



LAND AT HARE LANE, CHESTER

Development Framework Document

August 2025

About Redrow

Redrow is a leading, premium housebuilder dedicated to giving people a better way to live.

For 50 years, we have been creating high-quality homes and communities for our customers, building over 120,000 new homes nationwide.

Redrow have delivered over 2,600 homes over 10 sites since beginning of current plan period, with 27.5% affordable

At Redrow we don't just build new houses - we create communities, complete with easy access to amenities, plenty of green spaces, and an exceptional quality of life. Everything - from the innovative design of our award-winning homes to the customer service delivered by our experienced team - works together to provide truly exceptional experiences for new home buyers.



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Introduction

This Development Framework Document has been prepared to demonstrate that the Land at Hare Lane, Chester (the Site) is suitable, achievable and deliverable.

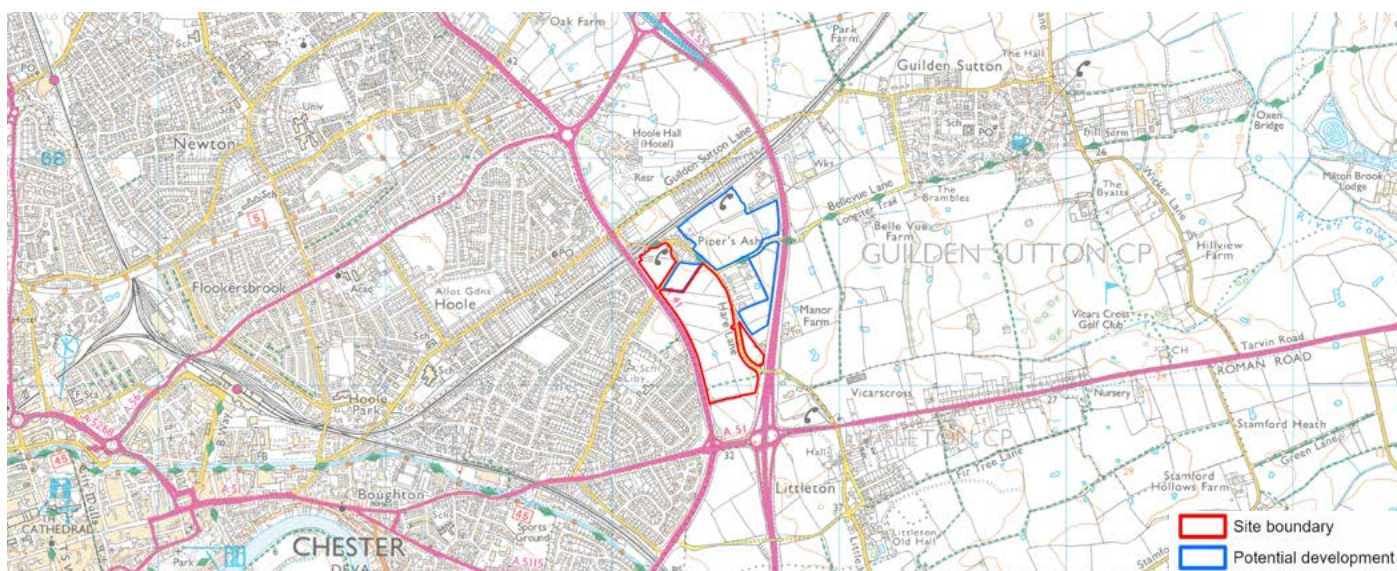
This document provides an executive summary of the site's context in terms of the surrounding topography, natural environment, historic environment and local planning policy, including the Site's current designation as Green Belt. It goes on to demonstrate that the site is considered to comprise Green Belt and suitable for development as well as being highly accessible and sustainably located.

