



WREXHAM ROAD EXTENSION

Delivery Statement

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1 FOREWORD

This Delivery Statement has been prepared to illustrate the significant opportunity to deliver a high quality residential scheme as an extension to the Kings Moat Garden Village, located east of Lache Lane, Chester. The document supports Cheshire West and Chester Council's identification of the site for residential development in the Regulation 18 Plan and demonstrates that the site is available for housing, suitable for allocation, and its development would represent sustainable development.

The scheme will deliver around 160 new family homes, including affordable housing provision, alongside multi-functional green spaces, landscape enhancements, and permeable active travel routes. The site is in a highly sustainable location on the edge of Chester, complemented by surrounding green infrastructure, the proximity of the Kings Moat local centre and new and existing walking and cycling routes.

The site is well contained and benefits from strong defensible boundaries. The site's removal from the Green Belt would not harm the function of the borough's remaining Green Belt.

Redrow would welcome the opportunity to work collaboratively with the Council to unlock the potential of the site and support its allocation within the emerging Cheshire West and Chester Local Plan.



Key
Site Boundary
Kings Moat Garden Village

Site Location

2

SITE OVERVIEW

The Site

The site extends to approximately 6.8 hectares and is used for agricultural purposes. It is located immediately south of the Kings Moat Garden Village development, a strategic allocation in the Council's adopted Development Plan. Redrow is currently building out the development alongside Taylor Wimpey.

The site is located between Lache Lane to the west and the Wrexham Road Park and Ride to the east that connects onto the A483 linking Chester with the North Wales Expressway. Immediately to the south of the site is the Ecological Mitigation Area associated with the development of the Kings Moat scheme. It is therefore a well contained land parcel immediately adjoining the settlement limits of Chester.

The site comprises a grazed grassland field, with hedgerows and a small number of trees located along the site's boundaries.

The site is accessible by a Public Right of Way (PRoW) (ref. 200/FP2/1) that runs along the site's northern boundary and connects Lache Lane with the A483 Wrexham Road.

Site Location Plan



Key
Site Boundary



View from Lache Lane looking south across the site - public footpath entrance in foreground



View north west over new tree mitigation towards southern edge of the site



View along public footpath within the site



View from Kings Moat Garden Village, looking south towards the site.



View from the north-east corner of the site



View looking west from the site towards the Welsh Hills

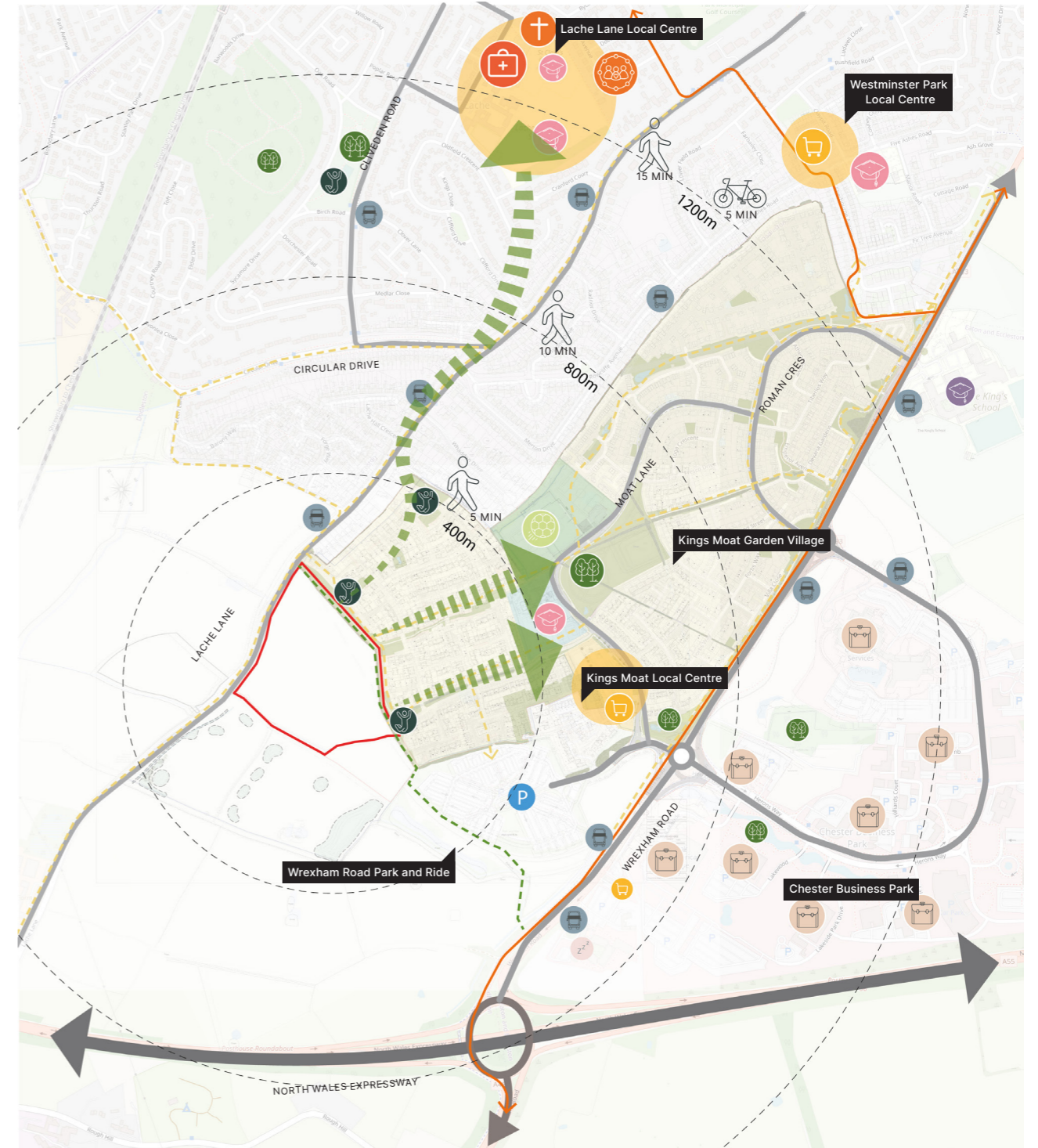
Site Surroundings

The site is located on the south-western edge of Chester, the largest settlement at the top of the Council's settlement hierarchy and the only city in the borough. The site is approximately 2 miles from Chester city centre.

