

THE MASTERPLAN

PROPOSED USES

The high-level Masterplan has been prepared in accordance with Policy LPS 36 (c) (North West, Knutsford) of the Cheshire East Local Plan Strategy, which formally allocates the site for development of 'around 250 homes', local retail facilities and community use facilities and public open space.



RESIDENTIAL:

- Between 225-250 homes (C3)
- A 50 bedroom care home (C2)
- Between 68-75 affordable housing (C3) (30% affordable housing).

If the care home is part of the final scheme, no more than 225 homes.

The provision of a Care Home accords with Policy HI of the Knutsford Neighbourhood Plan which supports care homes for the elderly.

LOCAL CENTRE:

- A range of small commercial units will be provided for use as a convenience store, café, bakery, take-away, hairdressers, pharmacy etc. (1,000 sq m)
- First floor offices or residential uses above the shops
- Scope for an on-site GP or dental facility (if required) (800 sq m)

PUBLIC OPEN SPACE PROVISION AND DENSITY

PUBLIC OPEN SPACE

The masterplan illustrates a range of public open spaces across the site that will be delivered. The Planning Policy requirement for 250 dwellings equates to 15,000 sq m of open space.

This proposal achieves the following:

- **18,000 sq m** of Amenity Green Space including a large new informal open space area created next to Mereheath Lane
- **5,000 sq m** of Children's Play Space that will use natural, sustainable materials and be delivered within the housing allocation
- **6,000 sq m** of Green Infrastructure space next to the existing ponds on site and towards the Manchester Road frontage
- **3,915 sq m** of Green Infrastructure/woodland planting on southern boundary
- **1,500 sq m** of Green Infrastructure/woodland planting along boundary with Bluebell Farm
- **45,000 sq m** of new woodland planting off site but connected to the site, which will include accessible paths.



DENSITY

The density of development (i.e. the number of homes compared to the site area) will be sympathetic to the surrounding area. The Council's requirement under Policy HOU14 seeks to achieve a minimum of at least 30 dwellings per hectare.

Policy HOU14 states "Residential development proposals will generally be expected to achieve a net density of at least 30 dwellings per hectare. Lower densities of less than 30 dwellings per hectare will only be supported where evidence is submitted with the application..." It further states that higher density development is expected to take place within the settlement boundaries of Key Service Centres (such as Knutsford) where sites are well served by public transport and within walking/cycling distance of key facilities. This is in order to optimize the use of suitable and accessible land.

The total Site Area is circa 14.5 ha, reducing to 10.6 HA net developable area for residential uses. At 30 dwellings per ha the site should achieve over 318 homes. However, the proposed development instead reflects the number of homes suggested in the site allocation policy LPS36 (c) at 250 homes (or 225 homes with a 50 unit retirement home).

This clearly demonstrates that the site will not be "over-developed" and the proposed density is sensitive to and reflective of the surrounding residential densities in this part of Knutsford.

Bluebell Village Proposal (Density Table)	Site Area Ha	Potential Dwelling Capacity at 30 pdh based on SADPD Policy HOU14	Dwellings Per Ha / Proposed Density Based on Planning Application for 250 dwellings	Dwellings Per Ha / Proposed Density Based on Planning Application for 225 dwellings +50 unit retirement home
Revised Site Area (Allocation LPS36C)	14.5	N/A	N/A	N/A
Net Site Area (excluding Informal Open Space Designation)	12.7	381	20	22
Net Developable Area (excluding other open space areas on Landscape Framework Plan Revision Q)	11.6	348	22	24
Net Residential Area (excluding IOS, other open space and Local Centre (circa 1ha))	10.6	318	24	26

