On the left, there are red brick houses with white window frames. A blue car is parked on the left side of the road. On the right, there is a red car parked on the grass. The road is paved and has a yellow curb. The sky is overcast.



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3. Post WW II Growth to 2013

The 2010 Aerial Photograph illustrates that over the past 75 years, Haslington has expanded with new residential development to the west, north west and north. Development to the east and north east has been more limited. Key characteristics of this stage of growth include:

- The more geometric structure of the field patterns is giving rise to more structured street patterns and regular, consistent building groups and lines. They are clear, direct and easy to navigate around.
- As development is placed further away from Crewe Road, the larger size of the field patterns is creating larger scale housing groups designed more as 'set pieces'.
- A range of housing types and sizes, with principal streets and secondary pathways and courtyards.
- A range of approaches to parking/garages.
- Field pattern boundaries - most notably hedgelines - are being used as guides to setting out development, creating positive and distinct streetscapes. This includes housing fronting onto retained hedgelines and incidental greenspaces with views of the wider landscape setting beyond.
- Buildings are constructed in red brick and red clay roof tiles, with decorative brick coursing and white painted timber gables, porches and bay windows.
- Street trees and tree groups connecting places together.



- The streetscape and building pattern has little correlation with the historic street and field pattern creating less structured, less cohesive places.
- Whilst there are a few exceptions, housing backs onto the landscape setting. This creates a cluttered, poor quality edge to the village when viewed from the landscape setting, and limits awareness of the immediate landscape setting from the street. The residential amenity of views from the street and house evident in earlier stages of development is lost.
- Building are constructed in a range of building styles from a range of building materials.

- Whilst some field patterns and hedgelines are used to guide development, this is limited.
- Field patterns are removed to allow for more sweeping street patterns that are less direct and often serve cul de sacs. These layouts have less affinity with the village and are more difficult to navigate around.
- Where field boundaries are retained, they form pedestrian pathways bounded by rear gardens. They are not overlooked and in many parts the hedgerows have been replaced by an array of different fence types.



Crewe Road and Local Amenities

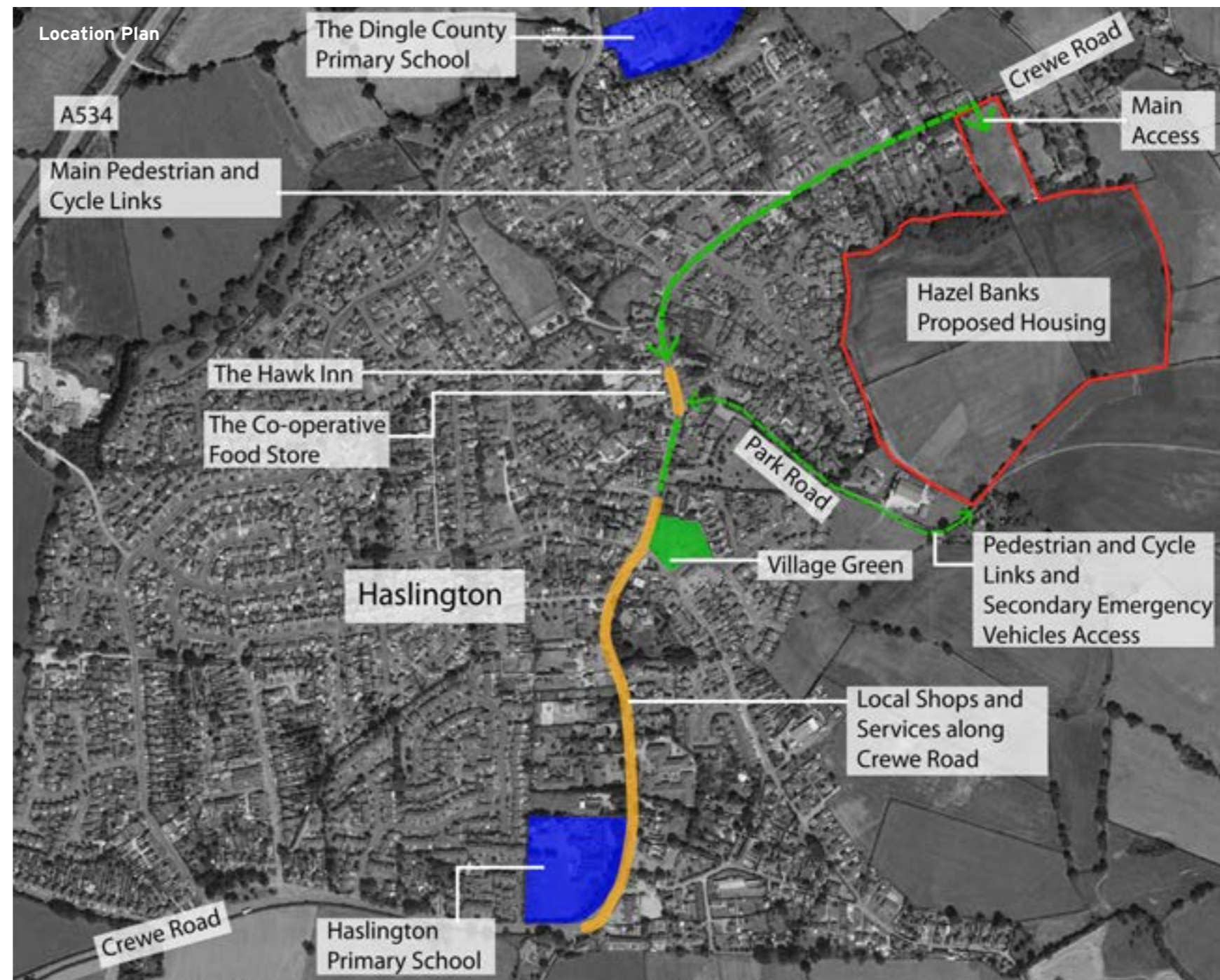
Crewe Road is one of the principal historic assets of Haslington Village. From the earliest records and maps, it is the most defined and recognisable feature. It is the 'structuring spine' acting as the focus for all radial routes converging on the village, and the linear route along which local community services are located.

This principal function as a community hub remains today providing local community services that are well served by local bus services and within comfortable walking and cycling distance of the wider village.

Community facilities and civic assets along Crewe Road include:

- Convenience Stores (Cooperative Food Store (North) and One Stop South)).
- Places of Worship.
- Doctors Surgery.
- Dentist.
- Village Green.
- Childcare Nursery.
- Public Houses.
- Post Office.
- Village Green.
- War Memorial.
- Food Takeaways.
- Pharmacy.
- Hairdressing Salons.
- Bakery and Café.
- Yoxall Village Hall.
- Haslington Primary School.
- Cash Point.

There are other community facilities close to the Hazel Bank site. In particular the Dingle County Primary School which is located in the north of the village.



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Prompts for Future Stages of Growth

Haslington has many village characteristics and features that make it feel special and distinctive. This includes the village green and shops along Crewe Road that provide a valuable and accessible community hub that is well placed at the centre of the village to serve new development.

The village has grown in key stages to the south, west and north with Crewe Road as the central neighbourhood corridor. Growth to the north east and east has been more limited. The Hazel Bank development proposals are well positioned to deliver the next stage of growth in a sustainable location in close proximity to local shops and services along Crewe Road.

The key stages of growth have created a number of key features and character areas that provide the neighbourhood setting for Hazel Bank. They provide prompts for how future stages of growth may be designed in a way that contributes in a positive and sustainable way to the character and sense of place. They also provide examples of design approaches that should not be seen as positive prompts for new proposals.

The following village characteristics have been used as positive design prompts in the design proposals for Hazel Bank:

- ✓ Creating a network of streets and pathways that connect to Crewe Road and the community services and civic assets clustered along it.
- ✓ Retaining and strengthening the existing field pattern and hedgerows to shape the principal street and building pattern.
- ✓ Strong building lines and sense of enclosure aligned with retained field patterns and features.
- ✓ Clear, direct principal streets that are easy to navigate and provide access to secondary streets and courtyards.
- ✓ Orientating housing to face onto and overlook retained hedgerows, incidental greenspaces and the wider landscape setting.
- ✓ A diversity of housing sizes and types.
- ✓ A diversity of approaches to parking/garaging.
- ✓ Street trees and tree groups connecting places together.
- ✓ Red brick and roof tiles, with interest and variety created through gable, windows and porch features.

The following village characteristics have been avoided:

- ✗ Sweeping street patterns enabled by the removal of the field pattern and hedgerows.
- ✗ Retained hedgerows used as rear property boundaries in different ownerships.
- ✗ Properties backing onto the wider landscape setting.
- ✗ Introverted street layouts that create cul de sacs and poor connections to Crewe Road.
- ✗ Too many building materials and finishes that have no affinity with early stages of the villages growth



3. Site Setting

Overview

This Chapter looks at the Hazel Banks site and its immediate surroundings in more detail. In particular, it considers key issues and opportunities to be considered in bringing forward proposals for development.

The site is nearly 12 hectares in size and is formed by a residential plot and three agricultural fields located between Crewe Road and Park Road. Park Road connects the southern part of the site to Crewe Road.

The residential plot forms the northern portion of the site and is part of the residential development fronting onto Crewe Road. On the plot, there is a pre-fabricated residential dwelling and various smaller structures associated with the residential use. The remainder of the site comprises of the agricultural fields separated by mature hedgerows. Adjoining the south-west boundary of the site, accessed from Park Road, is Church Farm which includes two agricultural structures.

The site is contained by properties facing onto Crewe Road to the north, by properties fronting onto Brookfield, Ashley Meadows to the west, by Church Farm and Park Road to the south, and agricultural fields to the south and east.

The site also includes a network of drainage ditches around the northern, eastern and western edges of the agricultural fields. There is a wetland area between the residential plot and the agricultural fields.

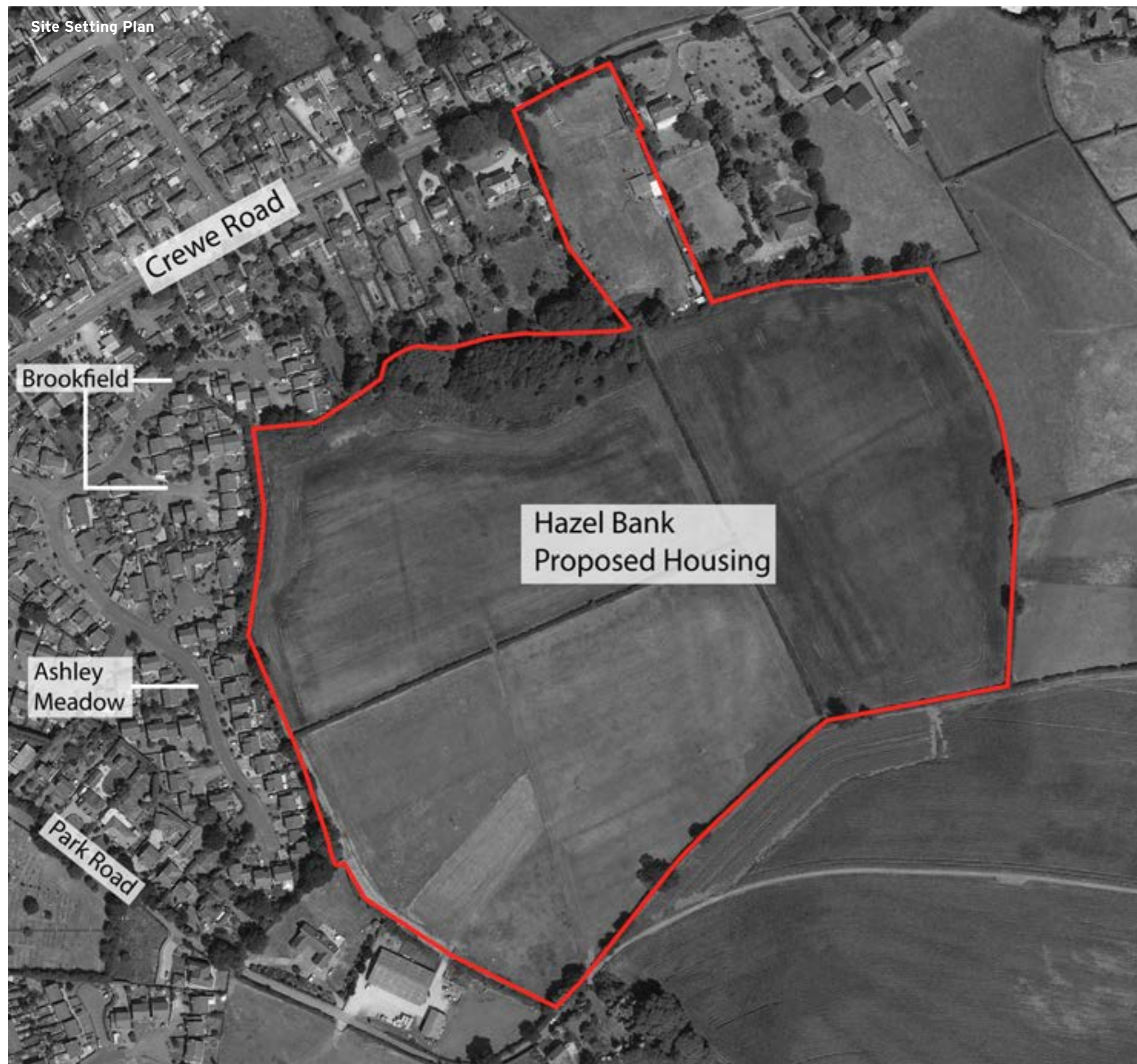
The site is considered in greater detail under the following headings:

- Landscape and Visual Setting.
- Environmental Assets.
- Movement and Connections.
- Residential Amenity.
- Heritage and Townscape.