The site is located within the residential area of Lache, which benefits from a wide range of local services and facilities within walking distance of the site. Lache offers a community centre, two primary schools and various other local services, located approximately 1.2km away from the site. There are various other facilities, including a supermarket and Belgrave Primary School located approximately 1.5km away from the site, within the Westminster Park local centre. The King's School Chester, Willow Lodge and Chester Business Park are accessible off Wrexham Road to the east of the site. A new primary school is being delivered on the neighbouring Kings Moat development, located approximately 375m north of the site.

The site is accessible by bus, with a number of stops located on Lache Lane providing services between Chester, Higher Kinnerton and Dogleston. The Wrexham Road Park and Ride to the east provides frequent daily bus services into Chester city centre. The site is also well positioned for access to the local and strategic road network. The A483 runs approximately 550m east of the site's eastern boundary and the A55 is within 625m of the site's southern boundary, that connect onto the M53 motorway.








Site Context Plan





3 OPPORTUNITIES & CONSTRAINTS

An assessment of the site's key technical, physical and spatial opportunities and constraints has been undertaken to inform the development of the masterplan for the site.

Opportunities

-  → The site's sustainable location on the edge of Chester, within walking distance of a range of local shops, services, schools and other community facilities;
-  → Delivery of a logical residential extension to the neighbouring Kings Moat Garden Village;
-  → Provision of a range of modern, energy efficient homes to promote environmental sustainability;
-  → Retention of established trees, hedgerows and existing landscape buffers along the site's boundaries;
-  → Retention and enhancement of the existing landscape pattern to deliver ecological and biodiversity improvements;
-  → Enhancing the PRow along the site's northern boundary;
-  → Provision of new safe pedestrian and cycle routes through the site to connect with a network of nearby routes to promote active travel movements; and,
-  → Delivery of a permeable vehicular access through the adjacent Kings Moat Garden Village to serve the site.

Constraints

-  → The need to protect the residential amenity of residents of the adjacent Kings Moat development; and,
-  → The need to provide appropriate development densities, house types and sensitive design to respect the existing built development to the north.