This Development Document has been prepared in response to the Council's Regulation 18 Issues and Options Draft Local Plan consultation, August 2025. Redrow remain strongly of the view that a new Local Plan being prepared in Cheshire West and Chester will require Green Belt release in Chester in order to meet the Borough's significant housing requirements. Redrow remain committed to supporting the Council to prepare a new Local Plan. It is our view that exceptional circumstances do and will exist for additional Green Belt release as part of the emerging Local Plan, due to a lack of available and deliverable urban land, chronic affordable housing needs and the Borough's significant development needs.

We are also of the view that the Council will need to deliver some of its immediate housing needs via Grey Belt applications which can be progressed alongside the Local Plan's preparation.

The site is 14.3 hectares (35.3 acres) and having carried out an assessment of the Site's constraints and opportunities, this document confirms that there are no technical or physical site constraints which would prevent the site coming forward for residential development. An concept masterplan has been prepared which demonstrates the site could deliver a mixed-use residential led development in the region of 560 homes (including affordable housing), as well as a primary school, community centre, biodiversity net gain area, and playing fields.

The vision is to create a high-quality development that would positively contribute to Chester by providing aspirational homes for existing and new residents and affordable homes to those that have found it harder to get a foot on the housing ladder. With this investment, additional expenditure for local shops and Council Tax receipts will be collected which will assist in funding and improving local community services and facilities.



SITE LOCATION PLAN

In short, Redrow's site (edged red) represents a suitable, available and deliverable housing development opportunity which comprises Grey Belt. The wider Barratt Redrow Group also control the additional land edged blue which is being promoted for residential development. The wider site forms part of a number of landholdings located between the A41 to the west and A55 (North Wales Expressway) which runs adjacent to the settlement boundary of Chester.

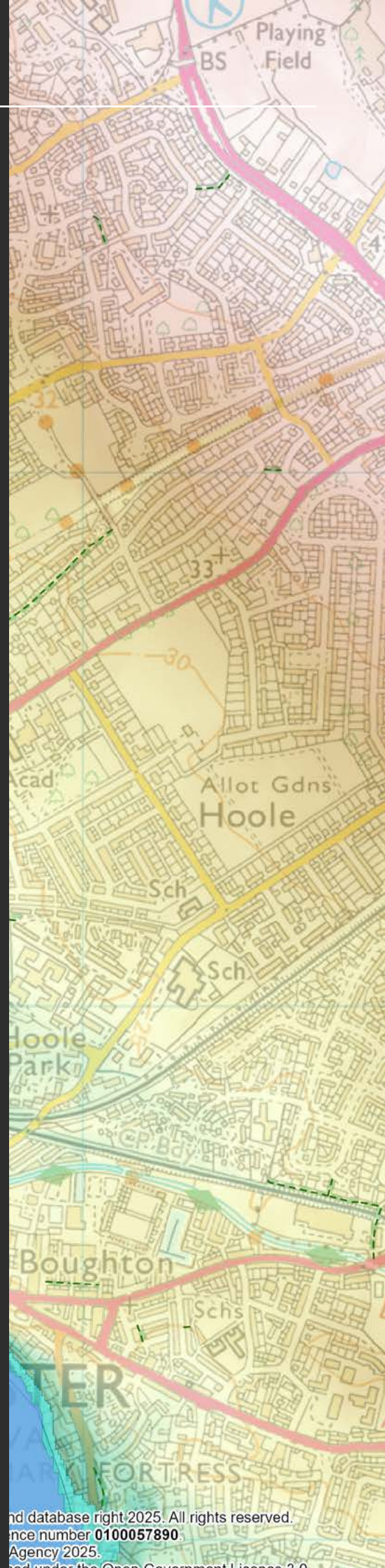
This Development Framework focuses on Redrow's 14.63 Ha landholding at Hare Lane, which is capable of being delivered in isolation and demonstrates how the site could be delivered with the additional 14.71 Ha of land edged blue as identified by the Council in CH02 within the Issues and Options.