A summary of the key 'Issues and Opportunities' is provided as the 'Brief' to which the design proposals have responded.



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Landscape and Visual Setting

Landscape Character

The site lies within the **Landscape Character Type LFW7: Barthomley Character Area**. Its general character and qualities are typified as:

- A landscape of strong contrasts with many local variations.
- Gently undulating topography.
- Nucleated settlement pattern on the fringes of Crewe - Haslington and other villages have undergone modern growth.
- Fields small-large in size and regular-irregular in pattern.
- Visual intrusion due to flat topography and low field boundaries with large man-made structures and highways dominating the surrounding landscape.
- Number of high status halls - e.g. Haslington which is to the east of the site and is Grade I listed.

The site lies on the north eastern edge of the established residential area of Haslington. It is well contained on all of its boundaries. On the northern boundary there is significant tree cover to both the site and large rear sloping gardens of houses along Crewe Road immediately adjacent. These provide a strong vegetated backdrop and natural containment/screening.

The majority of the site's western boundary is lined with the back gardens of residential properties to Ashley Meadow and Brookfield. This is a relatively recent housing estate and a number of properties have extended their rear garden boundary right up to the stream running adjacent.

Park Road is a typical feature of this area. It is a narrow, single width lane with mature trees and houses along much of its northern extents with tall hedgerows and intermittent houses to its southern extent.

The landscape to the south and east is farmland with a number of farmsteads in the immediate area.

The site itself comprises two different character areas:

- **202 Crewe Road**
- a temporary dwelling set in a large garden

This forms part of the ribbon of residential development fronting onto Crewe Road. This lies along a localised ridgeline. The house styles vary between large, detached properties on the southern side, (range in age and architectural style) and predominantly semi-detached houses (mix of victorian, post war and modern houses) to the northern side. The temporary dwelling is currently occupied.

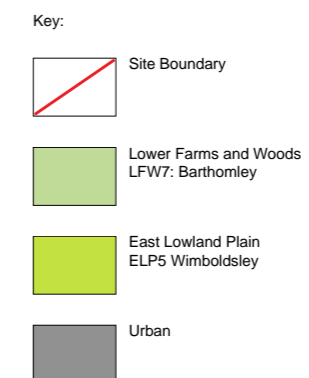
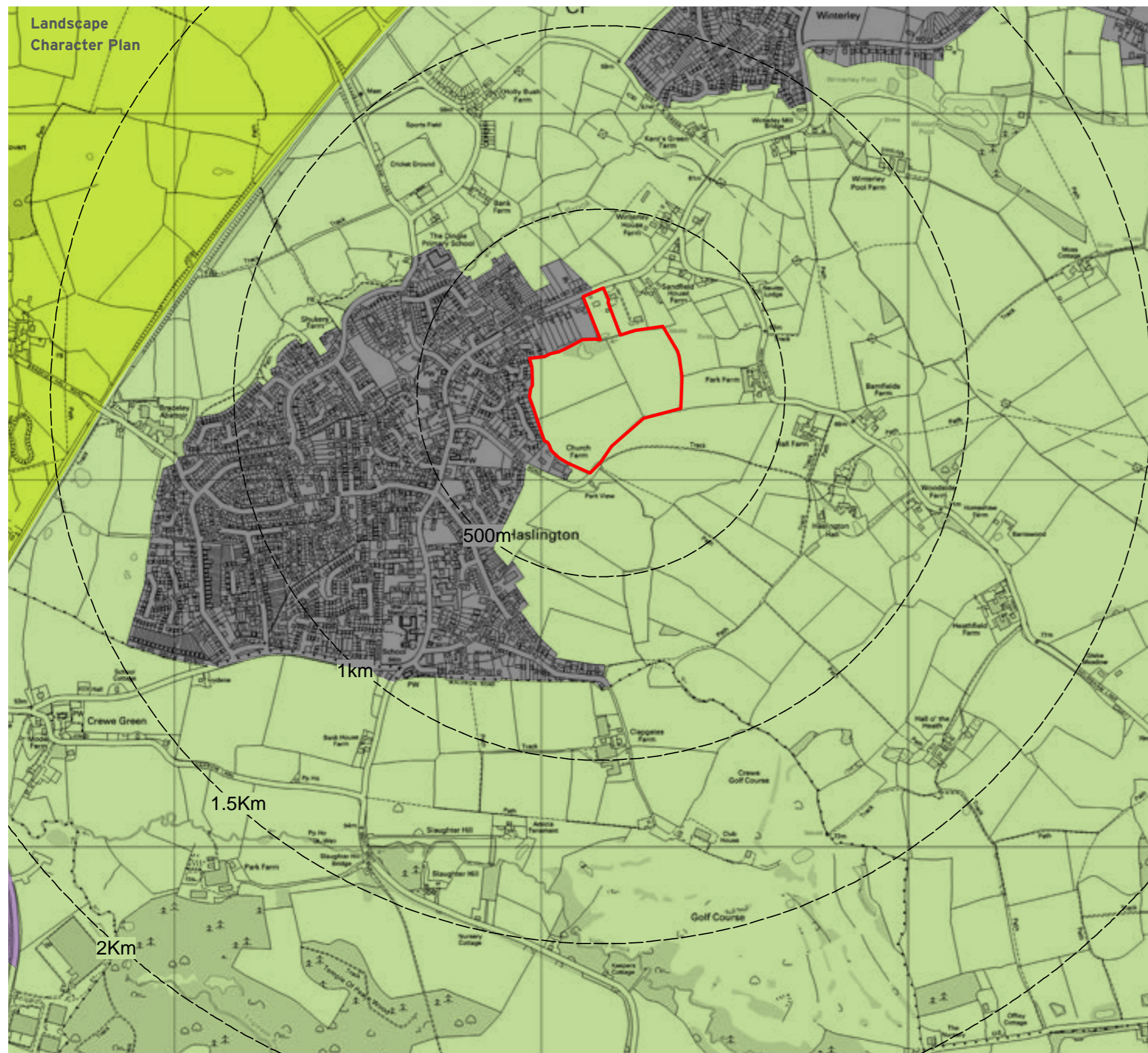
The houses to the southern side of Crewe Road have very long, large gardens which slope down to the three fields and support many mature trees. The vast majority of these properties are screened by this mature dense tree cover. However the garden to 202 is predominantly open mown grass with only a few isolated trees and an ornamental pond along the southern boundary. As such it is afforded elevated panoramic views southwards over the immediate farmland.

- **The Three Fields**

The wider site is farmland separated by hedgerows into three fields. The topography is gently undulating supporting hedgerows with isolated trees to the boundaries and internal native single-species hedgerows demarking the three fields. There is significant woodland and wetland scrub cover to the northern field boundary which provides a dense wooded backdrop with only the occasional glimpsed view of houses on Crewe Road. A stream runs along the northern boundary and there is a natural marl pond adjacent. The field sizes are medium with grass margins to hedgerows.



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Site Visibility

The site lies predominantly within a low lying gently undulating landscape with a low horizon and as such does not have a strong skyline from a distance. Visually the site itself is well contained due to the existing topography, low horizon and effects of linked wooded/treed field/road boundaries which define the scale and character of this visually contained landscape. The rising land of the garden to 202, Crewe Road (the most northern section of the site) is visible from some footpath locations.

Views into the site are predominantly restricted to close - medium distance views (up to 750m distance) from public footpaths from the south east and residential properties immediately adjacent to and overlooking the site. There are limited views from: the rear of a number of residential properties overlooking the site on Ashley Meadow; a limited number of properties on Park Road; direct views from houses opposite the site entrance on Crewe Road and a few limited filtered views from rear gardens on Crewe Road.

There are no long distance views possible into the site due to the screening nature of intervening vegetation and gently rolling topography.

There are clear views into the rear of houses along the western boundary and views across to Park Farm and properties to the east of 202, Crewe Road along the low ridgeline. The tall pylon towers and lines to the east of the site are dominant intrusive man-made elements in the landscape.

There are 4 character views looking out from the site:

View 1:

From the southern boundary of the site there are limited views southward due to the tall hedgerow. The main view is looking north and east. To the north the rising land/low ridgeline which comprises extensive rear gardens, mature trees and residential properties on Crewe Road is a feature. To the east the large number of outbuildings to Park Farm are a key feature.



View 2:

Looking west show the houses of Haslington abutting the site, forming a suburban edge and an integral part of the view. There are glimpsed views of houses between the tree cover of large properties along Crewe Road.



View 3:

From the rear garden of 202, Crewe Road - this is the most elevated part of the site. There are panoramic views from this residential garden southwards over the site and beyond to the well-treed Cheshire landscape. Dense tree cover provides a low green horizon in the near distance (0.5 - 0.75km). There are also direct views of the long gardens and detached properties of The Vicarage and Sandcroft which lie either side of 202.

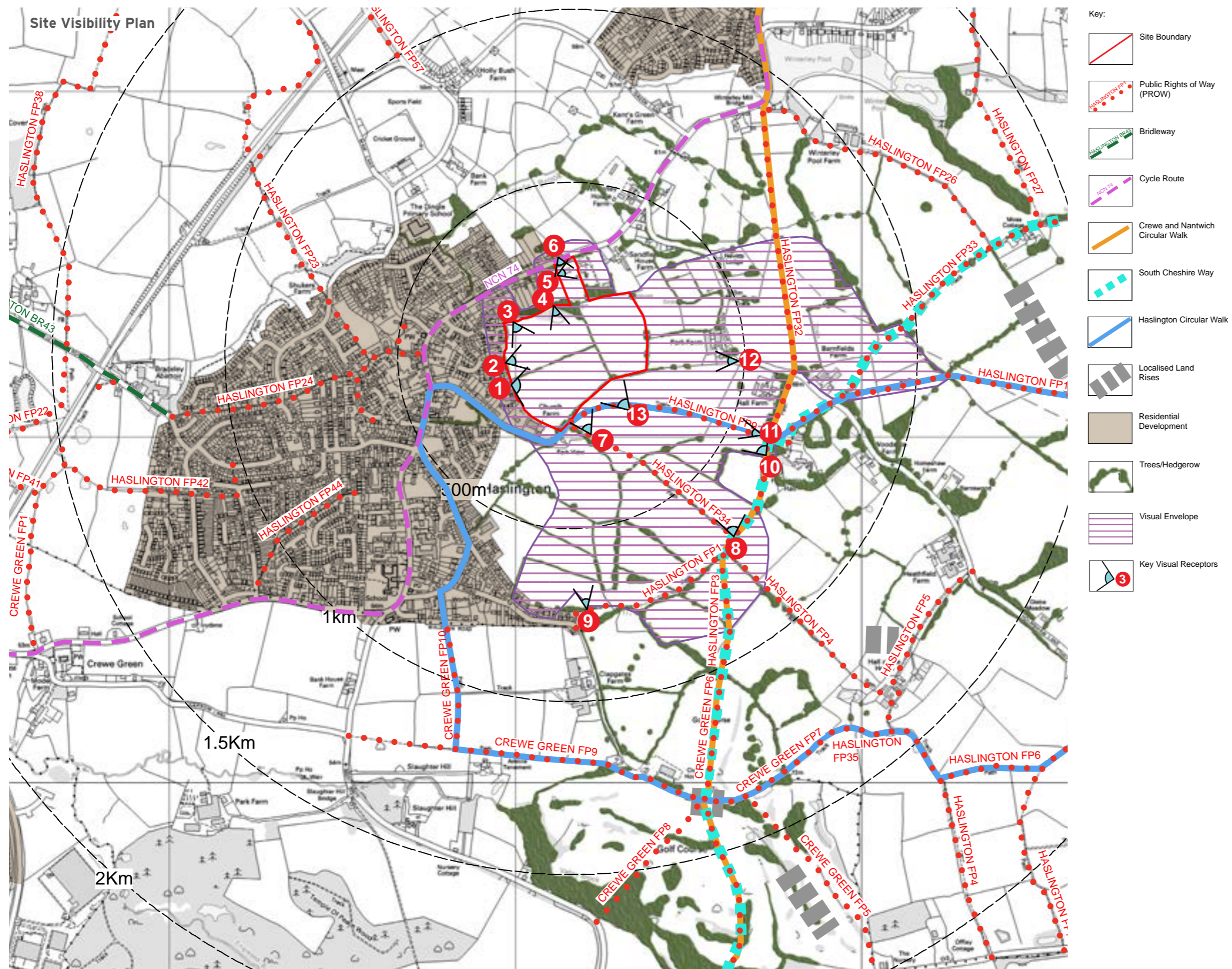


View 4:

From the northern field boundary the heavily treed 'wetland' landscape is a key feature. There are glimpsed views of houses and rear gardens backing onto the northern boundary. Looking over to the eastern boundary the horizon is very low and the tall pylon towers and lines stride across the landscape and are dominant man-made vertical elements in the landscape.