Site Constraints Plan



4 PLANNING POLICY

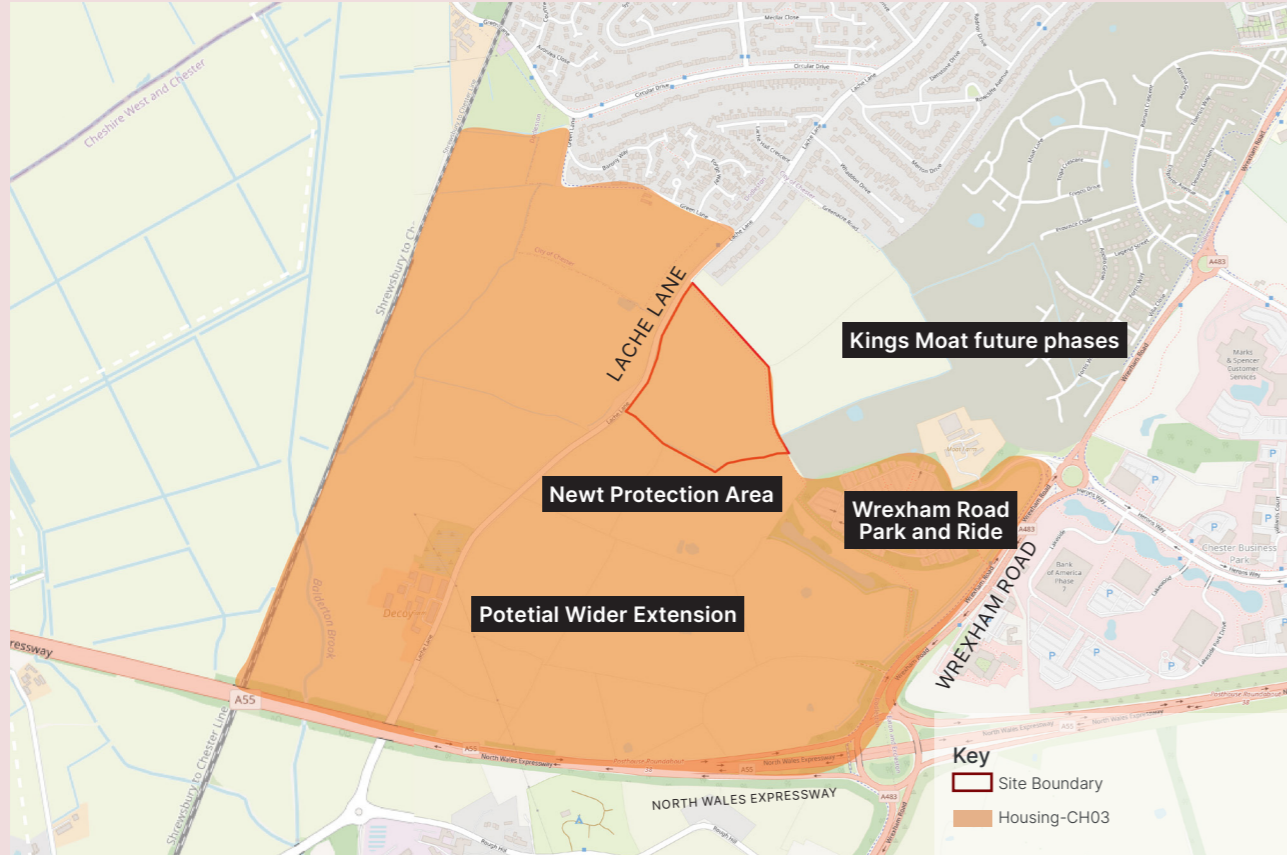
National Planning Policy Framework

The National Planning Policy Framework (NPPF) seeks to ensure that the planning system promotes sustainable development by integrating social, economic and environmental considerations into the planning system. Achieving sustainable development includes delivering homes, commercial development and supporting infrastructure in a sustainable manner.

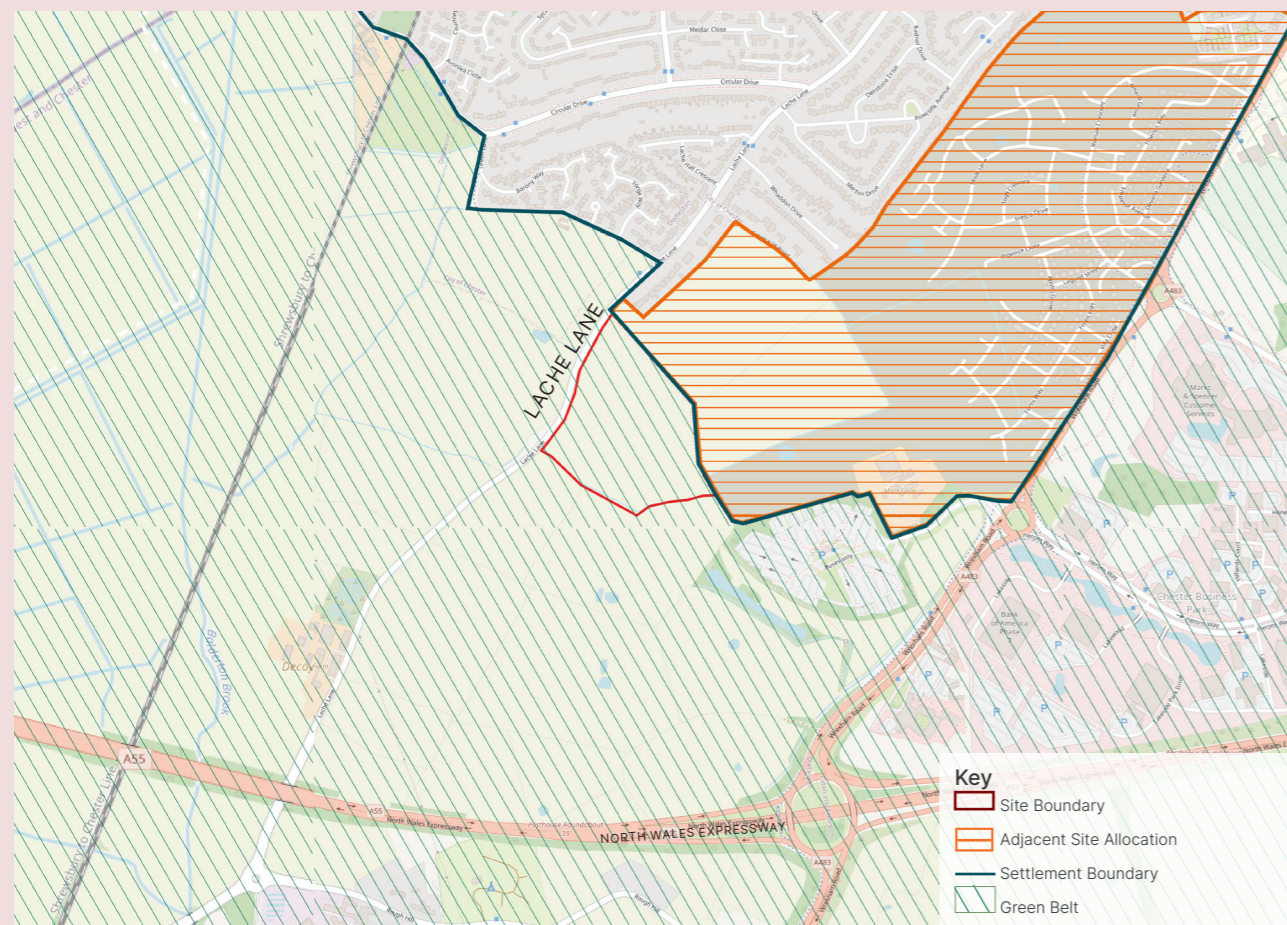
The need to significantly boost the supply of housing is a key aim of national planning policy. This is in order to meet the Government's target of delivering 300,000 homes each year to address the housing needs of the population and support economic growth. The NPPF aims to ensure a sufficient amount and variety of land comes forward for housing to meet local housing needs.



Local Planning Policy



The Relationship between the Site and CH03



Existing Policy Plan



The Council's current development plan comprises the Local Plan (Part One) (adopted in January 2015) and the Local Plan (Part 2) (adopted in July 2019). The Part One plan sets out the strategic policies for the borough for the period of 2010 to 2030, which are now out-of-date. This includes the need to plan for 22,000 new dwellings within the 20 year period, including at least 5,200 dwellings in Chester, to develop the settlement's role as a sub-regional city. A focus for housing growth in the Council's adopted development plan is around Wrexham Road, immediately north of the site, which was removed from the Green Belt to facilitate the delivery of around 1,300 new homes, together with community infrastructure. The Council recognises that this is a sustainable, suitable location for housing development.