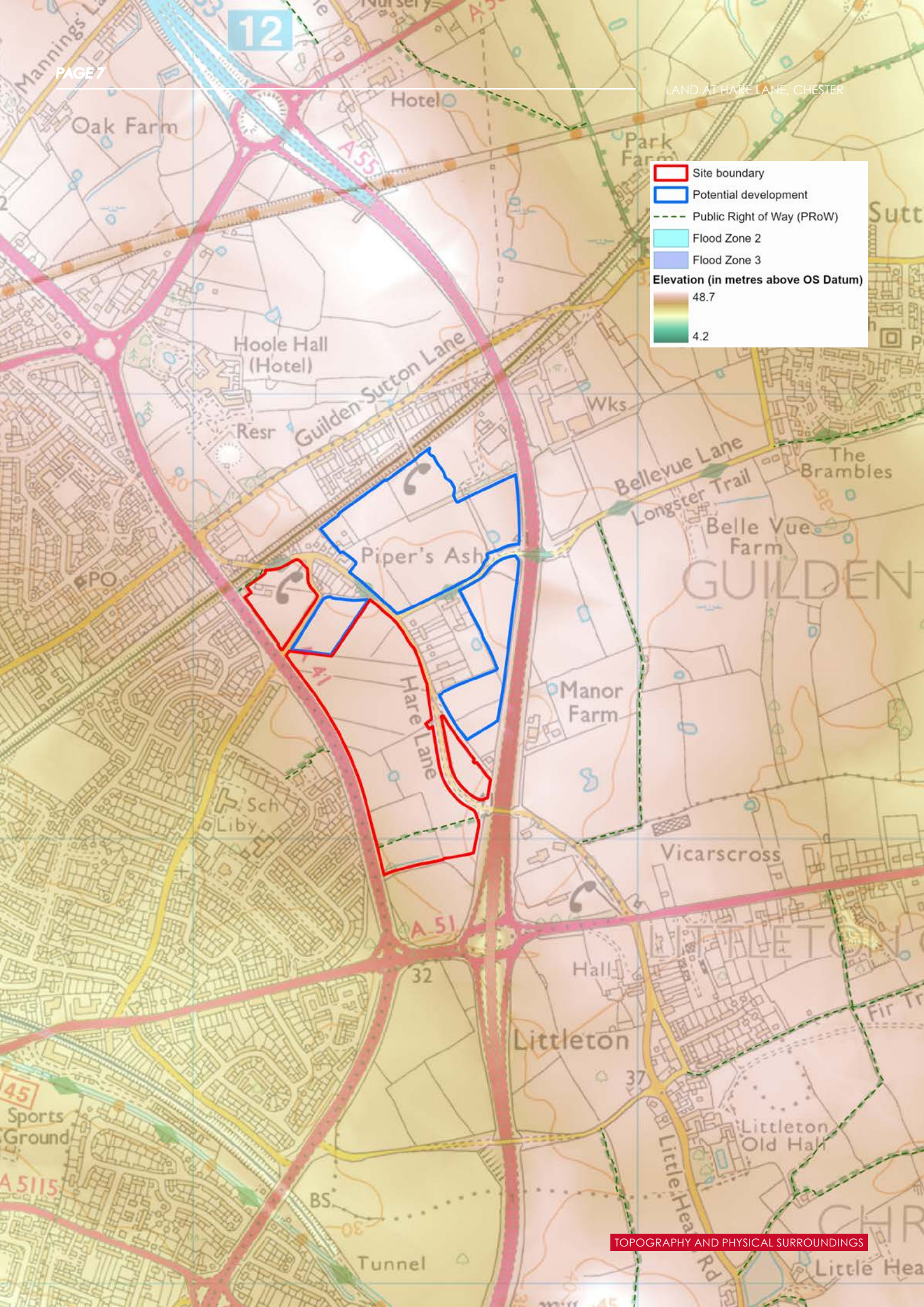
Topography & Physical Surroundings

The site comprises agricultural land, split over three separate land parcels. The main development parcel is made up of several field parcels between the A41 and Hare Lane. The two smaller land parcels are made up of single fields located to the Northwest across Green Lane and east of the site between Hare Lane and the A55. The site is sustainably located adjacent to the settlement boundary of Chester to the west. Existing residential development within the Vicars Cross residential suburb is located to the west of the A41, which runs adjacent to the site's western boundary. The east of the site is bound by Hare Lane, with residential properties located beyond alongside further agricultural fields. The southeastern portion of the site adjoins the A55. To the south lies a collection of sports playing fields, with the A51 beyond this. Further residential properties off Hare Lane and Green Lane adjoin the site to the north, beyond which lies a railway line. A single public right of way (Great Broughton FP3) runs through the southern part of the site.