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Trees along the frontage to Crewe Road are protected by an Area Tree Preservation Order TPO 197, with the exception of one cherry tree. These are a mix of sycamore, lime and beech. Area classifications are recommended by the Secretary of State as a temporary measure until the trees can be assessed properly. This area order dates back to 1977, and being some 36 years old, a re-survey could reasonably be considered overdue. There are a number of trees on the south western boundary stream bank to the rear of properties at Ashley Meadows which are protected by TPO 193. These include a number of alder, oak and ash.

In summary, the scale and character of this visually contained landscape is defined by the existing topography, low horizon and effects of linked wooded/treed field/road boundaries. The established tree cover and hedgerows and relatively intact and provide ordering features across the site. The most open and visible part of the site is the garden forming the southern part of 202 Crewe Road.

Landscape Planning Designations Plan

Key:

- Site Boundary
- Public Rights of Way (PROW)
- Bridleway
- Cycle Route
- Conservation Area
- Green Gap
- Registered Parks and Gardens
- Local Wildlife Sites
- Listed Buildings
- Locally Listed Buildings
- Crewe and Nantwich Circular Walk
- South Cheshire Way
- Haslington Circular Walk

Map details include:

- Concentric dashed circles representing distances: 0.5km, 1km, 1.5km, and 2km.
- Designations shown: NE.4 Green Gap, Haslington Conservation Area, Haslington FP1-FP35, Crewe Green FP1-FP10, Crewe Green FP9, Crewe Green FP8, Crewe Green FP7, Crewe Green FP6, Crewe Green FP5, Crewe Green FP4, Crewe Green FP3, Crewe Green FP2, Crewe Green FP1, Crewe Green BR43, Haslington BR43, Haslington BR42, Haslington BR41, Haslington BR40, Haslington BR39, Haslington BR38, Haslington BR37, Haslington BR36, Haslington BR35, Haslington BR34, Haslington BR33, Haslington BR32, Haslington BR31, Haslington BR30, Haslington BR29, Haslington BR28, Haslington BR27, Haslington BR26, Haslington BR25, Haslington BR24, Haslington BR23, Haslington BR22, Haslington BR21, Haslington BR20, Haslington BR19, Haslington BR18, Haslington BR17, Haslington BR16, Haslington BR15, Haslington BR14, Haslington BR13, Haslington BR12, Haslington BR11, Haslington BR10, Haslington BR9, Haslington BR8, Haslington BR7, Haslington BR6, Haslington BR5, Haslington BR4, Haslington BR3, Haslington BR2, Haslington BR1.
- Other features: Listed Buildings, Locally Listed Buildings, Crewe and Nantwich Circular Walk, South Cheshire Way, Haslington Circular Walk.



Environmental Assets

The site benefits from a number of environmental assets including hedgerow trees and tree groups, field boundary hedgerows, ditches and watercourses along the eastern, western and northern boundaries, and a woodland copse with a pond and wetland along the northwestern field boundary.

The site of 202 Crewe Road is a large garden of amenity grassland bounded by hedgerows, mature trees and fences.

The three fields are enclosed and divided by species-poor hedgerows with mature trees. An area of improved grassland is situated towards the south-west corner of the site. A stream bordered by tall ruderal vegetation flows along several of the site boundaries. The field boundaries are important for site drainage.

A woodland copse with scrub, a large pond and marsh area extends along the northern boundary of the western agricultural fields. The woodland copse is dominated by alder with willow species. The marsh area is mainly made up of soft rush with the shrubs of scattered alder and willow. Vegetation around the pond includes bulrush, reed canary-grass, floating sweet-grass, soft rush and sharp-flowered rush. Ponds are a Cheshire and UK BAP Priority Habitat.

Hedgerows containing mature trees border most of the site, and are a Cheshire and UK BAP Priority Habitat. A number of the hedgerows are considered to be important under the Hedgerow Regulations due to their historical significance. They are species-poor and survey work undertaken recorded a total of eleven woody species across the site, predominantly hawthorn with field maple, holly, rose and elder. Mature trees found within hedgerows included English oak, ash and alder. The hedgerows were relatively intact.

The existing hedgerows and trees provide commuting, roosting and foraging potential for bats. The presence of bats was detected during surveys which indicated that the site is used by small numbers of common species. Some of the mature trees located within the hedgerows provide suitable roosting habitat. No tree roost sites were located and no behaviour that would indicate the presence of roost sites. The buildings situated within the cartilage of 202 Crewe Road are considered to be of low to negligible potential for roosting bats.

A small amount of badger activity was noted across the site, however no setts were found on the site. The streams and ditch on site were considered to be unsuitable for water voles due to their structure, being densely vegetated with tall ruderal vegetation and a lack of suitable emergent vegetation. No evidence of water vole was found along any of the lengths of streams or ditch.

The large pond located along the northern boundary of the site was surveyed for the presence of great crested newts, and these surveys did not reveal the presence of great crested newts.

In summary, the key environmental assets are the trees and tree groups, hedgerows, ditches and wetland features forming the field boundaries and the northwestern woodland copse, pond and wetlands.

A detailed assessment of the environmental assets and ecology of the site is provided in the Ecology Reports (Protected Species Survey and Mitigation Strategy) supporting this application.



Movement and Connections

Existing Highway Network

Crewe Road provides the principal opportunity to access the site. Park Road provides the opportunity to provide pedestrian and cycleway links from the southwest corner of the site to Crewe Road and the local shops and services clustered along it.

Crewe Road is a local distributor road through Haslington connecting the village to Sandbach in the north and Crewe in the south; the carriageway width varies along its length but is generally a minimum of 6.0m wide with footways on both sides of varied width, but generally above 1.5m. In the vicinity of the proposed site access location, Crewe Road is 6.1 to 6.2m wide with a single footway on the northern side of some 1.7m width.

Crewe Road is subject to a 30mph speed limit within Haslington, with traffic-calming in the form of raised tables at The Dingle and Bradeley Road/ Waterloo Road junctions.

Traffic flows are around 300 to 400 vehicles in either direction during peak hours, thus Crewe Road carries the flow comfortably during the morning and evening peak periods. Observations of the highway network indicate that the minor junctions in the vicinity of the site operate within capacity during the morning and evening peak periods.

Bus Routes And Services

Crewe Road is a bus route providing local services in close proximity to the site. Existing bus services include:

- Service 37 which provides two buses per hour all day, between Northwich and Crewe, Monday to Saturday.
- Service 38 which provides one bus per hour, between Macclesfield and Crewe, Monday to Saturday.

There are bus stops located along Crewe Road, including stops positioned in close proximity to the site.

FOOTPATHS AND CYCLEWAYS

Adopted footpath routes surround the site, providing connections to the centre of Haslington and to surrounding settlements, some of which are incorporated into Cheshire East Council promoted 'walking routes', such as the **"Walk Around Haslington"** and **"Walking the Wildside"**.

In terms of cycling, National Cycle Network (NCN) Route 74 passes along the frontage of the proposal site along Crewe Road running to the north and south of the site. The route is predominantly on road and partly traffic-free and links to NCN Route 70.

Access To Local Services

The site is well positioned within comfortable walking distance of the community shops and services along Crewe Road, including:

- 530m of the nearest bus stops on Crewe Road.
- 670m of the closest (Cooperative) foodstore.
- 680m of the nearest public house.
- 830m of the nearest dentist.
- 880m of the nearest pharmacy.
- 1000m of The Dingle Primary School.
- 1270m of the nearest post office (which is also a One Stop foodstore).

At just over 4km from the site lies Crewe Town Centre with the full range of retail facilities and employment opportunities.

In summary, the site is well located close to local shops and services and public transport connections and this will enable future residents to choose walking, cycling and public transport as their first choice for getting into Haslington and Crewe.

A detailed assessment of the transport context is provided in the Transport Assessment supporting this application.



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- CEC PROMOTED WALK ROUTES:
- 1 "A WALK AROUND HASLINGTON"
 - 2 "WALKING THE WILDSIDE"



Residential Amenity

The northern and western boundaries of the three fields are enclosed by the rear gardens of properties facing onto Crewe Road and properties facing onto Brookfields and Ashley Meadows respectively.

The rear gardens of the properties along Crewe Road are extended, with distances of around 70 metres from the rear building lines of properties to the northern site boundary. This northern site boundary is well screened with established tree groups and wetland planting formed around the existing pond. Properties directly abutting the existing pond area have cleared planting within their curtilage to allow views to the pond.

The rear gardens of properties along Brookfield and Ashley Meadows are shorter, with distances of around 8 metres or more from the rear building lines of properties to the western site boundary. This eastern boundary supports linked tree groups and scrub growth of varying depths along its length. The majority of properties face directly onto the fields, with a small number of gable ends also.

In summary, properties along the western edge of the development are close to the boundary and have views into the site. Their residential amenity is an important consideration.



Heritage and Townscape

The site does not lie within a Conservation Area. The closest Conservation Area is at Crewe Green which lies 1.5Km to the south west of the site. There are no Listed Buildings on the site however there are 6 Listed Buildings within a 500m radius of the site. These lie within Haslington - 5 of which are concentrated around the Crewe Road/Park Road junction.

Approximately 750m to the south east of the site lies the Grade 1 listed building of Haslington Hall which is set within mature treed grounds and has no view of the site.

There are 16 locally Listed Buildings within 1.5km of the application site.

194 Crewe Road, Haslington known as The Old Vicarage is a Locally Listed Building. It lies immediately adjacent to the western boundary of 202 Crewe Road, the temporary dwelling and garden forming part of this application. A Locally Listed Building is a building, structure or feature which is not listed by the Secretary of State but the local planning authority feel to be an important part of the local heritage.

The Old Vicarage forms part of the visual corridor along part of Crewe Road which is the eastern approach into Haslington. Key characteristics at this part of Crewe Road are larger properties set back from Crewe Road, with a sense of continuity and enclosure created by a relatively continuous building line, together with linked tree groups.

In summary, the Old Vicarage and the field hedgerows are heritage assets to be taken into consideration.

A detailed assessment of the heritage assets of the site is provided in the Heritage Report supporting this application.



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Issues and Opportunities

We have thought about how new housing may be set out to create a new, attractive neighbourhood that is well connected to and integrated with the existing village. Key features and opportunities are explored below:

2. Residential Amenity

The site is bounded to the west and north by the rear gardens of properties facing onto Ashley Meadow, Brookfield and Crewe Road. These rear gardens are separated from the site by linked tree groups, ponds, wetlands and field boundary ditches.