The Local Plan (Part 2) sets out the detailed policies and land allocations required to deliver the overall strategy for Cheshire West and Chester for the period to 2030.

Since the adoption of the strategic policies within the Part One plan, the Council's local housing need has significantly increased by around 75% (compared with the adopted housing requirement). The Council's emerging local plan presents an opportunity to plan positively for the housing growth required across the borough, by proactively facilitating beneficial expansion that accords with the Council's overall vision and protecting the borough from piecemeal development in less sustainable locations.

Due to the relatively constrained nature of the borough's existing settlements and the lack of available and deliverable sites within the urban area, a brownfield only approach will not be able to accommodate the quantum of new homes required. The Council will be reliant on allocating sites for housing in sustainable locations near to the existing urban area to meet its development needs.

Chester is identified at the top of the settlement hierarchy, reflective of the wide range of employment, education, retail, and other key services and facilities on offer and its suitability to accommodate further housing growth. Given the tight Green Belt boundaries around the settlement, Green Belt release will be required to meet Chester's housing needs in full. As such, in preparing its emerging Local Plan, the Council has identified a number of potential growth options for housing, including on land to the south of Chester (CH03 – incorporating the site).

Whilst this Delivery Statement focuses on the proposed logical extension to Kings Moat Garden Village of around 160 homes, the proposals have been developed as to not prejudice the delivery of a wider development with the additional land identified within CH03. It is envisaged the Wrexham Road Extension would be delivered as a first phase.

5 THE NEED FOR DEVELOPMENT IN GREEN BELT

The NPPF has introduced significant changes to national Green Belt policy. Councils are now required to alter their Green Belt boundaries to meet their identified housing needs, as well as any needs that cannot be met within neighbouring areas.

For the Council to proactively plan for the scale of housing required across the borough and ensure a sustainable pattern of growth, it will be required to release Green Belt land. The NPPF makes it clear that the allocation of previously developed land in the Green Belt is sequentially preferable, followed by grey belt land, and then other Green Belt locations. An over reliance on previously developed land to accommodate housing growth is a risky strategy, due to the likelihood of technical and viability constraints to bring brownfield land forward for development. A brownfield only strategy will also not accommodate the level of housing growth required across the borough. Sustainably located grey belt sites, such as the site, should be allocated for housing to cater for local housing needs in the short to medium term.



Green Belt

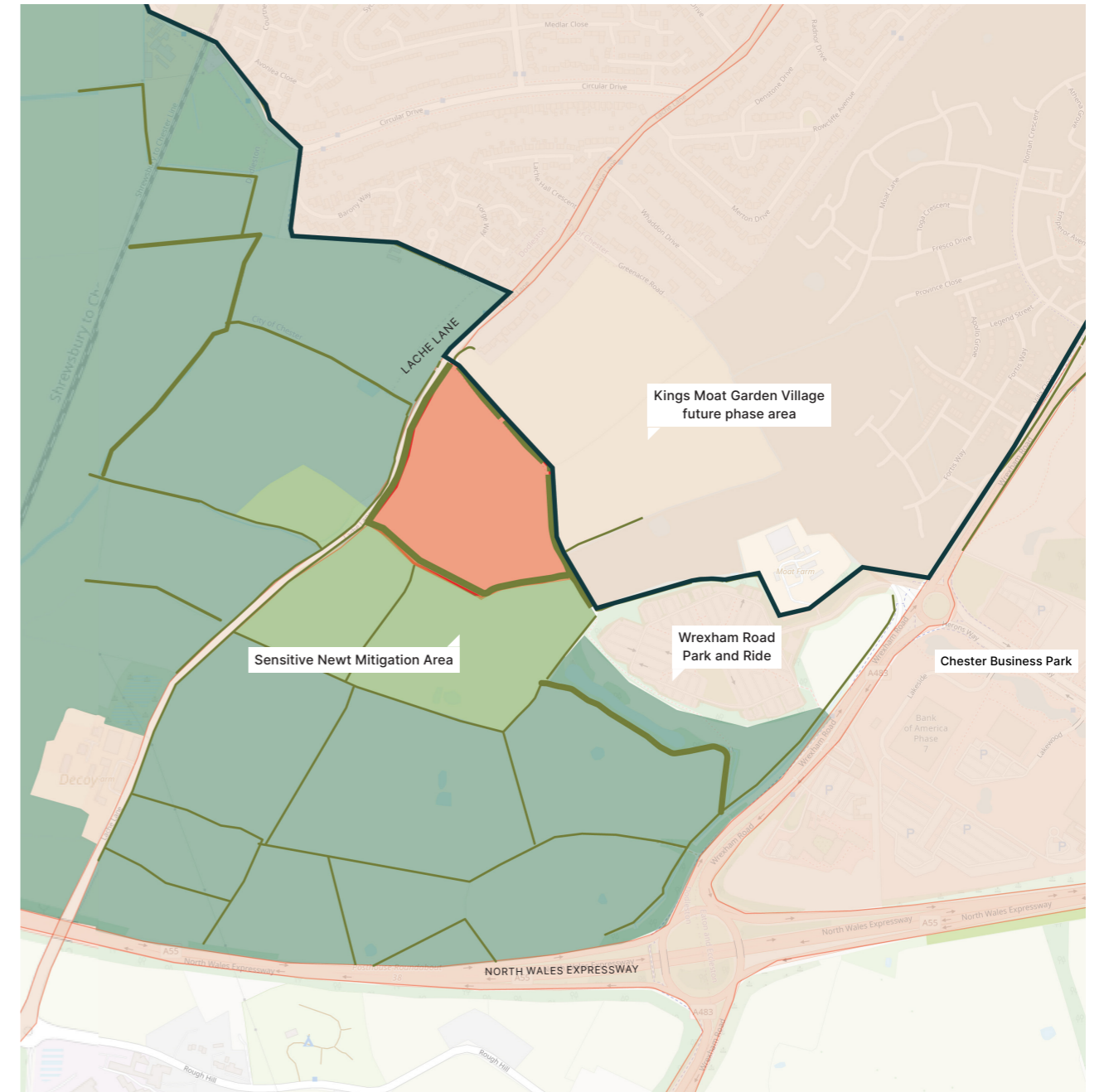
The NPPF defines the five purposes of the Green Belt:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and,
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The NPPF sets out the definition of grey belt land, which is land in the Green Belt comprising previously developed land and / or any other land that, in either case, does not strongly contribute to any of Green Belt purposes (a), (b), or (d). The definition goes on to state that 'grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for restricting development.