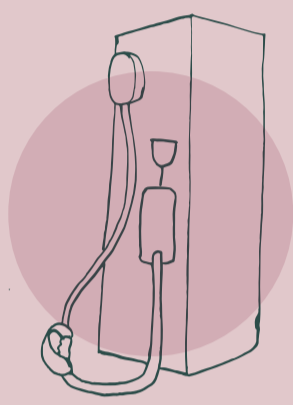
SUSTAINABILITY

ENVIRONMENTAL ENHANCEMENTS

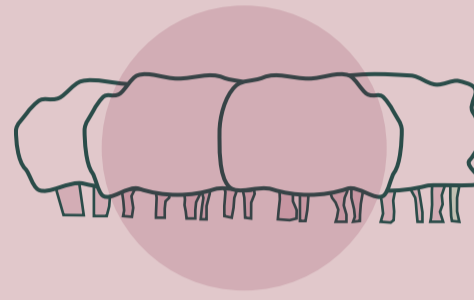
The reserved matters applications will be prepared with environmental sustainability principles at their heart. The proposal will deliver:

SUSTAINABLE BUILDINGS AND CONSTRUCTION PROCESSES

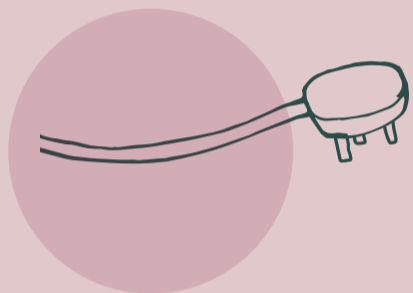
GREEN AND BLUE INFRASTRUCTURE



Every home will be delivered with an **electric vehicle charging point**.



Preservation or enhancement of existing trees, ponds and hedges on the site.



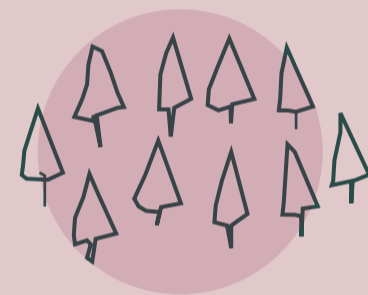
Energy efficient buildings to reduce emissions by at least 19% below target emission rates under Building regulations (part L).



Street trees on principal routes through the site.



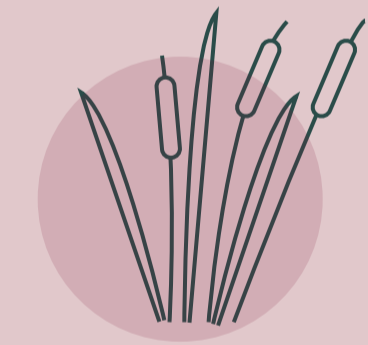
Sustainable materials used will embody recycled elements and 'low embodied carbon' / 'carbon capture' principles.



Extensive new woodland planting to the north of the site, southern boundary and along Mereheath Lane.



At the very least, the local centre, care home and all affordable homes will be provided with **renewable sources of energy** including solar panels and/or ground source heat pumps and we will look to provide this across the entire scheme.



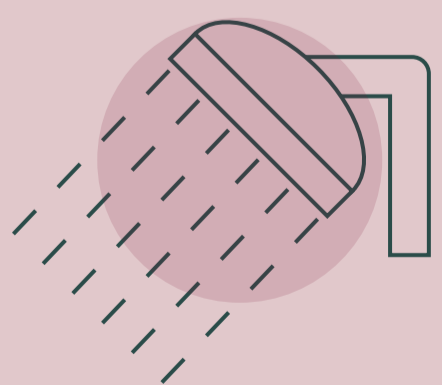
Sustainable drainage systems (SUDs) will be implemented across the site in the form of ponds, swales and reed beds where suitable infiltration on site can take place.



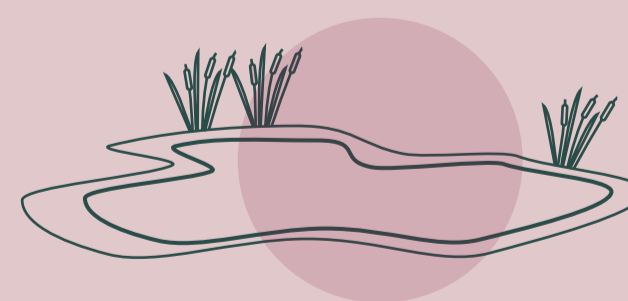
A **Construction Environmental Management Plan** will be implemented to mitigate and safeguard against any environmental impacts during the construction phase.