KEY CONSIDERATION AND OPPORTUNITIES:

- The site's topography is relatively flat and developable for residential dwellings. This is shown in the corresponding Topography Plan
- Land to the west comprises residential development and this site represents a logical extension to the existing settlement boundary of Chester between the A41 and A55
- The length of the site along Hare Lane to the east and A41 to the west ensures a deliverable access into the site can be provided.





- Site boundary
- Potential development
- Public Right of Way (PRoW)
- Flood Zone 2
- Flood Zone 3

Elevation (in metres above OS Datum)

- 48.7
- 4.2

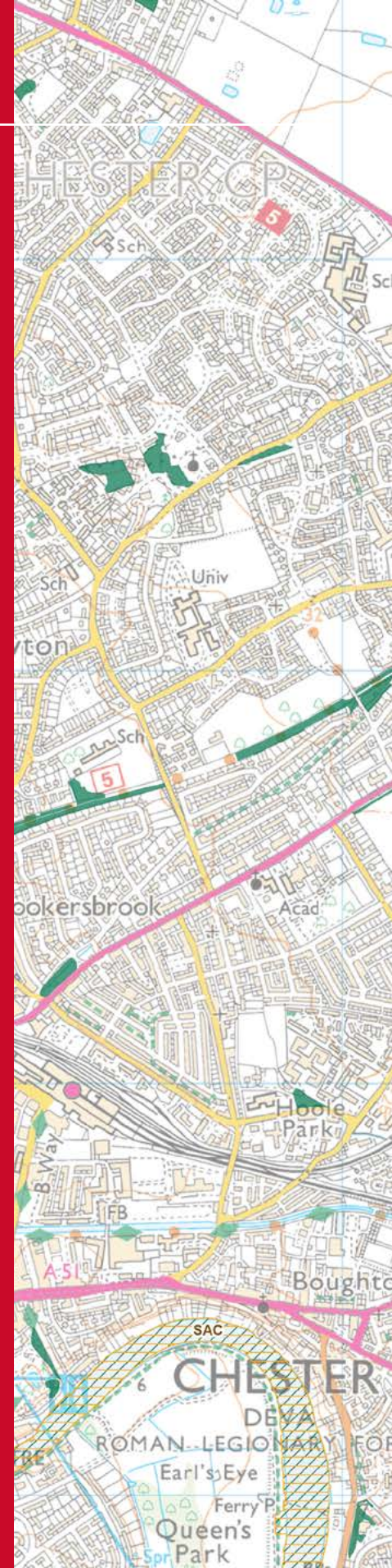
Natural Environment






A Preliminary Ecological Appraisal for the site has been prepared by Collington Winter Environmental alongside a Tree Constraints Plan. The site was found to comprise predominantly arable and modified grassland fields which is of limited ecological value. The hedgerows and trees separating the field parcels were found to be the most valuable habitat, with three waterbodies and a series of drainage ditches also present. Loss of low ecological value grassland to development is of low adverse significance and protected species can be conserved. Areas with the highest ecological value, notably boundary hedgerows and trees, will be retained and enhanced where possible in line with recommendations. Furthermore, we will seek to deliver a 10% net gain on site through retention and enhancement of existing habitats. To conclude, the development of this site for residential use is entirely acceptable from an ecological perspective.