The Planning Practice Guidance (PPG) was updated in February 2025, with a new section providing guidance on assessing Green Belt to identify grey belt land. It states that authorities should produce a Green Belt assessment during the preparation of a local plan in order to identify grey belt land. It goes on to state that this process should evaluate the contribution each parcel makes to Green Belt purposes (a), (b), and (d), using the criteria set out in the PPG. Following this, authorities must consider whether any NPPF footnote 7 constraints provide a strong reason for refusing or restricting development, and whether the release of the parcel would fundamentally undermine the five Green Belt purposes, taken together, of the remaining Green Belt across the area of the plan.

Grey Belt Context Plan



Key

- Site boundary
- Existing Hedgerow Boundary Buffer
- Existing Development Area
- Green Belt
- Current Settlement Boundary

Assessment Against the Grey Belt Criteria

The following assessment considers the site against the three relevant Green Belt purposes referenced in the grey belt definition.

Purpose (a): To check the unrestricted sprawl of large built-up areas

The site is located on the south-western edge of the settlement of Chester. It is relatively well contained on three boundaries by the Kings Moat development coming forward to the north, Lache Lane to the west, and the Wrexham Road Park and Ride to the east. An existing field boundary is located along the site's southern boundary. Whilst land directly to the south beyond the field boundary appears open, it is undevelopable by virtue of the fact it is the ecological mitigation area for Kings Moat scheme. The site is therefore contained on all boundaries to prevent the unrestricted sprawl of Chester southwards. The site is considered to make a weak contribution to this purpose.

Purpose (b): To prevent neighbouring towns merging into one another

The removal of the site from the Green Belt will not result in the merging of towns. There are no towns within close proximity of the site. The considerable distance between the site and any neighbouring towns means that the site does not contribute to this purpose.

Purpose (d): To preserve the setting and special character of historic towns

Chester is a historic city and purpose (d) is therefore relevant to consider. However, given the location of the site and its physical and geographical separation to the historic city core helped by the intervening post-war suburbs of Lache and Curzon Park, the site's development will not adversely affect the special character of the city. The homes surrounding the site have no historical or architectural importance. Whilst a scheduled monument is located within the application boundary of the Kings Moat development to the north, the development of land within its vicinity has been deemed acceptable. Overall, it is considered that the site makes a weak contribution to this purpose.

Grey Belt Summary

Based on the assessment, the site does not strongly contribute to any of the relevant Green Belt purposes. This is because the site makes a weak contribution to purposes (a) and (d) and no contribution to purpose (b). A similar view was clearly formed by the Council when releasing the land immediately to the north of the site from the Green Belt in the current development plan and allocating it for around 1,300 new homes. The Council has also identified the site (as part of a larger land parcel) as a potential growth area for housing in the emerging local plan. The site is also not subject to any NPPF footnote 7 constraints that would provide a strong reason for restricting development.

Developing the site would not harm the strategic function of the remaining Green Belt as a whole. The site is well contained by existing roads, built development and field boundaries. It is heavily influenced by the proximity of the residential area of Lache, particularly the Kings Moat Garden Village immediately to the north, making the site relatively insensitive from a visual and landscape perspective. The site would create a logical extension to the Garden Village, without resulting in the coalescence of any settlements.

The site's removal from the Green Belt would not affect the ability of all the borough's remaining Green Belt to serve the five Green Belt purposes in a meaningful way. Therefore, allocation of the site would not fundamentally undermine the purposes of the remaining Green Belt across the plan area.

The site should therefore be allocated for residential development in the emerging local plan. Redrow is fully committed to bringing forward the site for housing as soon as it is removed from the Green Belt and allocated for development. The site will therefore make a strong contribution to helping to meet the borough's identified housing needs in the early part of the emerging plan period.

6 TECHNICAL OVERVIEW

A series of technical assessments have been undertaken to demonstrate the suitability of the site to accommodate residential development.

The findings of this work have developed our understanding of the opportunities and constraints to development and have informed the evolution of the masterplan.

The key technical considerations are outlined within this section of the document.



Highways

The most logical access arrangements are considered to be along the site's northern boundary, through the adjacent Kings Moat development. One of the adjacent internal estate roads will be extended to provide access into the site. The site access, and the internal road network, will be designed to meet adoptable highways standards.

An initial review of the vehicle trip generation resulting from the proposals has been undertaken to better understand any associated traffic impacts. The scheme is likely to generate 52 two-way vehicular movements in the AM peak and 77 two-way movements in the PM peak. These movements will be distributed across the local highway network and the impact at off-site junctions is considered to be generally limited.

Vehicular movements will be minimised as far as practicable by promoting the uptake of sustainable modes of travel. The site already benefits from its proximity to bus stops along Lache Lane, as well as the Wrexham Road Park and Ride immediately to the east, providing services to Chester city centre.