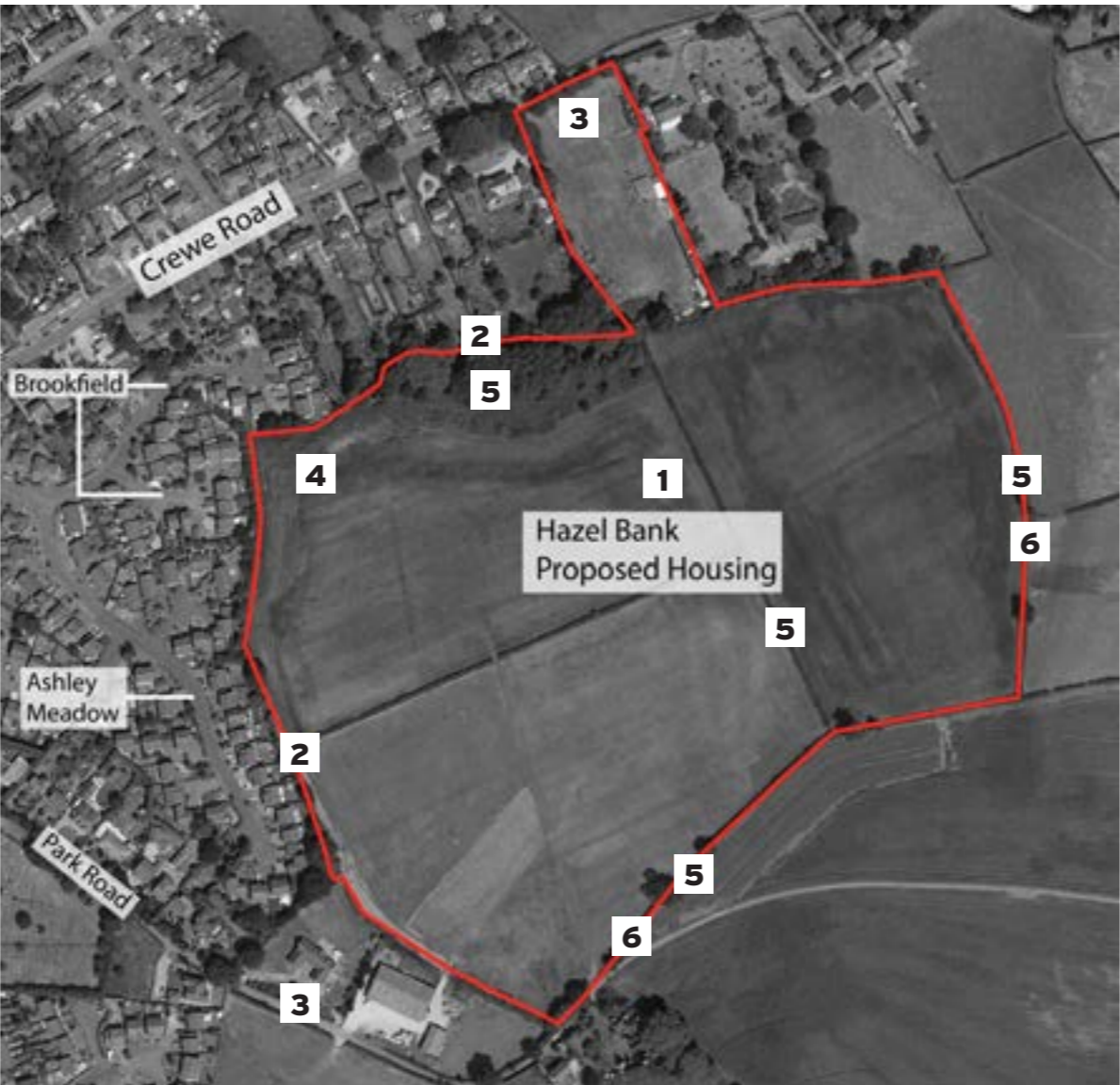
The opportunity is to protect and strengthen existing ponds, tree lines and hedgerows and create new tree groups and wetlands to protect the residential amenity of existing residents.



4. Drainage

The site has a pond and wetlands along the boundary with the rear gardens of properties facing onto Crewe Road, and is drained by ditches that flow to the northwest field corner and onto the wider drainage network.

The opportunity is to create a network of on site swales and ponds as part of a sustainable drainage strategy.



6. Landscape Setting

The site is enclosed by tree lined hedgerows and ponds, wetlands and watercourses. There are open views to the wider landscape setting to the south and east. In some parts of Haslington, the landscape edge created by past housing developments separates the village from the surrounding countryside.

The opportunity is to create safe, attractive, well defined links with the surrounding countryside with framed views and good footpath and cycleway connections.



1. High Quality Design

The village has many examples of high quality designed homes set in attractive streets, lanes and gardens.

The opportunity is to create a development of high quality family housing set in an attractive landscape.



3. Access and Movement

The site is located close to the heart of village and benefits from many local services within easy walking and cycling distances. The site may be accessed by vehicles, pedestrians and cyclists from Crewe Road. A secondary access point limited to emergency vehicles, pedestrians and cyclists from Park Road is achievable. These access points providing a choice of good links.

The opportunity is to provide a choice of safe, attractive pedestrian and cycleway links to allow new residents to support local services, with a principal access point onto Crewe Road.



5. Ecology and Wildlife

The site is crossed and enclosed by hedgerows, ponds, wetlands and field drainage ditches - all connecting the site to the wider wildlife corridors.

The opportunity is to protect and strengthen existing ponds, hedgerows and ditches, and create new wildlife habitats within the proposals.



4. Structuring Principles

Overview

In response to the issues and opportunities set out in Chapter 3, a comprehensive and robust design concept and set of structuring principles has been developed for the Hazel Bank proposals.

Concept Plan

The Development Concept Plan sets out the overarching design strategy for the Hazel Bank proposal. This is to:

- Respond to and strengthen the existing landscape features and create a positive edge to Haslington and transition in the wider landscape.
- Provide connections to the open countryside in the form of public pedestrian and cycle pathways.
- Create strong visual connections from Crewe Road and the development looking out into the open countryside
- Create a pattern of clear connections linking the development to Crewe Road, Park Road and the landscape setting.
- Create a sensitive edge with existing properties along the northern and western site boundaries.
- Create an easily understood, robust development pattern that is structured by key landscape features.

Key design components are:

1. Green edge buffer to properties along the northern and western boundaries.
2. Development parcels shaped by the field pattern and landscape features.
3. Tree lined frontage along Crewe Road and a sequence of framed views into the development.
4. Ponds and bridge as a key arrival feature.
5. Existing hedgerows strengthened as greenways.
6. Linear parkland as a diverse landscape edge and transition.
7. Footpath connections linking to Park Road and the countryside footpath network.
8. Green edge transition connecting the development to the wider countryside along the southern and eastern boundaries.

The Concept Plan is taken forward as a comprehensive set of structuring principle frameworks. They set out a clear design approach to the site under the following headings:

- **Character Areas** - setting out how character areas are shaped around distinctive landscape features and streetscapes.
- **Townscape and Development Pattern Framework** - setting out a clear pattern of streets, greenspaces and development parcels.
- **Movement and Connections** - setting out a clear hierarchy of streets and connections and links to the wider village and landscape setting.
- **Landscape and Greenspace** - setting out the key landscape characteristics and features and how proposals are integrated in a positive way into the surroundings.
- **Ecology and Drainage** - setting out how the landscape framework enables the creation of ecological assets and a sustainable drainage system.

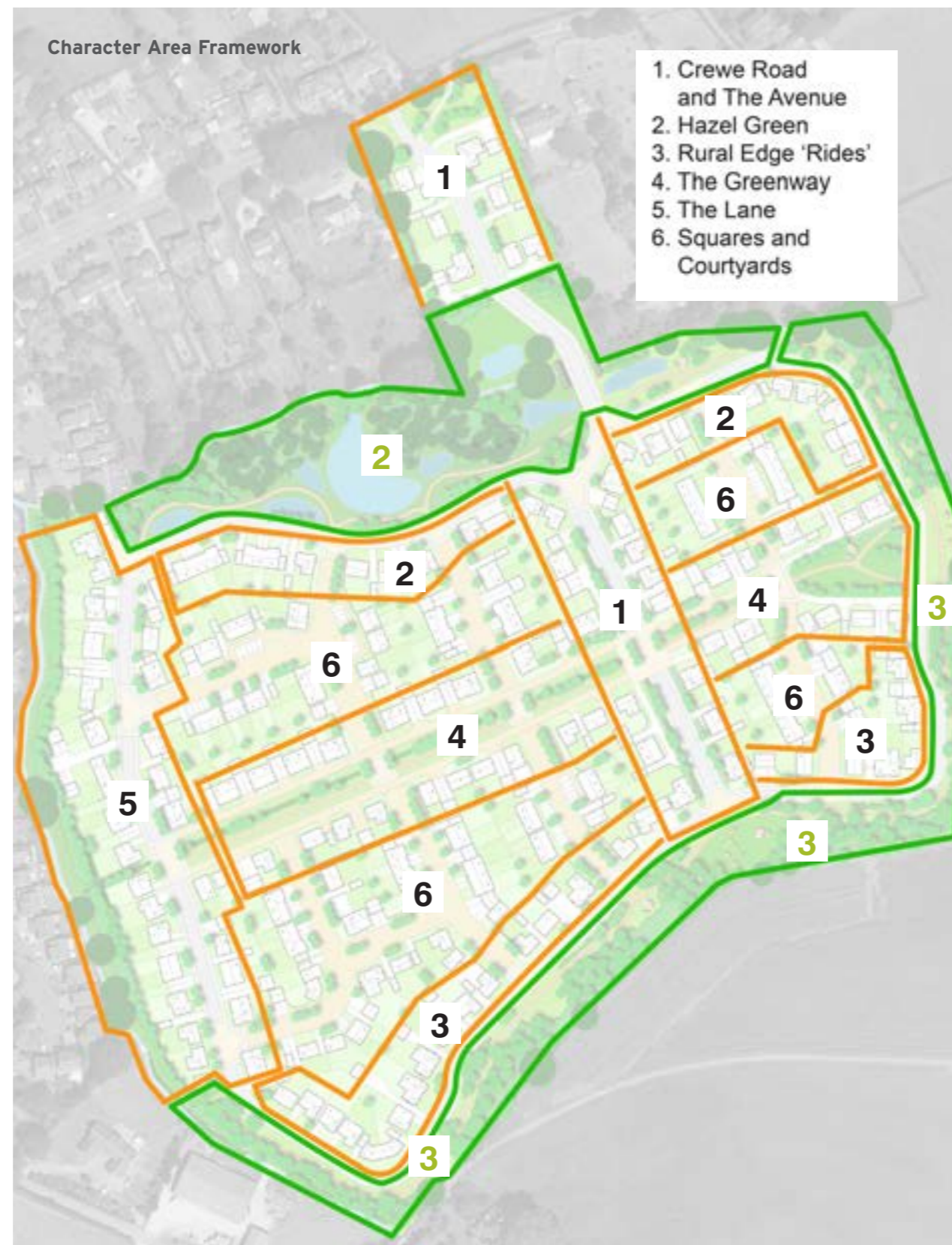


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Character Areas

The starting point is the existing character of the site, its setting and the historic prompts from the village. The existing landscape character is in two parts - 202 Crewe Road and the 'Three Fields' separated by the brook and wetlands. The key elements are the brook and wetlands, the gently undulating topography and the structure defined by the field boundaries,

The approach is to use these organising elements as the organising structure for 6 character areas, each with their own identities.



Character Area Framework

The Character Area structuring principles are:

- Create high quality and distinct character areas to add variety and diversity, and allow each part of the proposals to respond to their immediate setting, including:
 1. Crewe Road and The Avenue: larger homes fronting onto Crewe Road with tree and hedgerow planting along Crewe Road to strengthen this tree lined approach into the village. This leads to the Bridge over the Brook and onto The Avenue. The Avenue is characterised by housing fronting onto the existing hedgerow on the western side and a new hedgerow on the eastern side - both with tree planting and semi-natural grass verges.
 2. Hazel Green: larger housing fronting onto existing and new ponds and wetlands and pocket park.
 3. Rural Edge 'Rides': larger housing fronting onto the linked tree groups and semi natural grassland landscape 'rides' enclosing the site.
 4. The Greenway: housing fronting onto the existing hedgerow - strengthened with native tree planting and semi natural grass verges.
 5. The Lane: housing fronting onto the tree lined Lane connecting Hazel Green to the Rural Edge.
 6. Squares and Courtyards: smaller housing clustered around pedestrian squares.
- Well designed layout based upon local characteristics and features.
- Strong landscape structure as the setting for proposed development.



Townscape and Development Pattern Framework

The proposed Character Areas strengthen the existing character areas by working with the topography, wetlands and field patterns. The proposed Townscape and Development Framework sets out a well defined, easily understood pattern of development parcels, streets and greenspaces within the Proposed Character Areas. This further strengthens local landscape character and provides a well structured positive pattern of development and greenspaces between the existing development and the wider landscape setting.

Retaining and strengthening the existing hedgerows creates strong east-west and north-south vistas, and a sequence of visual links between Crewe Road, the development and the wider landscape setting. The structure set out by these two key vistas allows the creation of a finer grain of more local framed views so as all streets and squares benefit from a view of the landscape setting or new greenspaces. A series of visual nodes are created at meeting points and the ends of the vistas. A new bridge/causeway creates a threshold defining the transition onto the main site. New buildings are aligned with the building and tree lines along the Crewe Road frontage.



Townscape and Development Pattern

The Townscape and Development Pattern structuring principles are:

- Create a strong building line and tree line along the Crewe Road frontage to align with adjacent properties.
- Create a regular pattern of easily understood development parcels, streets, greenways and greenspaces that are shaped by the existing field boundary hedgerows and the woods and wetlands along the northern site edge.
- Create a regular pattern of development parcels that creates an easily understood southeast - northwest framework of movements routes aligned with the wider street and footpath network.
- Create a regular pattern of development parcels that creates a framework of strong framed views from within the development out over the surrounding countryside.
- Create active frontages and a strong sense of enclosure, with building scale and massing reinforcing key arrival points, junctions, streets and connections.
- Create a clear sequence of squares and greenspaces providing memorable waymarkers that define the entrance points into the development and key junctions including:
 - Bridge/causeway over the existing brook.
 - Square where the Avenue and the Greenway meet.
 - A pocket park where the Avenue meets the landscape edge.
 - A pocket park where the Greenway meets the landscape edge.