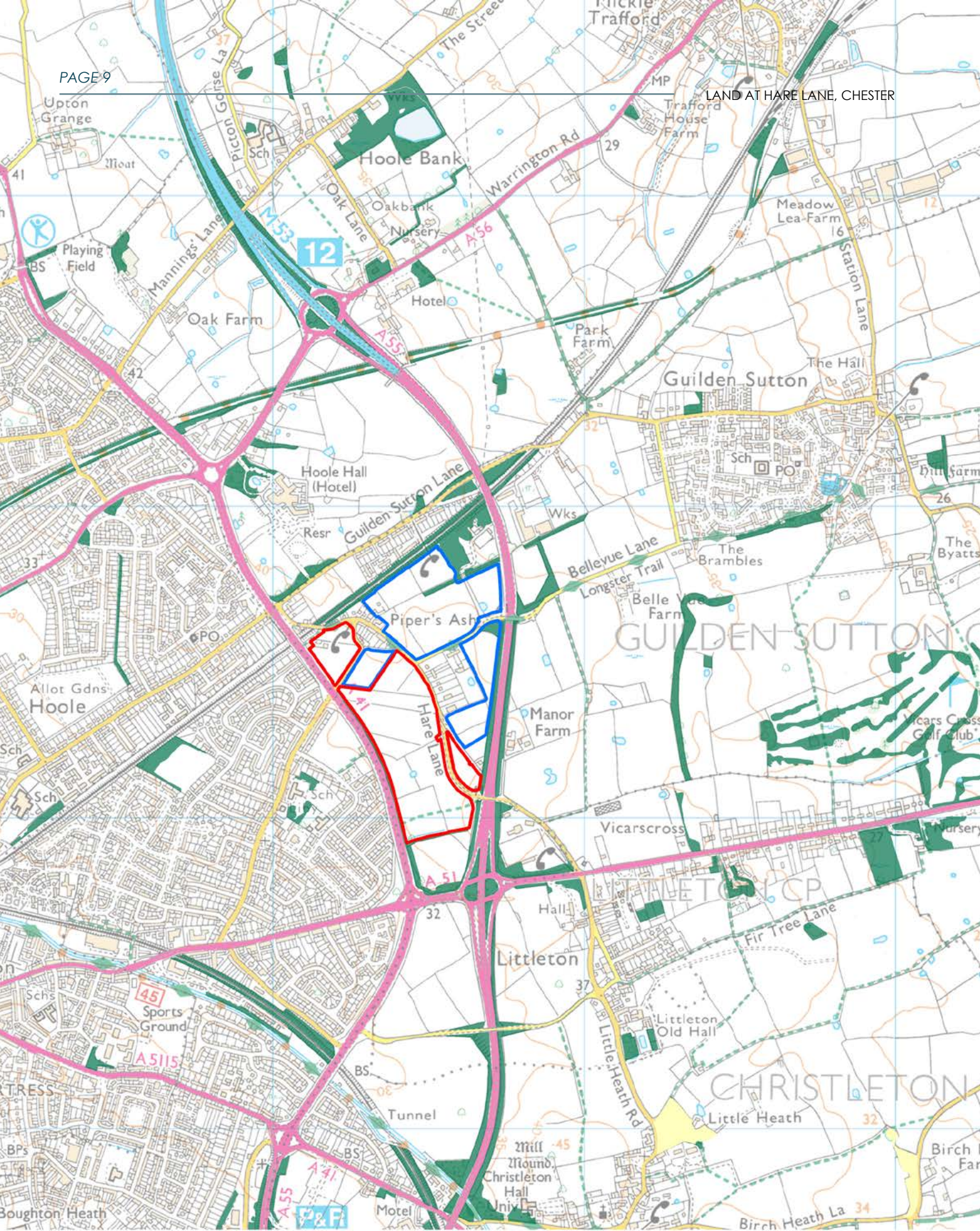
In short, there are no reasons to not allocate the site for residential development when considering the local natural environment of the area.

KEY CONSIDERATION AND OPPORTUNITIES

- Is located entirely within Flood Zone 1 (lowest probability of flood risk).
- Not subject to any statutory environmental designations, such as SSSIs or Special Conservation Areas.
- There are no Tree Preservation Orders affecting the site
- Classed as Grade 2 (very good) and Grade 3 (good to moderate) agricultural land on Natural England's high-level, regional agricultural land mapping.