The site also benefits from its proximity to key services and facilities within walking and cycling distance. The PRow will be retained as part of the proposals and footpaths provided within the development to provide direct connections to the existing pedestrian network.

Overall, the site is considered to be suitable for housing from a highways perspective.

Ecology

The majority of the site comprises temporary grass and clover, with other native hedgerow located along the site's boundaries as well as a small section of bramble scrub located along the site's south-eastern corner. Five trees are located along the edges of the site, all of which are in good to moderate condition.

Three of the five trees on site were identified as having potential to support roosting bats. The hedgerows on site provide some potential for foraging and commuting bats. All trees and the vast majority of hedgerows are proposed to be retained as part of the proposals except for where removal is required to facilitate access into the site.

Whilst no ponds are located on the site, 15 ponds are within 250m, the majority of which are mitigation ponds for Great Crested Newts (GCN) for the adjacent Kings Moat development. Appropriate ecological mitigation will be proposed given the potential of GCN being present on site. Further protected species surveys will be undertaken to confirm their presence or likely absence, which will shape the mitigation measures required.

The site is not subject to any statutory ecological designations.

The mandatory 10% Biodiversity Net Gain (BNG) will be achieved as part of the proposals either on site, off-site or a combination of the two. There is significant potential to enhance the biodiversity value of the site, by retaining and enhancing existing landscape features and maximising habitat creation.

Archaeology and Heritage

There are no designated heritage assets located within the site. A scheduled monument (the Moated site 180m west of Fir Tree Farm (ref. 1011882)) is located approximately 500m to the north-east of the site. Given the distance between the site, the scheduled monument and the mature landscaping in between, the historical context of the moat is not experienced from the site.

One non-designated heritage asset, comprising ridge and furrow earthworks and cropmarks, has been recorded on Historic England's Historic Environment Records (HER). The earthworks are no longer evidenced on the site and the ploughed out remains of ridge and furrow are of little archaeological interest.

It is considered that the site has low potential for significant archaeological remains of all periods, and no archaeological or heritage constraints have been identified on the site.

Flood Risk and Drainage

The entirety of the site is located in Flood Zone 1, meaning it has a less than 1 in 1000 annual probability of flooding from rivers and the sea. The risk of both fluvial and tidal flooding is very low.

No watercourses run through the site, but an unnamed watercourse that flows west along the site's southern boundary is culverted beneath Lache Lane before joining Balderton Brook approximately 700m to the south-west of the site.

Large central parts of the site are identified to be at very low risk of surface water flooding, meaning they have a less than 0.1% annual probability of flooding. The eastern, southern and westernmost extents of the site are shown to be at low, medium and high risk of surface water flooding.

The surface water flood risk in the site's south-western corner is associated with surface water ponding due to low topography together with out of channel flows from the watercourse along the site's southern boundary. The mapping does not account for the drainage system implemented upstream at the Kings Moat development, which mitigates the risk of surface water flooding. Redrow is currently undertaking surface water modelling work which is expected to reduce the flood risk on site as a result.

7 OUR VISION



The masterplan aims to deliver a high-quality residential community that forms a natural extension to Kings Moat Garden Village.

8 THE PROPOSAL

Illustrative Masterplan



Illustrative Masterplan

Key			
	Site Boundary		Potential for Play Area
	Park/ Green Space		Existing Play Area
	Existing Green Space		Vehicle Entrance
	Rural Courtyard Space		Emergency Access
	Potential for New Development		Green Links
	Existing Hedgerow		Key Views
	New Hedgerow		SUDs
	Vehicular Movement		
	Pedestrian Desire Path		

The illustrative masterplan sets out a vision for a high-quality residential neighbourhood forming a natural extension to Kings Moat Garden Village. Covering approximately 5.3 hectares/ 13.1ac of developable land, the site has the potential to accommodate around 160 homes at an estimated net density of 30 dwellings per hectare.

The design also responds to the site's environmental sensitivities, with dedicated habitat protection areas and extensive new hedgerow planting. This approach ensures that the development not only delivers new homes but also strengthens local ecological value and preserves key views across the landscape.

The layout integrates a connected green infrastructure network, including a 20-metre-wide linear park that connects to the proposed green link from Kings Moat Garden Village local centre. Surface water flood zones have been incorporated into the public open space framework, enhancing biodiversity and delivering multifunctional landscape spaces.

A well-defined movement network prioritises pedestrian connectivity, with new footpaths linking into the retained public footpath on site and providing direct access to the local centre and adjacent nature area.



Based on **this concept plan** - a preliminary capacity study indicates that the site could deliver **5.3 Ha of developable area**.

At an estimated **net density of 30dph**, this suggests a **site capacity of 160 homes**.

Design Objectives

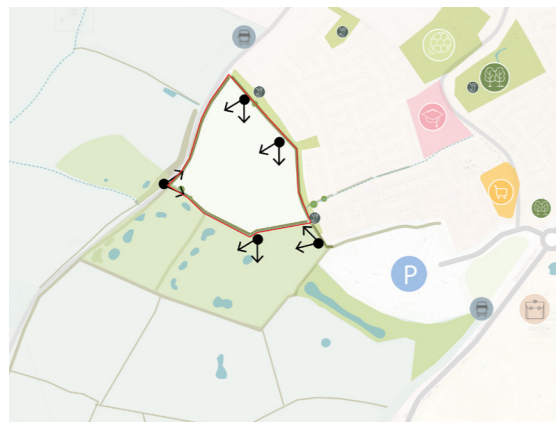
The masterplan is guided by **six design objectives** that respond to the site's context, environmental assets, and its relationship with Kings Moat Garden Village.