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Movement and Connections Framework

The Townscape and Development Framework sets in place a well defined, easily understood pattern of development parcels, streets and greenspaces within the Proposed Character Areas. This enables the creation of a clear hierarchy of pedestrian, cycle, and vehicular movement routes within the development and good connections to existing links around the site.

The starting point is making good connections with the existing streets and footpaths. A principal access is established with Crewe Road. A secondary pedestrian/cycleway and emergency service access is made in the southwest corner of the site - linking to Park Road and the two public footpaths that converge at this point.

The principal route along the Avenue provides direct, easily understood access into the heart of the site. A secondary route allows residents to navigate around the edge of the development leaving the heart of the site to be pedestrian priority. A secondary route along the Greenway provides strong east-west connections. A tertiary level of local lanes connects the Avenue, the Greenway and outer loop to individual houses.

This approach sets in place a clear hierarchy of easily understood, direct routes connecting the proposals with Crewe Road to the north and the network of pathways across the open countryside to the south.



Movement And Connections

The Movement and Connections structuring principles are:

- In accordance with Manual for Streets (DfT/CLG 2007), streets will be designed as high quality places with 5 principal functions: place, movement, access, parking and utilities. Of the 5, place and movement will be the most important in determining character.
- Create an easily understood network of high quality, safe, attractive streets and connections, including:
 1. The Avenue: as the principal access point and connection to Crewe Road.
 2. The Greenway: as a key east west pedestrian and cycleway connection.
 3. The Perimeter: as the key connection linking The Avenue with each Character Area.
 4. Lanes and Shared Surfaces: as pedestrian priority places and focal points for local residents.
 5. Park Road Connection: a second access point for pedestrians, cyclists and emergency vehicles providing good links to local shops and services.
- Create a clear hierarchy of safe, attractive streets and connections with pedestrians given priority over vehicles on the Lanes, Shared Surfaces and Greenway.
- Create a choice of safe, attractive pedestrian and cycleway connections to Crewe Road and local bus services, and local shops and services.
- Create pedestrian and cycleway links to the network of footpaths and cycleways across the wider landscape setting.
- Create tree and hedgerow lined avenues, lanes and rides by adopting the principles set out in Manual for Streets Guidance.



Landscape Framework

The Character Areas and Townscape and Development Pattern Frameworks create a pattern of development parcels, streets and greenspaces that work with and strengthen the existing landscape character. This pattern is well placed to create a high quality, locally distinctive landscape framework that creates attractive places within the development and an improved, high quality rural and transitional edge to Haslington.

The starting point is the existing field pattern, wetlands and woods. The proposal is to complement existing features by creating a green network of tree lined streets, lanes, parks and linear greenways to connect the development together and to the surrounding countryside.

The Avenue is a principal element, creating a tree lined, north-south spine along the alignment of the existing hedgerow. The east-west hedgerows are strengthened to create the Greenway. The hedgerow along the southern and eastern site boundaries are strengthened and extended to create a new linear landscape corridor - the Rural Edge Rides: native woodlands with a recreational route and natural play areas providing a transition into the countryside. The wetlands and woods to the north are strengthened and expanded to provide a wildlife haven with managed access. Pocket Parks are created where the Avenue and Greenways meet the Rides. The connecting landscape palette is native trees, shrubs, meadows and grasslands

This approach creates strong visual and physical connections from the development looking out onto the open countryside and a high quality, rural edge.



Landscape

The Landscape structuring principles are:

- Create an attractive, well structured framework of high quality avenues, lanes, pocket parks, ponds, meadows and wetlands to strengthen and connect existing landscape features and create a positive landscape to connect residents to the wider landscape, including:
 1. The Avenue: strengthening the existing hedgerow and planting a new hedgerow with native grassland verges and tree planting to create a tree lined approach and framed views into the surrounding landscape.
 2. Hazel Green: strengthening the existing wetlands with new ponds, native grassland and tree planting to create a natural landscape buffer with existing properties along Crewe Road.
 3. The Greenway: strengthening the existing hedgerow with native grassland verges and tree planting to create a pedestrian and cycleway landscape corridor.
 4. The Rides: planting linked groups of native tree planting and native grasslands to create a landscape edge to frame views into the surrounding countryside, screen the development and create an attractive edge to the village, provide for pedestrian and cycleway loops and connections, and provide for natural play areas.
 5. Pocket Parks - as places to meet, play and relax.
- Retention of the existing hedgerows to provide the structuring features of the proposals.
- Ponds designed and managed for both drainage and habitat enhancement.
- Wildlife enhancement through the provision of bat and bird boxes.
- Retention and enhancement of existing hedgerows, ponds and wetlands across the site and around the site edges through positive management.



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Ecology & Drainage Framework

The Landscape and Greenspace Framework creates a green network of greenspaces and corridors. They provide an interconnected structure across the site and links to the wider landscape that is ideal for creating wildlife havens and corridors.

The starting point is the existing site features - the woods and wetlands along the northern site edge, the field boundary hedgerows and trees and the ditches. These are all retained and strengthened with native planting. The wetlands and wood to the north are proposed as a wildlife haven. A new wildlife corridor is proposed along the western boundary, aligned along the existing ditch and hedgerow. Existing hedgerows across the site are retained and strengthened with native tree planting and native grass verges.

The topography and existing ditches enable the creation of a sustainable urban drainage system, draining to the northwest corner of the site.

This approach sets in place a network of havens and corridors connecting existing wetlands and woods together and the wider landscape setting.



Ecology & Drainage

The Ecology and Drainage structuring principles are:

- Create a network of ponds, swales and wildlife corridors to link the sites hedgerows, ponds and wetlands to the wider landscape setting, including:
 1. Hazel Green: native wetland, grassland and woodland planting - with ponds kept separate from the field ditches and sustainable drainage systems.
 2. The Rides: native tree and grassland planting as new habitats and to connect Hazel Green, the Greenway and the wider landscape setting together.
 3. The Greenway and The Avenue: native hedgerows and grass verges connecting Hazel Green to the Rides.
 4. Wildlife Corridors - retaining and strengthening the field ditches and hedgerows along the site edges to ensure high quality management of these features as wildlife corridors.
- Retention of the existing hedgerows to provide the structuring features of the proposals.
- Ponds designed and managed for both drainage and habitat enhancement.
- Wildlife enhancement through the provision of bat and bird boxes.
- Creating open swales and ponds as an integral part of the landscape structure and layout to manage flood risk and drainage.
- Protecting existing ponds and watercourses.



5. Consultation and Design Development

Overview

Richborough Estates has carried out a thorough and robust consultation process with Cheshire East Council Officers, the local community, and consultations with key parties involved in delivering community serviced identified as particularly important in the context of the Hazel Bank proposals.

Key meetings, events and discussions to date are:

1. Pre Application Meeting - held with Cheshire East Council
2. Community Consultation Event - an exhibition was held at Yoxall Village Hall in Haslington on Thursday 15th August 2013 between 3.00pm and 7.00pm. Approximately 150 local residents attended. The consultation was open until the 1st September 2013 and 162 responses were received.
3. Meeting with the Headteacher, Chair of Governors and Business Manager of Dingle County Primary School on the 9th September.
4. Correspondence with Practice Manager of Haslington Doctors Surgery
5. Correspondence with the Headteacher of Haslington Primary School.
6. Meetings and discussions with individual Council Officers.

These consultations have been supported by a choice of ways to comment including:

- A free post response form was included as part of a distributed leaflet.
- A feedback form was available at the exhibition.
- Via the website www.hazel-bank.co.uk;
- Via email at info@richboroughestates.co.uk; or
- Post to the applicant's Congleton office address.

Consultations and Design Evolution

To inform consultations, an Illustrative Masterplan has been prepared to demonstrate how the Design Concept and Structuring Principles may be taken forward to deliver a high quality, sustainable proposal.

The Illustrative Masterplan has been developed through 3 key steps:

- 1 **Initial Masterplan**
the first iteration was prepared for discussion at a Pre Application Meeting between Cheshire East Council Officers, Richborough Estates and their Project Team.
- 2 **Second Stage Masterplan**
following feedback from the Pre Application Meeting, a second stage masterplan was developed incorporating a number of the suggested changes by Council Officers. The Second Stage Masterplan, together with the Structuring Principles, was presented at the Community Consultation Day.
- 2 **Final Masterplan**
following feedback from the Community Consultation Event, a third stage masterplan has been developed incorporating changes in response to the views and points made by local residents. This third stage iteration, together with corresponding revisions to the Structuring Principles, forms the Final Masterplan submitted in this application and described in greater detail in Chapter 6.

A summary of key views in regard to the design proposals are set out across the page. A more detailed report is set out in the supporting Statement of Community Involvement.

Key Views and Responses

Initial Masterplan and Pre Application Meeting with Cheshire East Council. Key Views relating to Design:

- The landscape buffer along the site's southern edge is too regular and narrow.
- A more naturalistic and diverse approach to play provision is required.
- Development at the entrance is too dense - more provision should be made for landscape proposals.
- The entrance street is too meandering and transitional spaces should be softer and better defined.
- The street design for the southern part of the main avenue could be deformalised.
- Landscape mitigation is needed to mitigate any impact on the locally listed Old Vicarage.
- Development is stepped back from the Old Vicarage and more tree planting is proposed.



In response, changes incorporated into the Second Stage Masterplan include:

- A wider landscape edge with a more native approach to planting along the southern site edge.
- Inclusion of natural play around the landscape edges.
- A reduction in the number of houses fronting Crewe Road and increased tree planting.
- A more direct entrance street and a narrowing of transitional spaces.
- Increased native tree planting along the southern part of the main avenue.



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Key Views and Responses

Second Stage Masterplan and Community Consultation Event:

Key Views relating to Design:

- Loss of residential amenity for existing properties along the western and northern site boundaries.
- A wider and more varied edge along the southern site boundary.
- No capacity in local schools or doctors surgery.
- The ponds, hedges and fields are wildlife habitats.
- Safety of people walking and playing by the waters edge.
- Lack of good pedestrian and cycleway connections to local shops and schools.



Primary School and Doctors Surgery

Consultation with Dingle County Primary School and Haslington Doctors Surgery:

PROMPTS FOR DISCUSSIONS:

The capacity of the local Primary Schools and the village Doctors Surgery were key discussion points during the Community Consultation Event. In response, Richborough Estates have consulted with representatives of Dingle County Primary School and the Haslington Doctors Surgery.

The consultations enabled a more specific understanding of capacity, day to day operations and management, plans for the future, and responses to the Hazel Bank proposals.

RECOMMENDATIONS:

Richborough Estates have agreed in principal with respective representatives to the following proposals to contribute to Haslington's community infrastructure:

- We are liaising with the education and open space officer regarding funding for an all-weather multi-games facility at Dingle Primary School. The school playing fields suffer from water logged pitches which limits the outdoor provision for the school. The delivery of an all-weather multi-games facility will increase the capacity of the school as it is the lack of outdoor space rather than building or site capacity that is the issue. The school are likely to propose to open up the use of any new facility for wider community use.
- The allocation in the Final Masterplan of a provisional site for a Doctors Surgery/Community Use Building located to the immediate southeast of the meeting point of the Main Avenue and Greenway. The site is to be held for the Doctors Surgery/Community Use for a period of 3 years to be drawn down and delivered by a 3rd party.

Final Proposals



Masterplan
Draft for
Consultation



In response, changes incorporated into the Final Masterplan include:

- A widened wildlife buffer along the western site boundaries and additional planting along the northern boundary.
- Widened landscape edges along the southern edge with a more defined landscape structure of native planting and natural play.
- Further consultation with Dingle County Primary School and Haslington Doctors Surgery - as across the page.
- Ponds and hedgerows are being retained and strengthened. A widening of the wildlife corridor along the western boundary and the landscape corridor along the southern edge.
- More defined footpaths and open areas to allow natural surveillance.
- Better defined footpaths along the greenways and landscape edges leading to Crewe Road and Park Road.



6. Design Proposals Illustrative Masterplan

Overview

This Statement supports the Outline Planning Application for the Hazel Bank proposal. All matters are reserved except for the vehicle access point to Crewe Road. An Illustrative Masterplan has been prepared to demonstrate how:

- the Design Concept and Structuring Principles may be translated into a working scheme.
- the site is able to deliver a high quality, sustainable development of up to 250 new homes.

The Illustrative Masterplan is set out and described under the following headings:

- Amount, Scale and Density
- Affordable Housing
- Access and Movement
- Sustainable Urban Drainage System
- Western Boundary with Brookfield and Ashley Meadows
- Landscape and Greenspace
- Location for Doctors Surgery/Community Use Site
- Character Areas and Streetscapes

Amount, Density, Scale and Layout

The Masterplan establishes key principles in regard to amount, scale and density.