Significant **Biodiversity Net Gain** improvements amounting to a **26% net gain**, which is significantly above the national requirement of 10%.



Water management and grey water capture principles will be applied throughout the development.



The impact on **the surrounding Meres** has been thoroughly investigated in terms of hydrological and hydro-chemistry considerations and deemed to be negligible.

SOCIAL VALUE BENEFITS

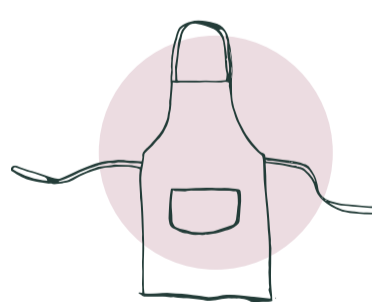
Tatton Estate are committed to delivering social value benefits through this development, including:



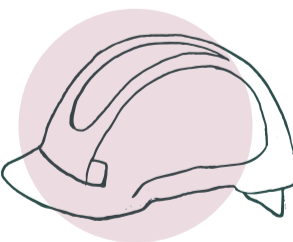
A mix of affordable homes will be provided (amounting to 30%) to provide a range of tenures (including first homes, social rent and shared equity/intermediate housing) alongside the proposed market homes.



Elderly accommodation needs will be met through the provision of accessible homes, a care home and it is anticipated some bungalows will be provided as well.

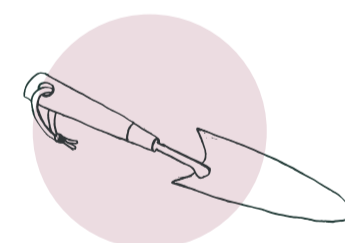


Permanent local jobs created via the local centre, care home, above shop office space and the community building (dentist).



Construction jobs during the various construction phases of the development.

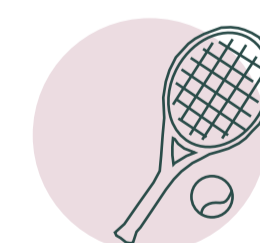
Significant financial contributions towards a range of social facilities within Knutsford including:



The upkeep and management of nearby **allotments** on Mereheath Lane,



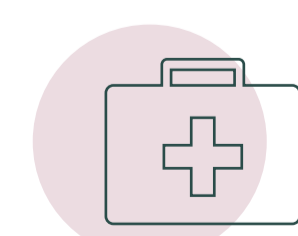
Improved **outdoor and recreational space** these could be used by Cheshire East, Egerton Youth Club, Knutsford Football Club or Knutsford Sports Club,



Improved **indoor sporting facilities** these could be used at Knutsford Leisure Centre,



Special educational needs provision within Knutsford,



NHS medical services this could be used towards the proposed central GP practice within the Town Centre.

ACTIVE TRAVEL PRINCIPLES

We have listened to comments raised by the public and the Town Council about the need for active travel on, to and from the site, and within the wider Knutsford area. The Highway Authority have said they will work with us to consider the below further measures to enhance active travel in the area through:

Footpath and Cycle Connections

These will be created within the site with the potential to connect into a wider active travel network as proposed by the Town Council. This will provide connections along Manchester Road and Mereheath Lane and provide connections to Sugar Pit Lane, Edgerton Youth Club and Footpath FPI located to the north of the site.

New Toucan Crossing

We are exploring the opportunity to create a new Toucan crossing on Manchester Road for pedestrians and cyclists to cross from the site to Sugar Pit Lane to encourage use of that safe route to Knutsford Academy and the Leisure Centre. This aligns with the Knutsford Town Council cycling plans.