Together, they aim to create a distinctive and sustainable neighbourhood that strengthens local connections, protects and enhances the rural setting, and integrates high-quality green and blue infrastructure. These principles focus on improving accessibility, framing key views, extending the open space network, and supporting biodiversity, while also ensuring that new development builds upon the established 'Garden Village' character of the surrounding area.



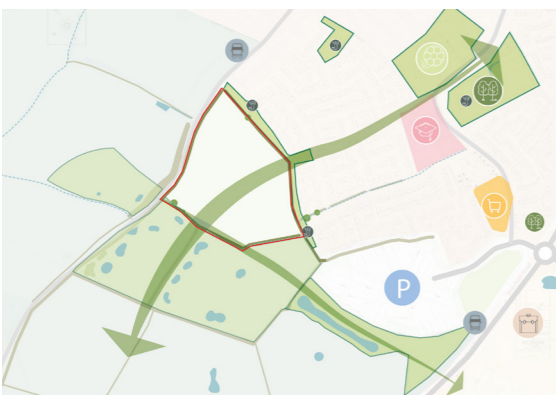
1) Strengthen Connectivity to Local Amenities

Retaining the PROW through the site and connecting in with the local pedestrian, cycle and bus networks to Kings Moat local centre, Wrexham Road Park & Ride and beyond will ensure a liveable and sustainable place to live.



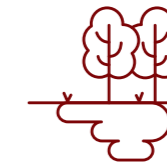
2) Frame Key Views

The identified key views around the site from the site's urban edges provide an opportunity to enhance the site's setting in the local context – reinforcing site boundaries with new planting where appropriate.



3) Plug in to and Extend the Local Open Space Network

Linking up future public open spaces on the site with those in around the site will allow it to become a benefit to existing and new communities in and around the site as an enhanced place to move through, rest and play.



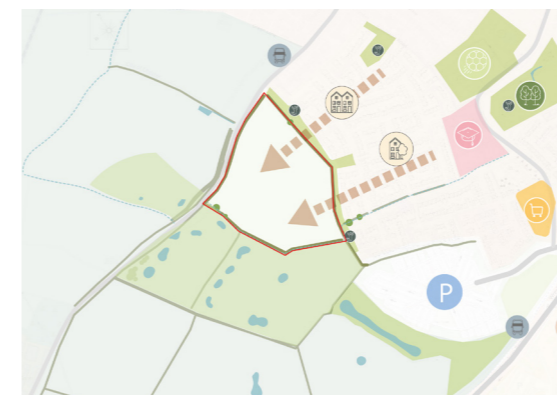
4) Retain Green & Blue Infrastructure

Preserving the surrounding hedgerows, trees, and ditch within the site will help maintain the site's attractive character and sense of place. Working positively with water on the site is also of great importance.



5) Improve Ecological Connectivity Across the Site

With the Newt Protection Area to the south and west, open fields and vegetation to the North and west and linear green spaces to the east in Kings Moat Garden Village, there is a great opportunity for the site to enhance the local area's biodiversity, and ecological connectivity in future.



6) Build upon the local "Garden Village" Townscape Character

This part of southern Chester has a strong tradition of a "garden village" urban character, which future development on the site should seek to build upon to sit harmoniously in the local townscape. In particular development should align with the principles of the "Urban Edge" character area in the adjacent Kings Moat Garden Village.

9 SUSTAINABLE DEVELOPMENT PRINCIPLES

Driven by population growth, demographic shifts, an ageing population, and an increasingly unaffordable housing market, there is a significant need to deliver more housing, particularly of the right type and tenure, to meet the needs of communities.

Delivering new housing promotes a range of social, economic and environmental benefits to achieve the sustainable development principles at the heart of national planning policy.

Social Role

The delivery of around 160 modern, high quality homes will make a significant contribution to meeting the identified housing needs of the borough. The proposals will incorporate a range of house types, sizes and tenures (including the provision of affordable housing at a level that will be subject to viability testing through the Local Plan) to deliver an inclusive and balanced scheme suitable for young professionals, families and older residents.

The site is in a highly sustainable location, within walking distance of the centre of Lache and the services it has to offer. The scheme will help to reduce reliance on the private car, in turn encouraging active travel methods that promote residents' health and wellbeing.

The proposals have been designed to create large areas of public open space to encourage social interaction and develop a strong sense of place.

Environmental Role

The site is currently used for agricultural purposes and is of relatively poor ecological value. The scheme will retain and enhance the existing landscape features on site to complement the neighbouring development. The scheme will incorporate a number of green corridors within the site, as well as landscape buffers along the boundaries, to create an attractive development that promotes ecological connectivity to the green infrastructure beyond.

The development will aim to achieve a biodiversity net gain on site through habitat retention and creation.

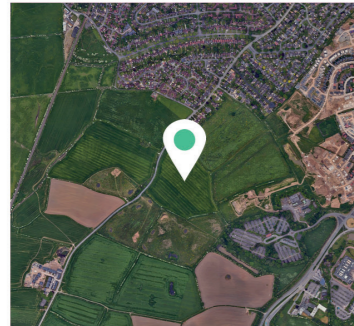
New, modern homes are also far more energy efficient than older properties, meaning they are a lot more environmentally sustainable and have reduced operational costs for their residents. The scheme will be developed to meet the latest regulations around energy efficiency and carbon reduction and will incorporate sustainable measures such as Air Source Heat Pumps and EV chargers. Sustainable construction measures and techniques will be utilised to reduce carbon emissions from the development.

Economic Role

The scheme will help to create a strong and responsive economy. The development of the site will support the vitality of Lache and the wider settlement of Chester, by creating new employment opportunities, increasing resident expenditure and generating a range of local authority revenue benefits. These benefits are quantified in the economic benefits infographic.