This application seeks outline approval for a residential scheme comprising 250 new houses. The application site gross area is 11.85 Hectares (29.29 acres), giving a density of 21 dwellings per hectare. 3.27 Hectares (8.09 acres) is dedicated to landscape and greenspace.

The amount and site density for development is low relative to other proposals in Cheshire East, demonstrating an appropriate response to the village and landscape setting with the provision of generous and well structured landscape and greenspaces.

Larger properties are located along the key streets and greenspace frontages to provide a greater sense of enclosure, frame key views and approaches, and define key meeting points and junctions.

A mix of property types and sizes is provided across the Masterplan. The variety and mix of property types is as follows:

- 3 No. 2 Bed. Bungalows.
- 12 No. 1 Bed. Maisonettes.
- 39 No. 2 Bed. Terraces.
- 29 No. 3 Bed. Terraces.
- 12 No. 2 Bed. Semi Detached.
- 65 No. 3 Bed. Semi Detached.
- 8 No. 3 Bed. Detached.
- 65 No. 4 Bed. Detached.
- 17 No. 5 Bed. Detached.

All houses are proposed as 2 storey across the site, with the exception of 3 bungalows located along the western edge - the most sensitive interface with regard to new houses backing onto existing houses and gardens.

All houses are orientated to make a positive contribution to the streetscape, including:

- a strong sense of continuity and enclosure with key building lines aligned with retained field hedgerows and edges.
- buildings placed to define street corners to define and enclose key meeting points.
- garages and parking driveways are set behind the principal building line to ensure streetscape accommodate the car, rather than being dominated by it.
- all streets and greenspaces are directly overlooked.
- buildings placed at corners are dual aspect providing natural surveillance to both street/greenspace frontages.
- Keys views are closed by active frontages.

Affordable Housing

The Masterplan establishes key principles in regard to affordable housing.

This application includes for 30% affordable housing, with a rented / intermediate split of 65% and 35% respectively in accordance with Cheshire East Council policies. The proposals for 250 units will deliver 75 affordable homes.

The Masterplan provides a wider choice of types to be made available in a way that encourages affordable housing to be:

- 'pepper potted' - with affordable housing integrated seamlessly across the Masterplan, rather than contained to a defined 'cluster'.
- 'tenure blind' - with no noticeable differentiation between open market housing and affordable housing.





Illustrative Masterplan



Access and Movement

The Masterplan establishes key principles in regard to access and movement.

The principal access point is from Crewe Road. A new junction is proposed as illustrated across the page. The proposed access point is supported by off site improvements that have been developed in response to discussions with officers of Cheshire East Council during pre application meetings, and with local residents at the Community Consultation Event.

Key principles are:

- create a direct, safe crossing point across Crewe Road to allow pedestrians to use the pavements on the northern side of Crewe Road to walk to the shops and services in the village centre, Dingle County Primary School and other community facilities.
- creating a marker defining the entrance into the village to slow traffic.

The proposed improvements are:

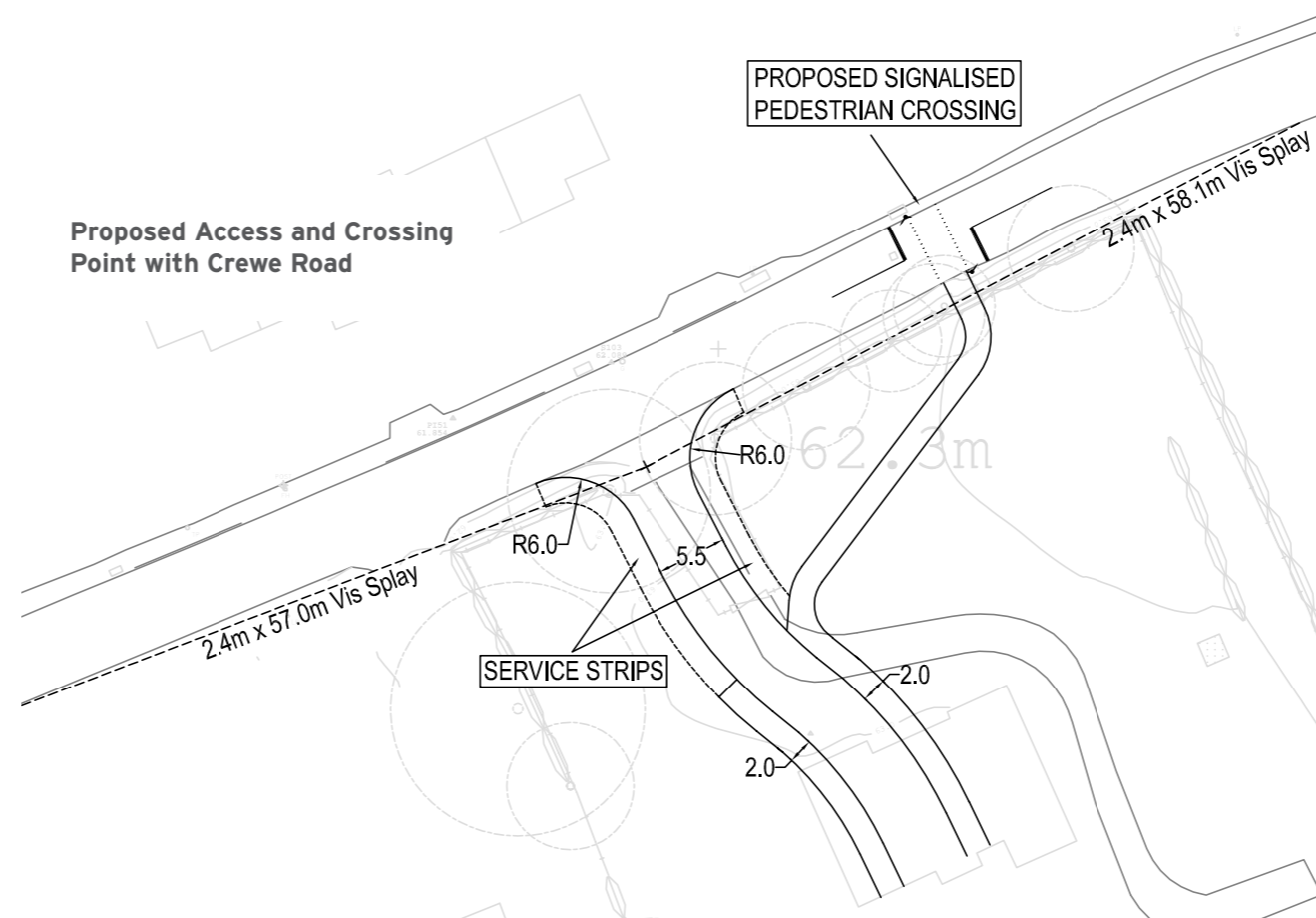
- A new pedestrian crossing at the site access on Crewe Road.
- A new gateway entry feature to the north of Haslington, incorporating a new village sign with “SLOW” road markings and coloured surfacing, plus repeater “SLOW” road marking and coloured surfacing up to the Crewe Road/Cartwright Road junction.
- Further carriageway ‘SLOW’ markings and coloured surfacing.
- An upgraded junction arrangement at Cartwright Road to provide tighter bellmouth radii, form a raised table junction and introduce a pedestrian refuge facility on Cartwright Road - this will slow traffic and assist pedestrian movements to the existing bus stops.

The proposed access and crossing point arrangements connecting the site to Crewe Road are illustrated across the page.

As well as the vehicle access to Crewe Road it is also proposed to provide a pedestrian and cycle access from the site to Park Road at the south of the site. This would also act as an emergency access.

Within the Masterplan, the streets and public realm are set out in accordance with Manual for Streets. There is a clear hierarchy of a principal route and secondary routes around the development allowing the creation of pedestrian priority shared surfaces and greenways in the heart of the proposals. Further detailed with regard to streetscape proposals are set out under Character Areas and Streetscapes below.

A more detailed account of the movement and highway proposals is set out in the Transport Assessment supporting this application.



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The Avenue - principal access point and route



The Perimeter - secondary route linking the Avenue to Character Areas



The Greenway - secondary route linking the Avenue to Character Areas



Streets and Courtyards - tertiary pedestrian priority shared surface streets

Illustrative Masterplan
- Streetscape Types



Sustainable Urban Drainage System

The Masterplan establishes key principles in regard to sustainable drainage.

The topographic site survey shows that the site currently drains to the brooks in the northern and western boundaries. Surface water run off generated by the development will be discharged directly into the watercourse system and restricted to the existing annual average Greenfield rate (QBAR). This is to ensure there is no increase in flood risk to third party land.

The Masterplan enables the creation of a sustainable urban drainage system through the landscape framework. This includes the creation of new balancing ponds within the proposed Hazel Green parkland along the northern edge of the site, and including permeable materials and other source control techniques such as filter strips, swales, bio-retention and filter drains throughout the development. This enables the provision additional levels of water treatment and helps to reduce the runoff volume from the development.

The outline surface water drainage strategy is illustrated across the page.

The existing ponds are to be excluded from the proposed SuDs to protect their ecological function. The proposal is to provide appropriate fencing to protect their ecological function and for safety.

The new ponds will be designed with shallow depths, and shallow sloping edges to provide safe access and encourage a range of ecological habitats.

A more detailed account of the drainage proposals is set out in the Flood Risk Assessment supporting this application. The Flood Risk Assessment demonstrates that the proposed development is not at significant flood risk, subject to flood mitigation strategies being implemented.



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In response, the Masterplan has developed from the Second Stage Masterplan shown during consultations by:

-

Landscape and Greenspace

The Masterplan establishes key principles in regard to landscape and greenspace.

The existing landscape features are key elements in defining the character and sense of place across the site. The Masterplan retains and strengthens the existing hedgerows, woods and wetlands to create a robust and diverse landscape framework that provides landscape and visual buffers, wildlife havens and corridors, recreational loops and natural play areas, and swales, verges and wetlands that are well placed to contribute towards Sustainable Drainage System (SuDS) and climate change adaptation.

The Masterplan sets out key landscape types:

- **Crewe Road and the Avenue** the entrance into the Masterplan is defined by an opening enclosed by new houses set back to align with the existing building line along the southern edge of Crewe Road. The houses also frame the start of The Avenue - one of the principal tree lined landscape elements structuring the Masterplan. The Avenue retains and strengthens the existing hedgerow (to forms its western edge). This is supported by new hedgerows, trees and native grassland verges.
- **Hazel Green** - the existing ponds, woods and wetlands are retained and strengthened to create key, prominent landscape features. Additional ponds, woods and wetland planting is provided to contribute to the SuDS and act as buffer to the existing, established habitats.
- **The Greenway** - is the second principal tree lined element structuring the Masterplan. The existing hedgerows are retained and strengthened by new tree planting and native grassland verges. Gaps through the hedgelines are kept to a minimum of three points.
- **The Rural Rides** - enclose the southern and eastern site boundaries, providing a structured transition with the surrounding countryside setting. They are formed by native broadleaf and conifer woodland tree and understorey planting to create a visual screen. Pathways and native grassland edges are aligned along the street edge creating a loop for walking, running and cycling. Natural play area are located at the end points of key vistas to punctuate the route.

The width of the Rides varies and opening are created to frame views into the surrounding countryside and connect to the wider footpath network. This creates a varied landscape transition and sensitive rural edge, avoiding the creation of abrupt edges as has happened in previous developments.
- **Pocket Parks** - three pocket parks provide sheltered, overlooked local greenspaces.

All greenspace is directly overlooked by active frontages.

The access point with Crewe Road requires the removal of four trees. These trees are replaced with new tree planting to add to the tree line along Crewe Road.

A naturalistic approach to landscape planting and management is proposed to retain the local character and sense of place created by the existing landscape features. Adopting this approach ensures that new landscape elements and management will strengthen and complement retained features and landscape character.





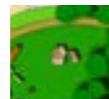
With regards to landscape management, the proposal is to set in place a landscape management company/contractor to manage the landscape elements of the Masterplan - funded through a residents service charge.

Further details with regard to streetscape character and landscape edges is set out below under Character Areas and Streetscape.

A detailed assessment of the landscape and visual context is provided in the Landscape and Visual Assessment supporting this application.



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-  Crewe Road and the Avenue
-  Hazel Green
-  The Greenway
-  The Rural Rides
-  Pocket Parks



Illustrative Masterplan
- Greenspace Types

Location for Doctors Surgery /Community Use Site

The Masterplan establishes key principles in regard to the provision for a site for a Doctor's Surgery/Community Use.

The capacity of the existing schools and doctors' surgery were key points of discussion during the Community Consultation Event.

In response, Richborough Estates have consulted further with representatives of the Dingle County Primary School and the Haslington Doctors Surgery. There is the ability to increase the number of spaces at Dingle County Primary School through investment in play and leisure facilities. Richborough Estates are progressing this with representatives of Dingle County Primary School.