-  Site boundary
-  Potential development
-  OS Local Woodland
-  CRoW Access Land
-  Special Areas of Conservation (SAC)
-  Sites of Special Scientific Interest (SSSI)



Historic Environment

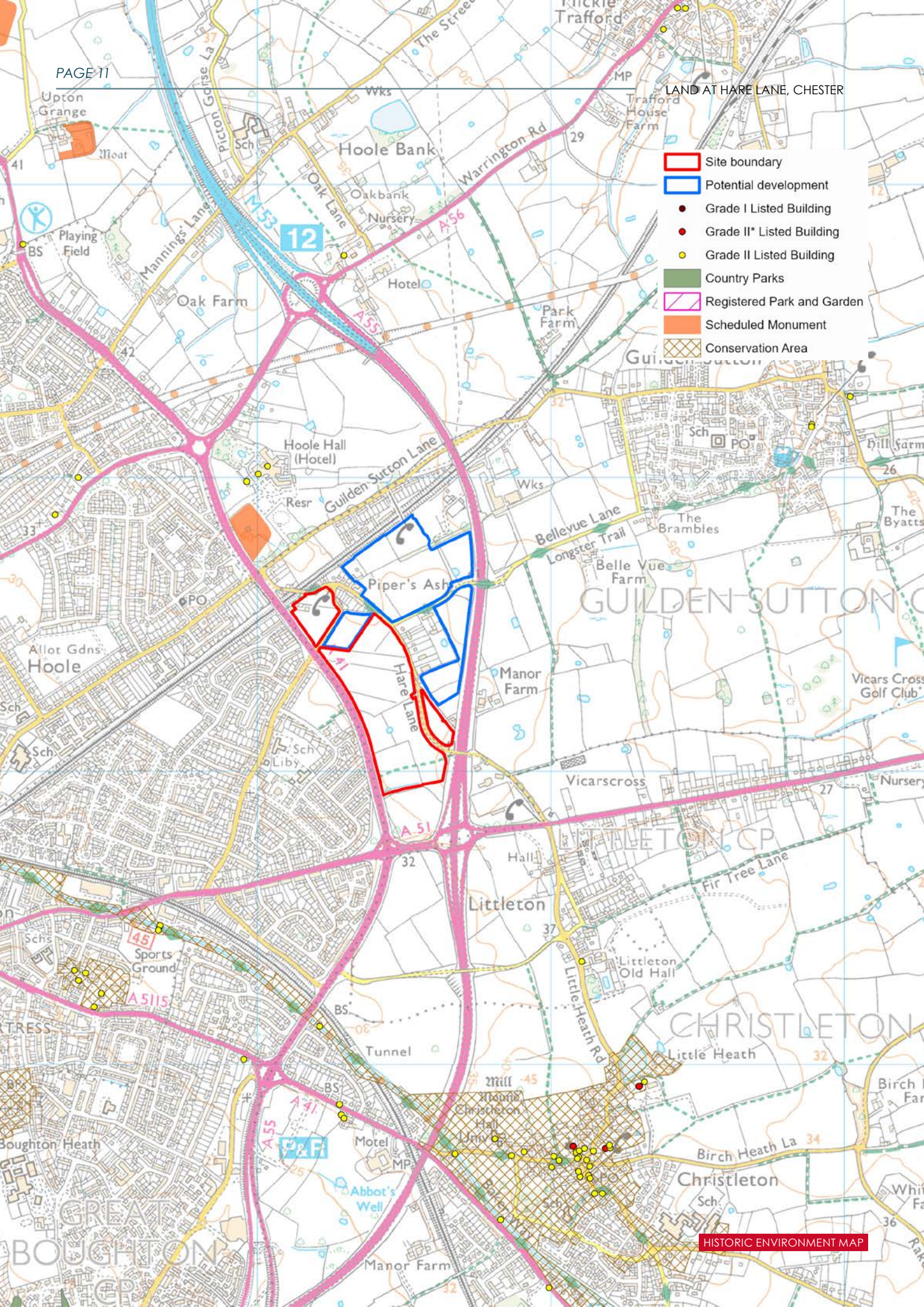
The site is unconstrained when considering the historic environment and associated assets for the following reasons:

KEY CONSIDERATION AND OPPORTUNITIES

- There are no Grade I, II* or II listed buildings within the site. The nearest listing building, the Grade II listed Hoole Hall, lies over 450m to the north.
- There are no Conservation Areas within the site boundary or immediately adjacent to it.
- There are no locally designated heritage assets on the site.
- There are no Registered Parks & Gardens within the site or within close proximity; and
- There are no Scheduled Ancient Monuments within the site. There is a Scheduled Monument located approximately 220m to the north of the site covered under list entry 1015129 which is separated from the site by a railway line and development between Hare Lane and Guilden Sutton Lane.

In short, there are no heritage constraints in the area that would preclude the development of this site for housing. Local heritage assets will be considered during the development of the design proposals.





- Site boundary
- Potential development
- Grade I Listed Building
- Grade II* Listed Building
- Grade II Listed Building
- Country Parks
- Registered Park and Garden
- Scheduled Monument
- Conservation Area

Landscape Analysis

INTRODUCTION

The site comprises 3 parcels of land east of the A41 Ring Road and west of Hare Lane and the A55 North Wales Expressway along the eastern edge of Chester.

The main part of the site is west of Hare Lane, south of Green Lane and north and northwest of Chester Rugby Union Football Club.

A second smaller parcel of land is north of Green Lane, west of Hare Lane and south of a railway line.

The third parcel of land is east of Hare Lane, opposite the south-eastern boundary of the main part of the site.

The site and the immediate context is shown on page 18. The following section provides an initial overview in landscape and visual terms of the site and its surroundings in relation to the proposed development of the site for housing.

LOCAL LANDSCAPE CHARACTER

The site is in National Character Area 61: Shropshire, Cheshire and Staffordshire Plain. At a local level the site is in landscape character type (LCT) 9: Cheshire Plain West, and in landscape character area (LCA) 9d: Saughall to Waverton Plain, of the Cheshire West and Chester Landscape Strategy (2016).

Some of the key landscape characteristics of relevance to the site are listed below:

- "Urban-fringe landscape with significant settlement density;
- Elsewhere, a gently undulating landscape characterised by hedges and hedgerow trees providing limited vistas.

- Limited woodland, confined to shelter belts and screening planting, some small copses, although hedgerow oaks are important elements of the landscape.
- Extensive network of small field ponds which are generally inconspicuous in the landscape.
- Where hedgerows and tree networks remain, the area can present some degree of limited enclosure due to an absence of elevation and viewpoints.
- Some loss of field boundaries diminishes this enclosure where some arable farming has been established.
- The overall character of the area is of a transitional landscape from rural pasture to suburbanised, busy urban fringe with consequent dilution in tranquillity."

Under the 'Perceptual/Visual' section, the assessment states the following which is of some relevance to the site and its surroundings:

- "There are distant views to the hills of North Wales to the west;
- Hedgerows and hedgerow trees, as well as limited coverts and woodlands associated with settlement and the halls, present a changing seasonal colour in contrast to the rich but improved pastoral fields;
- Field ponds are often inconspicuous in the landscape despite their number due to thick hedge enclosure of the fields they lie within and general absence of elevated viewpoints into them;"

The overall Landscape Management Strategy for LCA 9d: Saughall to Waverton Plain is “to enhance the rural character and historic field pattern of hawthorn hedgerows and hedgerow oak trees and field ponds, and to manage development pressure so to strengthen the rural setting of Chester and deliver sensitive character restoration.”