The economic benefits of Wrexham Road Extension

The development of around 160 new homes presents an opportunity to promote economic growth, provide a range of housing to meet identified needs and support residents to access much needed affordable homes in an attractive and sustainable location.



The proposal



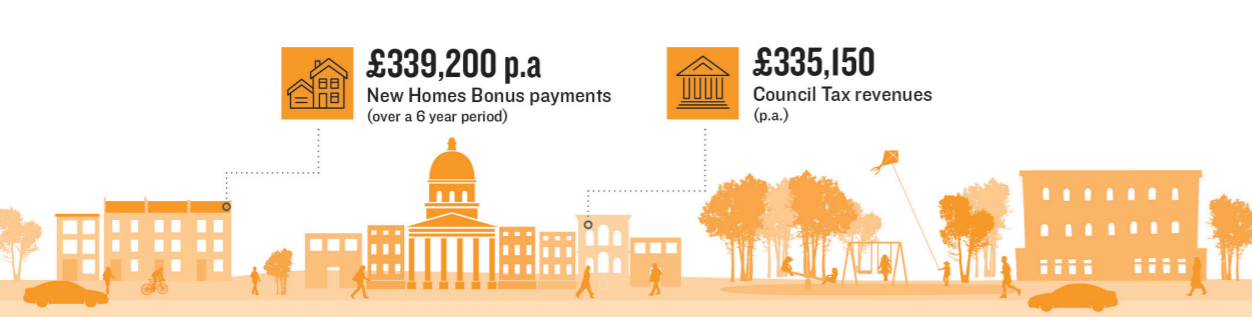
Construction benefits



Operational and expenditure benefits



Local Authority revenue benefits



Analysis and design by Lichfields (August 2025)



10 DELIVERABILITY

Is the site suitable?

The Council's development plan identifies Chester as a sub-regional city that should accommodate a significant amount of the borough's housing requirement to drive economic growth. The land to the north of the site, at Wrexham Road, was considered to represent a logical extension to Chester due to its access to public transport and major employment areas and was removed from the Green Belt in the current local plan. The same conclusions apply to the site. Extending the Kings Moat development southwards will promote a sustainable pattern of development due to its proximity to existing and proposed community services and infrastructure within the adjacent Garden Village and beyond.

The Council considered that the removal of the land at Wrexham Road to the north would not undermine the strategic function of the Green Belt. The removal of the site, due to its relatively small scale and relationship to this housing allocation, also would not undermine the five Green Belt purposes. It has also been demonstrated that the grey belt definition applies to the site.

Safe and suitable access can be provided into the site through the neighbouring Kings Moat development. The vehicular movements associated within the development can be accommodated within the local and strategic highway network. Any flood risk constraints can be appropriately mitigated on site. The site will not result in any harm to the historic environment nor any statutory or local ecological designations.

The Council recognises that the south-western edge of Chester is a suitable location to accommodate housing growth, should they propose to release Green Belt land in their emerging Local Plan. Redrow considers that the Council should seek to maximise housing in this location and therefore the entirety of land defined by the existing settlement boundary and the North Wales Expressway should be allocated for development. At the very least, the site should be allocated for housing. The delivery of 160 homes will make a considerable contribution to meeting the Council's identified housing needs, particularly the need for affordable dwellings across the borough.

Is the site available?

The site is being promoted by Redrow, a national housebuilder with a strong track record of delivering housing within the borough, including on the adjacent Kings Moat development. Redrow has worked proactively with the Council to bring forward this housing allocation forward. Redrow remains committed to extending development southward on land within their control at the earliest opportunity to build on the success of the Kings Moat Garden Village.

There are no known technical, land ownership or physical constraints that would prevent residential development on the site. The site is therefore available.

Is the site deliverable?

For the site to meet the NPPF's definition of deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years.

The site is available and sustainably situated on the edge of Chester, in an area the Council already deems suitable to accommodate significant levels of housing growth.

The findings of the technical work undertaken on the site have concluded that there are no technical, physical or viability constraints that would prevent housing being delivered in the short term.

Redrow is fully committed to build upon their proven success of the flagship Kings Moat Garden Village to deliver a well-designed and attractive extension to this development.

11 SUMMARY AND CONCLUSIONS

This Delivery Statement details the considerable opportunity the site presents to create a logical extension to the Kings Moat Garden Village, exploiting the sustainability credentials of its location and delivering an array of benefits for future residents and the wider community.

The masterplan has taken into account the physical, natural and historic landscape to develop a scheme that remains sensitive to the surrounding context, whilst accommodating around 160 new homes. The proposals incorporate a mix of house types, sizes and tenures, as well as new road infrastructure, footpaths, landscaping and open space to deliver an attractive, functional and sought-after development to meet the needs of future residents.

It has been demonstrated that the delivery of a residential scheme will:

- Help to the Council meet its housing requirement, by ensuring around 160 new homes (to include affordable tenures) can come forward in the early part of the emerging plan period;
- Deliver a mix of house types, sizes and tenures to create a sustainable and mixed community;

- Incorporate significant areas of habitat creation, including enhanced landscape buffers and wildlife corridors, to deliver a biodiversity-rich development;
- Deliver a network of multi-functional green spaces that encourage recreational activities and social interactions;
- Provide new footpath and cycle connections through the site to the surroundings to promote active travel and support the health and wellbeing of future residents; and,
- Support the economic growth of Lache and the wider settlement of Chester, by increasing economic spend in the local services and facilities, supporting job creation and overall boosting the vibrancy and vitality of the local area.

The site is a suitable and deliverable grey belt site and its development represents a logical extension to an existing housing allocation. Redrow support the Council's identification of the site for residential development in the Regulation 18 Plan and would welcome the opportunity to work with the Council and the local community during the preparation of the new Local Plan, to achieve the vision for the site and deliver a sustainable residential development.