With regard to the capacity of the Doctors Surgery, there is capacity at the existing Surgery. Richborough Estates have also discussed the provision of a site within the Hazel Bank proposals for a Doctors Surgery. The location and extent of the site is shown across the page. The location is at the meeting point of the Avenue and the Greenway - at the heart of the development. The building is well positioned to act as a waymarker - being visible from the key approach and arrival points into the development.

The approach is to hold this site to be available to be drawn down for a Doctors Surgery/Community Use for a fixed term of 3 years.



Illustrative Masterplan
- Location of Doctors Surgery/Community Use



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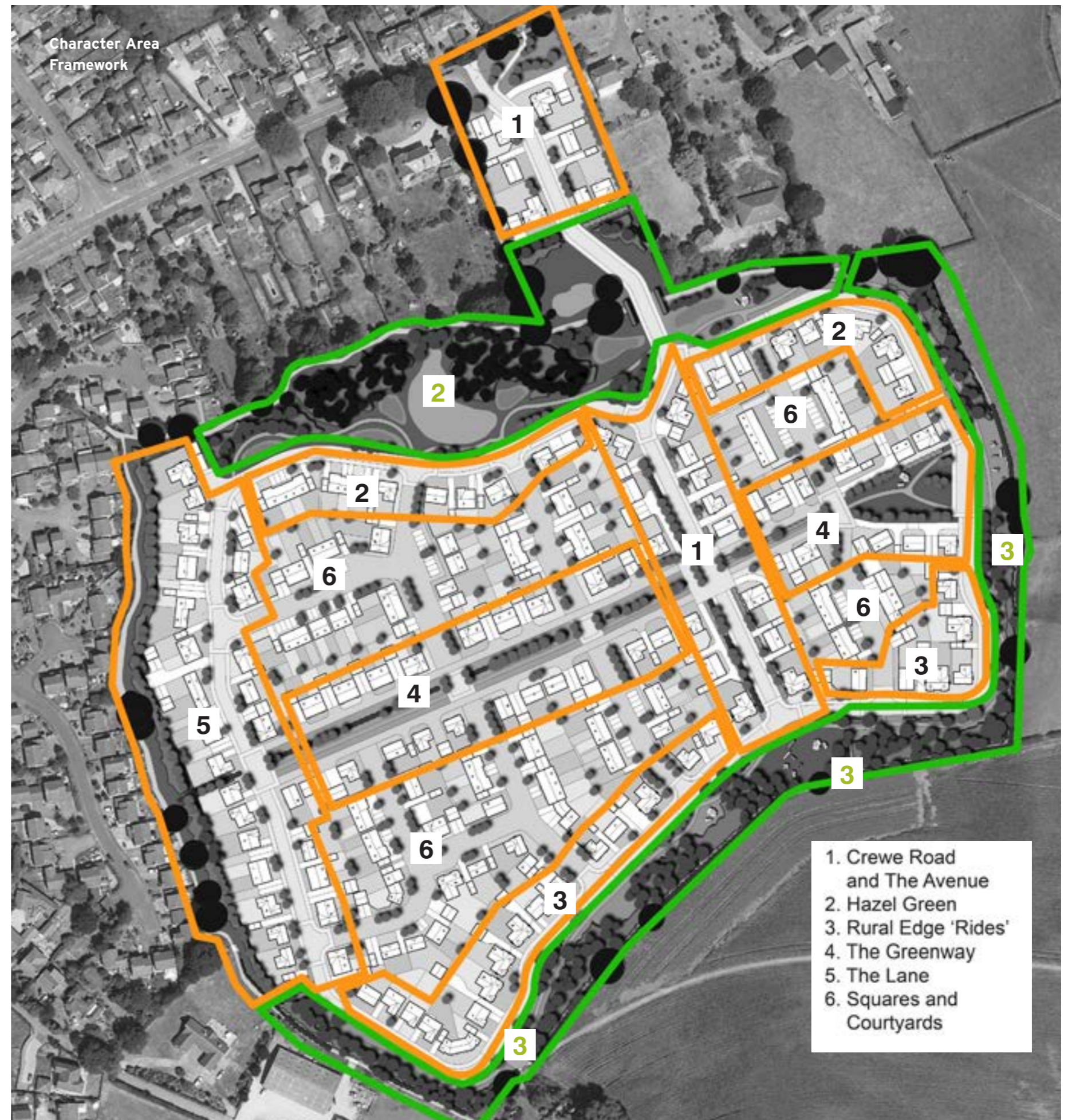
Character Areas and Streetscapes

The Masterplan establishes key principles in regard to character areas, streetscapes and greenspace.

The design concept and design development has been shaped around the existing landscape character of the site, its setting and the village. The existing and proposed landscape elements provide the framework for the proposed character areas and streetscape types. This approach ensures that the landscape, buildings and public realm all work together to create a high quality cohesive, distinct identity and sense of place.

The Character Areas and Streetscape set out in the Illustrative Masterplan are explored in the following pages under the following headings:

- Crewe Road and The Avenue
- Hazel Green
- Rural Edge Rides
- The Greenway
- The Lane
- Streets and Courtyards



Character Area

Crewe Road and The Avenue

Crewe Road and The Avenue - living on the main street

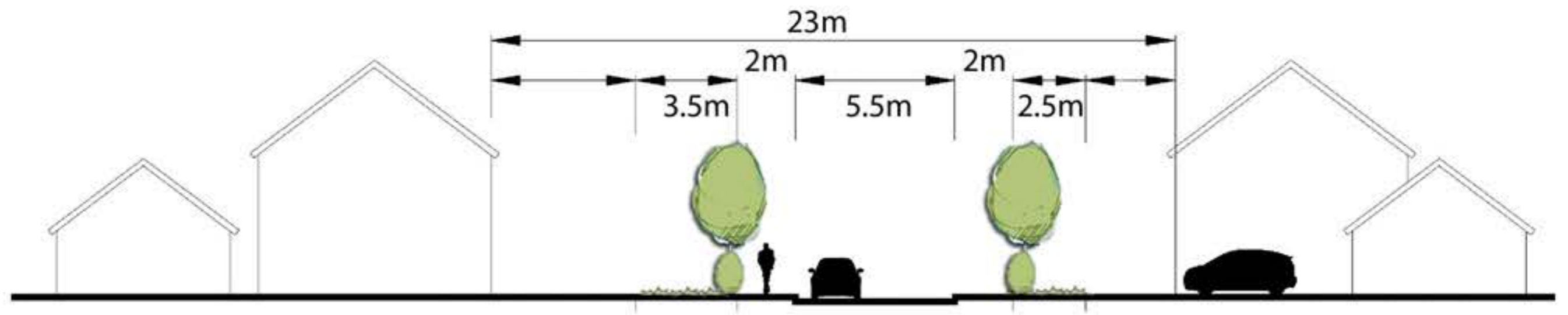
A high quality, safe, attractive, well structured main arrival point and entrance into the development, and the principal north - south street linking Crewe Road through Hazel Green to the countryside edge.

Key characteristics are:

- A sequence of vistas and glimpsed views from Crewe Road, to the bridge over Hazel Green, to the meeting point with the Greenway, to the Rides and the landscape edge.
- A strong sense of enclosure and direction created by the continuous building line aligned with the streetscape and hedgerows, tree lines and native grassland verges.
- Variety is to be created along the principal building lines with building elements including bay windows, porches and gables stepping out.
- The existing hedgerow is retained on the western side and a new hedgerow created on the eastern side - both set in native grass verges with tree planting.
- Tree planting set along the hedgerow with a consistent size and limited variety of native species to create a strong, well enclosed tree avenue.
- Larger properties set on key corners to create waymarkers.
- Parking is set within the plot curtilage and garages are set behind the building line.
- Key crossing points/junctions differentiated by contrasting materials to the macadam carriageway.



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SECTION THROUGH THE AVENUE

Precedent Images



Character Area

Hazel Green

Hazel Green – living by the wetlands and woods.

The ponds, wetlands and woods provide a high quality, lush green setting with open views from the enclosing housing to the south. The native grasslands, wetlands, woods and ponds create a distinct landscape identity.

Key characteristics are:

- Open, panoramic views of the ponds, wetlands and woods.
- A strong sense of enclosure created by the building line enclosing Hazel Green to the south.
- Variety is created along the building frontage with the building lines stepping in/out between key corners together with varying garden and depths.
- The existing pond is enclosed (with appropriate boundary treatment) to ensure safe access to the adjacent wetlands, woods and new ponds.
- Native wetland and woodland planting, with shallow depths and edge margins to new ponds to ensure safer access.
- All parkland areas to be overlooked by the enclosing housing frontages.
- Informal pathways (no edgings) to allow access to the southern edge of the wetlands, woods and ponds - close to the carriageway edge.
- Street alignments and edges that follow the contours and edges of the ponds and wetland edges.
- Larger properties set on key corners to create waymarkers.
- Parking is set within the plot curtilage and garages are set behind the building line.
- Key crossing points/junctions differentiated by contrasting materials to the macadam carriageway.

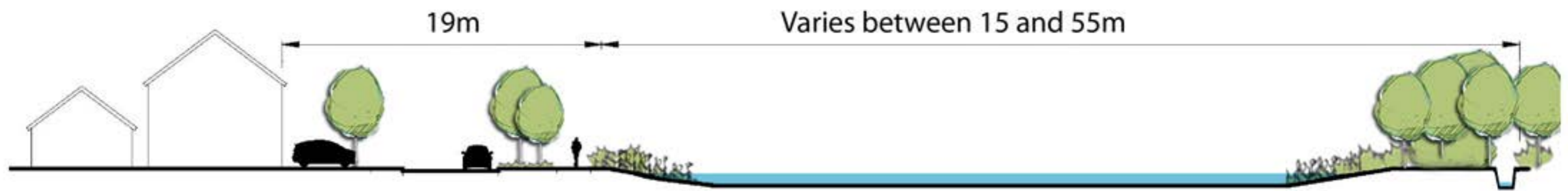


Hazel Green:

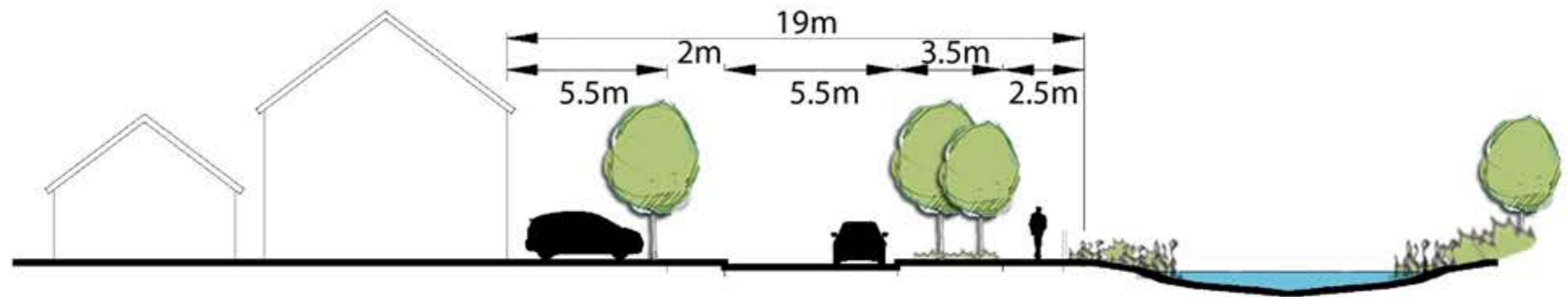
The existing pond is retained and complemented by new ponds to provide a native parkland of trees, grassland and wetlands as a feature and arrival point for the proposals.



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LONG SECTION THROUGH HAZEL BANK



SECTION THROUGH HAZEL BANK

Precedent Images



Character Area

Rural Edge Rides

Rural Edge Rides – living on the countryside edge.

Living on the edge of the village, with a high quality parkland aspect and framed views out across the wider landscape setting.

Key characteristics are:

- High quality parkland ‘rides’, with native woodland trees, understorey planting and grass verges along the carriageway edge - providing a rural transition into the trees and hedgerows of the surrounding fields.
- The width of the Rides and tree and understorey planting is varied to create interest and the creation of informal and incidental openings for natural play and passive recreation.
- An informal parkland pathway weaving along the native grassland verges of the Rides linking natural play areas positioned at key junctions with the Avenue and the Greenway.
- Contained views along the landscape edge with framed views out across the surrounding countryside at key junctions with the Avenue and the Greenway.
- Variety is to be created along the principal building lines with building elements including bay windows, porches and gables stepping out.
- Single pavement on the inner street edge.
- A pocket park and play area is located at the end of The Avenue to create interest and draw residents to the landscape edge.
- Larger properties set on key corners to create waymarkers.
- Parking is set within the plot curtilage and garages are set behind the building line.
- Key crossing points/junctions differentiated by contrasting materials to the macadam carriageway.