Safe Route/Quiet Lane to the Town Centre

We are also exploring the opportunity to create a 'Safe Route/ Quiet Lane' along Mereheath Lane from the northern boundary of the site to Knutsford Town Centre where speeds could be reduced to 20mph to deliver a quiet road which is a more attractive environment for pedestrians and cyclists.

Accessible On Site Local Facilities

The local centre/parade of shops will provide near-by day to day services which will be accessible by short walking or cycling trips to new and neighbouring residents. Their proximity to dwellings should encourage active travel.



VEHICULAR ACCESS

The proposal has been submitted in outline with all matters reserved, therefore access is a matter for future determination. However, the Estate have started to prepare plans for the future reserved matters application.

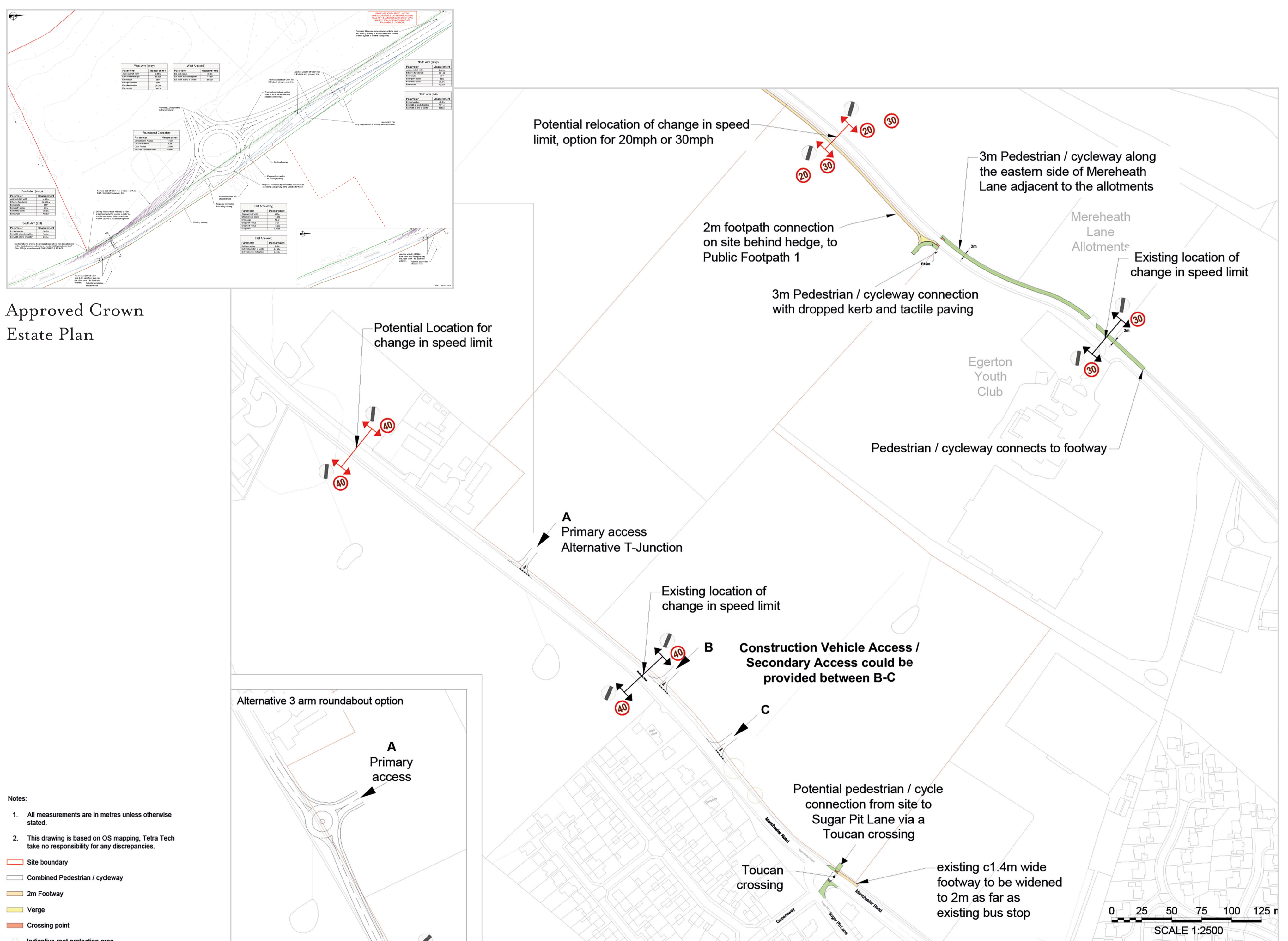
Details of access are likely to include:

Main access point in the location where the Crown Estate have gained detailed access for a new 3 arm roundabout on Manchester Road. Tatton Estate will connect to this roundabout with a fourth arm (**See Approved Crown Estate Plan below**).

In the event that the Tatton Estate proposals come forward first, we are looking at options that would reduce the impact on the highway and to local residents and there are various options for this including:

- A 'T' junction on Manchester Road which would become the fourth arm of the roundabout. (**See Plan – Option A**).
- a smaller roundabout constructed on Tatton Estate and Highway land in the same area as the Crown Estate access. (**See Inset – Option A**).
- A secondary T junction access further down Manchester Road could be used to deliver an initial phase of development that would then be converted to an emergency access once the main access is in place. (**See Plan – Option B/C**).

We are seeking views on these options now so they can inform the submission of detailed planning applications once the outline permission has been secured.



HIGHWAYS IMPACTS

HIGHWAY IMPACTS

The original outline Planning Application was supported by a Transport Assessment carried out in 2018 that was based on the following:

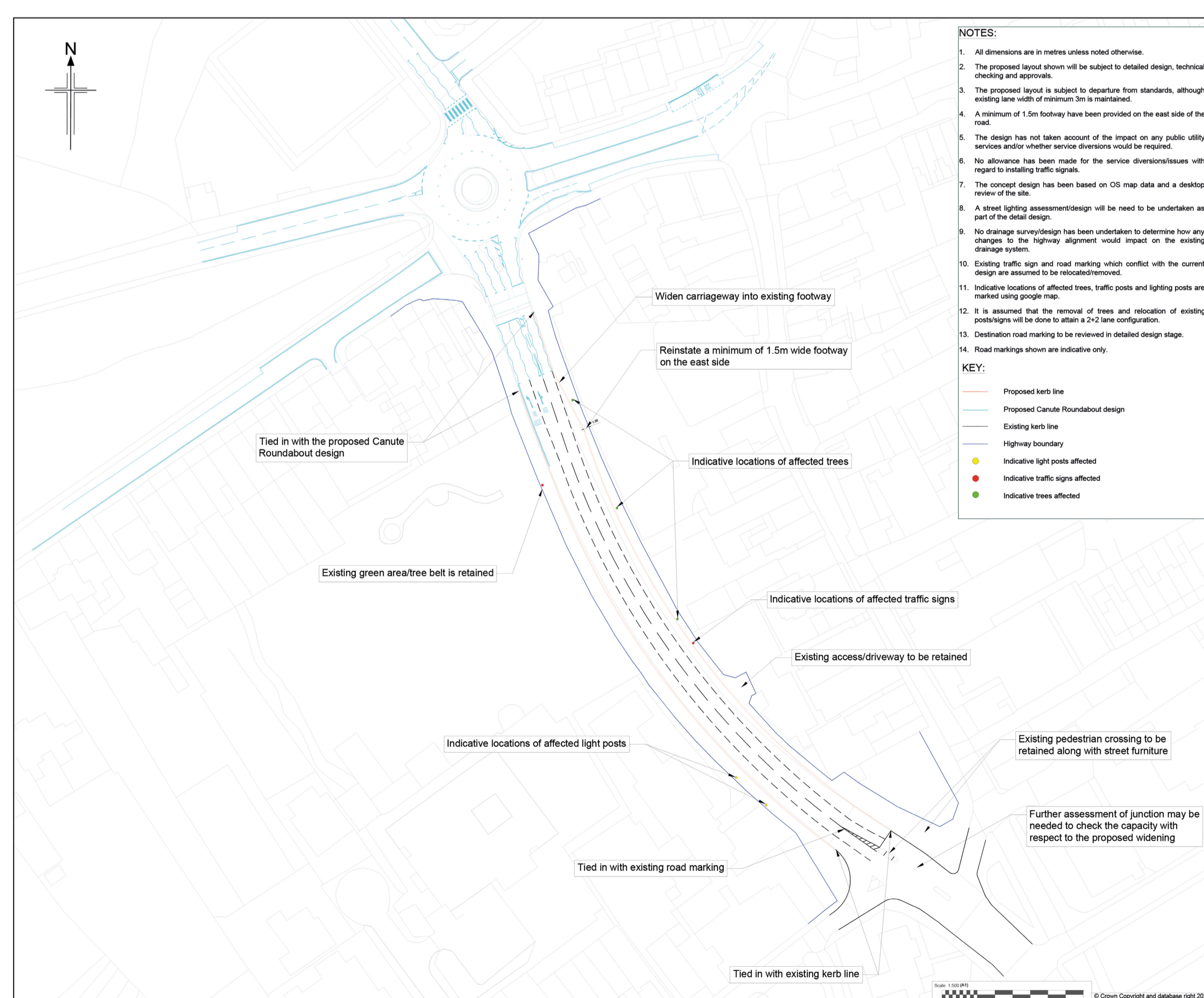
- 2014 traffic count data.
- Standard growth factors to forecast traffic volumes in year 2026.
- A larger range of traffic-intensive uses than is currently proposed including a hotel, pub/restaurant and standalone commercial space, 2,500 sq m of retail space as well as 250 homes and a 50 bed care home, and community use building.
- The traffic impact associated with those proposals was found to be acceptable by the Highway authority, subject to conditions.

AM Peak Hour Development Vehicular Trips		
2018 Assessment	2024 Assessment	Difference
362	244 (inc 225 homes + Care Home)	-118
	250 (inc 250 homes)	-112
PM Peak Hour Development Vehicular Trips		
470	268 (inc 225 homes + Care Home)	-202
	277 (inc 250 homes)	-193

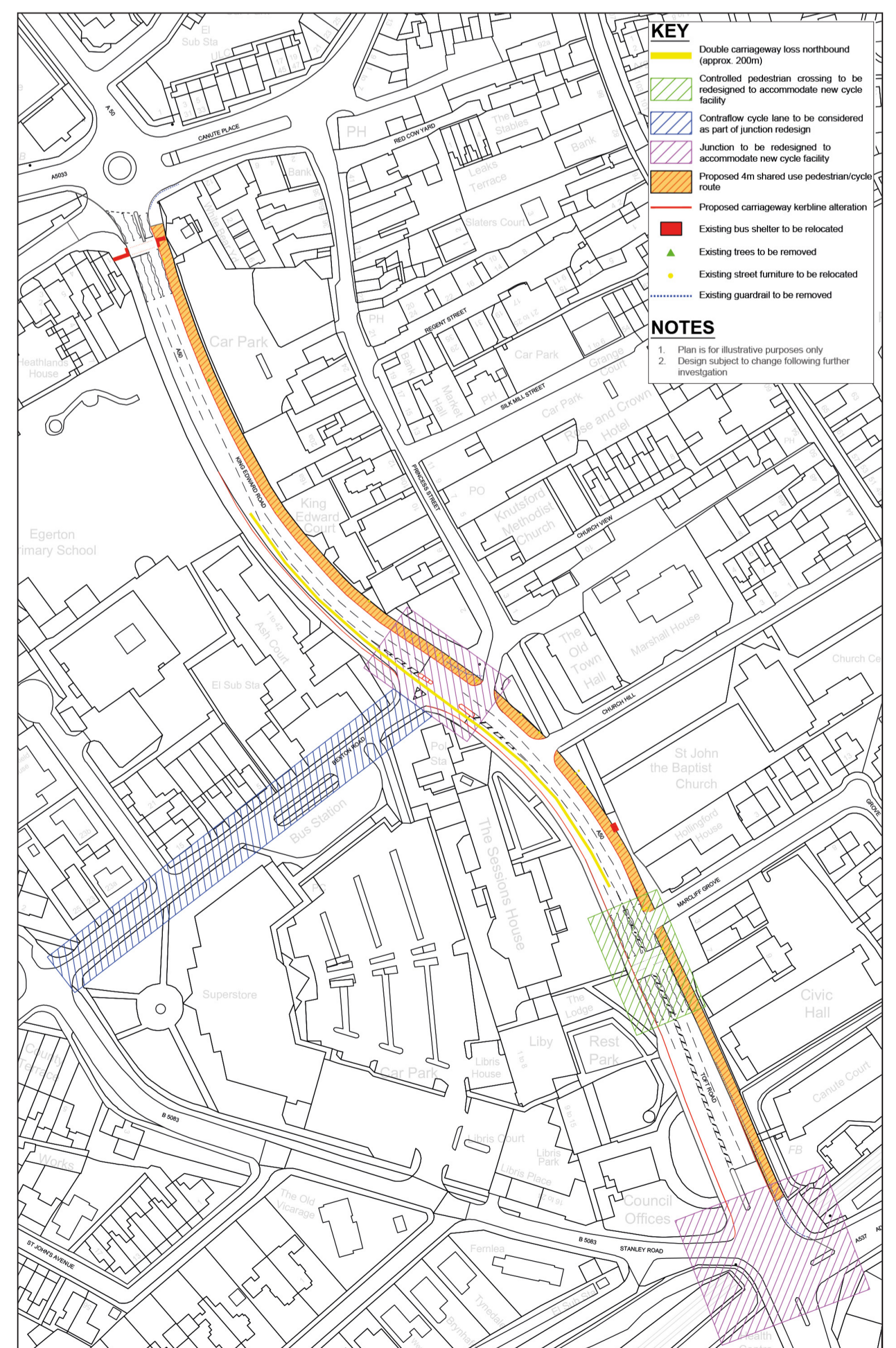
THE LATEST POSITION

- The planning application now omits the hotel, pub/restaurant, standalone commercial space and has reduced the retail space down to 1,000 sq m and confirms that only 225 homes will be built if the 50 bed care home is delivered as well.
- The number of trips generated by the proposed development has therefore significantly reduced from that which was previously assessed, as illustrated in the Table below.
- In addition, since the pandemic and the rise in hybrid, flexible and home working and greater levels of online shopping, and access to services on-line, peak period traffic volumes across the country are lower than they were previously forecast to be.
- New background traffic count data on Manchester Road was sourced in January and February 2024 and demonstrated that a reduction in traffic volumes has occurred. The additional transport work undertaken confirms:
 - o Up to a **10% reduction** in traffic compared to 2014 figures,
 - o Up to a **21% reduction** in forecast traffic compared to the figures originally forecast for 2026.
- The proposals will deliver appropriate vehicular access junctions, pedestrian and cycle infrastructure to encourage active travel, and will provide significant contributions towards off-site works to King Edward Road by helping deliver the Councils own highway improvement scheme.

Improvements to King Edward's Road – The Council have prepared two schemes. The Highways Authority will determine which to implement. The active travel scheme is currently their preferred option: Road Improvements (see plan below left), Active Travel (see plan right).



Option 1. Road Improvement Scheme



Option 2. Active Travel Scheme