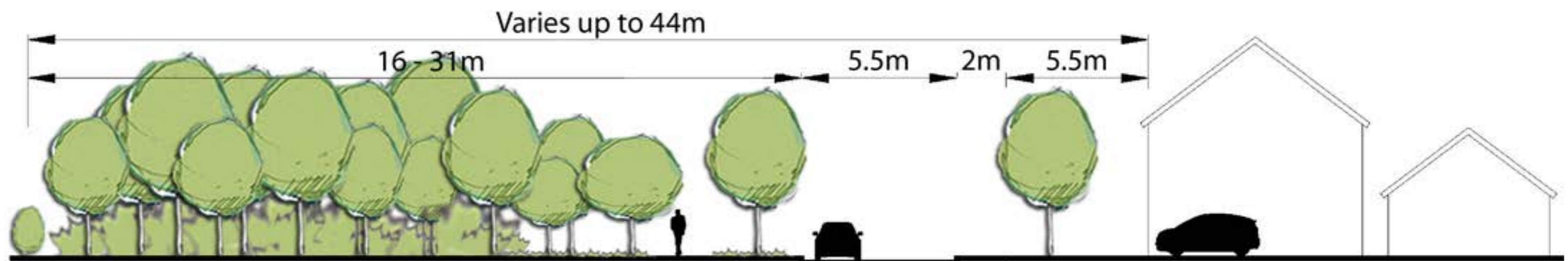


The Rural Edge ‘Rides’:

New housing facing onto a new landscape edge with native tree groups, understorey planting and grassland framing views out to the wider landscape setting. The Rides allow for pedestrian and cycleway routes and natural play areas.



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SECTION THROUGH RURAL EDGE RIDES

Precedent Images



Character Area

The Greenway

The Greenway - living in the heart of the development on the high quality green street.

Key characteristics are:

- A strong sense of enclosure and direction created by the continuous building line aligned with the streetscape, central hedgerow and native tree planting and grassland verges.
- The existing hedgerow is retained as a central feature, strengthened with native tree groups and set in native grass verges.
- The car is managed by narrower carriageways and streetscape materials.
- A high quality pedestrian and cycle pathway connects the Lane in the west to the pocket park and the Ride to the east.
- The crossing point with the Avenue is defined by distinctive surface materials. The building line, scale and materials of the Doctors Surgery (to be drawn down within 3 years) creates a visual waymarker.
- The western vista is closed with a strong building frontage and the backdrop of tree planting along the western boundary wildlife corridor. The eastern vista leads to a pocket park with framed views of the open countryside.
- Crossing points are defined by contained opening in the central hedgerow and distinctive surface materials.
- Larger properties set on key corners to create waymarkers.
- Parking and garages are set behind the building line.
- Key crossing points/junctions differentiated by contrasting materials.

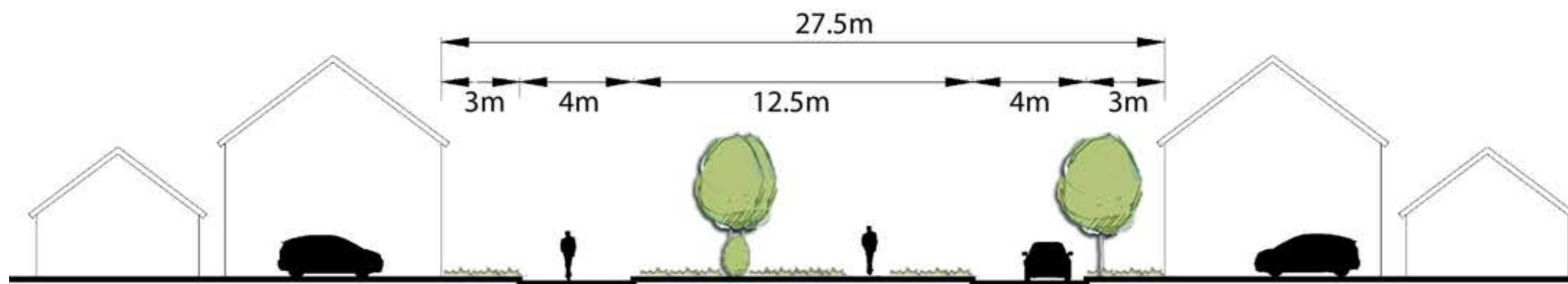


The Greenway:

The existing hedgerow is retained and strengthened with tree planting and native grassland verges to create a tree lined pedestrian link and cycleway connecting new homes to the Avenue, Pocket Parks and Rural Edge 'Rides'.



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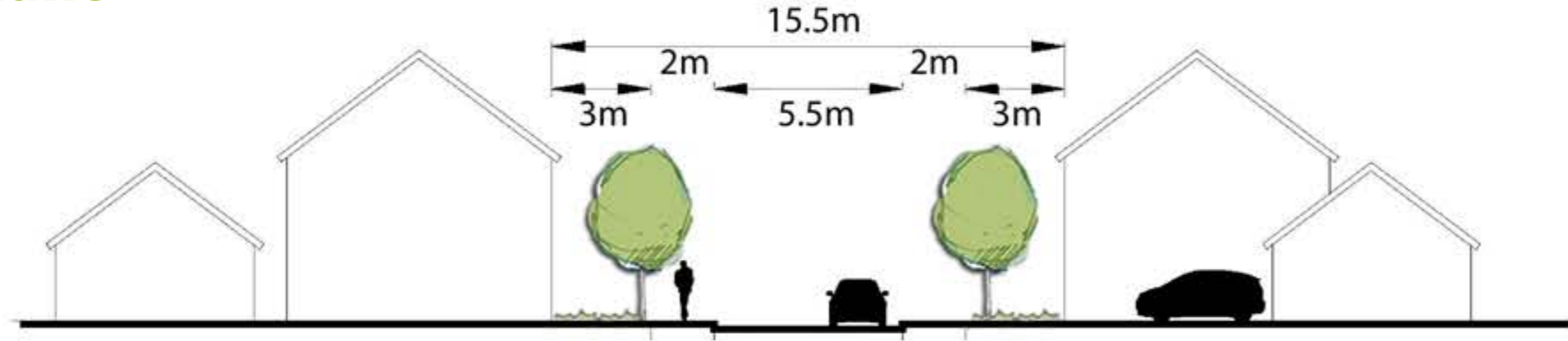
SECTION THROUGH THE GREENWAY

Precedent Images



Character Area

The Lane



SECTION THROUGH THE LANE

The Lane – living on the high quality tree lined street with the wildlife gardens.

Key characteristics are:

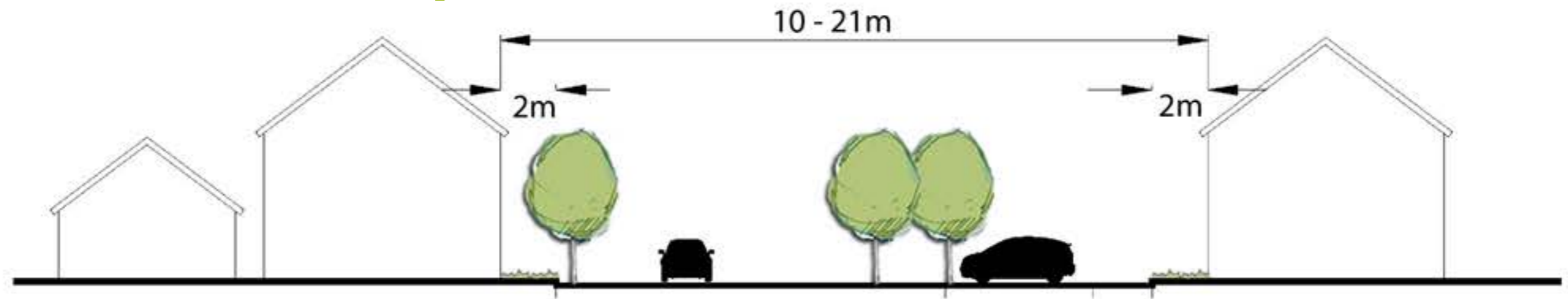
- A more informal sense of enclosure with a sequence of views and vistas created by changes in street alignment.
- Variety is to be created with varying distances between the facing building lines, gardens depths and building elements including bay windows, porches and gables stepping out.
- Street tree planting to create continuity and enclosure.
- Gaps in the building line on the western side of the street reveal glimpses of the native trees and planting along the wildlife corridor.
- The crossing points with the Greenway and Streets/ Courtyards are defined by distinctive surface materials.
- Larger properties set on key corners to create waymarkers.
- Parking and garages are set behind the building line.
- Key crossing points/junctions differentiated by contrasting materials to the macadam carriageway.

Precedent Image



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Squares and Courtyards



SECTION THROUGH THE COURTYARD

Streets and Courtyards – living in the high quality heart of the development on the play streets.

Key characteristics are:

- A more informal and organic street character created by varying street widths, distances between the facing building lines, and building elements including bay windows, porches and gables stepping out.
- A greater sense of enclosure with shorter streets and closed views.
- Pedestrian priority is established with streetscape materials and street trees and furniture placed to narrow the vehicle routes at entrance/egress points and where streets meet.
- A varied approach to car parking with on street parking and parking within the curtilage. All garages are set behind the building lines.
- Front gardens depths are limited.
- Meeting places created where streets join - providing opportunities for street play and seating.
- Street tree planting and groundcover planting areas to create continuity and enclosure - and provide the opportunity for local growing.

Precedent Images



7. Summary and Conclusions

Summary

This application seeks Outline Planning Permission for up to 250 homes to create a new residential neighbourhood in the northeast of the village of Haslington, Cheshire East. All matters are reserved except for access.

The site is in a highly sustainable location with direct links to public transport bus services to the main shops and services located close by along Crewe Road, and to the wider regional employment and services in Crewe. Crewe Road is within comfortable walking and cycling distance, and the proposals set in place a choice of direct, easily understood safe connecting routes.

The proposals have been developed in consultation with Cheshire East, the local community and key consultees and changes have been incorporated into the proposals wherever possible. Provisions have been set in place to contribute to enhanced community facilities including health, education and play provision.

The illustrative masterplan demonstrates how a high quality, distinctive new residential neighbourhood may be created that is informed by the existing character of the village, and is in accordance with planning policy.

The Hazel Bank proposals will deliver a high quality place to live in a highly sustainable location. The proposals contribute to and support local community facilities and support the planned growth of Cheshire East over the Development Plan period.

Regeneration Benefits

The proposals will bring a number of economic benefits to Haslington and Cheshire East, including:

Hazel Banks, Haslington Socio-Economic Impact Assessment

CONSTRUCTION IMPACT

£27.4m



ESTIMATED INVESTMENT IN CONSTRUCTION



Cheshire East had 280 Job Seekers Allowance claimants seeking work in building trades as of June 2013

FTE CONSTRUCTION JOBS ON AVERAGE PER ANNUM SUPPORTED OVER A 6 YEAR BUILD

HOUSEHOLD SPENDING



£3.05 million

ANNUAL HOUSEHOLD SPENDING IN CHESHIRE EAST DISTRICT

34 retail and related jobs in Cheshire East



HOUSEHOLD EXPENDITURE WOULD SUPPORT 34 NEW JOBS IN THE LOCAL AREA



The development would support the continued viability of local retail and other businesses in Haslington, Crewe and the surrounding area

DEMAND FOR LOCAL SERVICES

The development would help to sustain local services and facilities

18 Jobs



SUPPORTED BY DEMAND FOR PUBLIC SERVICES IN CHESHIRE EAST

NEW HOMES BONUS

£2.36 million



TO THE COUNCIL THROUGH THE NHB OVER A SIX YEAR PERIOD ON COMPLETION OF DEVELOPMENT

LABOUR SUPPLY IMPACT



UPPER BOUND OF ESTIMATED ECONOMICALLY ACTIVE RESIDENTS OF THE NEW DEVELOPMENT (THOSE IN WORK OR ACTIVELY SEEKING WORK)



Source: Regeneris Ltd Ltd

Contacts

Hazel Bank Project

Richborough Estates

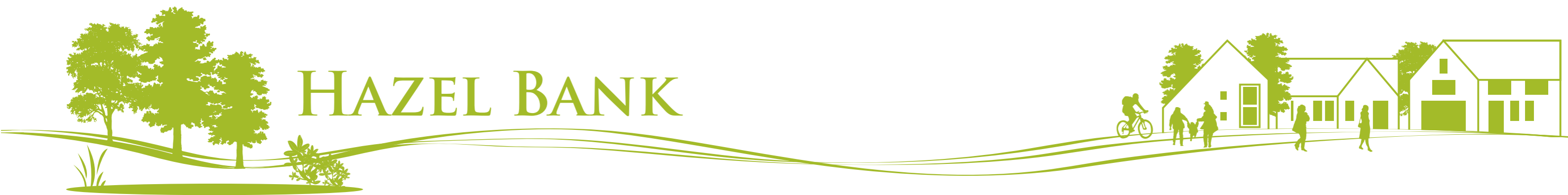
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