The assessment provides landscape management guidelines. Those of relevance are listed below:

- “Maintain an intact hedgerow network through management of hedges and ensuring a young stock of hedgerow trees
- Consider opportunities to replace hedgerows where they have been lost utilising appropriate species of hawthorn and oak standards.
- Consider opportunities to plant simple, small pockets of trees and small blocks of woodland in field corners to ensure the continuation of these declining characteristic features.
- Increase the biodiversity of intensively managed grassland and arable land – create and link buffer strips along linear features such as hedgerows to create a continuous network of wildlife corridors, with increased public access where practical.
- Encourage the retention and management of field ponds and brooks that are of wildlife importance as well as contributing to the diversity of the landscape.”

The assessment provides built development guidelines. Of relevance is the guideline stated below

- “Conserve the local vernacular built form – simple red-brown brick buildings with steeply pitching Welsh slate roofs and white washed brick and black oak frames.”

The site also is included in the south-western part of the Mersey Forest Plan. The interactive map available online identifies the site in the area covered by Policy C3: Around Chester. The indicative woodland cover target for policy area C3 is identified as being 30%. The Mersey Forest Plan identifies that policy C3 is to: “Plant trees and woodlands around Chester to provide a buffer with the surrounding landscape, but maintaining important and valued views. For example, plant trees at the Countess of Chester Country Park. Create copses and woodlands in the agricultural land to the south of Chester and around the River Dee.”

Landscape and Ecology Analysis

CHARACTER OF THE SITE

The site west of Hare Lane comprises arable and pastoral farmland divided by hedgerow field boundaries. The main parcel is bound by hedgerow to the north, a northern section of Hare Lane, and linear woodland/ tall hedgerows lining the southern part of Hare Lane, the southern boundary of the site, and along the A41 to the west of the site.

The main part of the site includes a field pond almost central within this part of the site, and a ditch along part of the southern site boundary. A public right of way runs across the southern part of the site from west to east. The smaller parcel to the north is formed of two grassland fields and is generally well enclosed by boundary vegetation. Properties on Hare lane front onto the northern boundary. The smallest parcel in the southeast comprises grassland and is enclosed by woodland/structural vegetation along Hare Lane to the west and the North Wales Expressway to the east. There also is tree planting along the lane to the east of this part of the site

DESIGNATIONS

The site is designated Green Belt and Countryside (Cheshire West and Chester Local Plan Policy STRAT 9). The Longster Trail long distance footpath runs southwest along Bellevue Lane towards the northern boundary of the main part of the site and runs north through Piper's Ash along the northern boundary of the northern most part of the site. There are no other designations of landscape importance present on the site at a local, national or international level.

VISUAL

The plan on page 16 illustrates the location of key views taken during a site visit in March 2024. The site is visually contained by vegetation along the boundaries and the A41. Key views into the site are from properties along Hare Lane and from the public rights of way through and adjacent to the site. The character of Hare Lane changes slightly along its length. The southern part of the lane is lined with trees, which limits views through to the main part of the site to the west and to the site to the east, see Viewpoint 04. There is a gap in the tree line with an access point to a field within the main parcel. Towards the middle part of Hare Lane, it opens up and there are some large properties to the east with views across to the main part of the site, see Viewpoint 01.

There are some large trees within the front gardens of these properties that would help to filter views to the site. Further to the north, existing residential development becomes denser. It is expected that the properties to the west of Hare Lane would have views of potential development in the main part of the site. These houses would restrict residents' views to the site from the northeast.

The northern-most section of Hare Lane opens up slightly and has some larger properties to the north of the lane. The small parcel of land west of Green Lane is divided by hedgerow tree planting running west to east. Views across the northern part of this parcel are open from Hare Lane looking southeast to west across the site, see Viewpoint 05, although tree planting further west along Hare Lane limits views from some of the properties north of Hare Lane. Views to the southern part of this parcel from Hare Lane are limited by field boundary hedgerow and trees across the site. Along Green Lane, glimpsed views are possible into the site beyond existing hedgerow and trees along this road. An existing public right of way (PRoW), Footpath 134/FP3/1 runs through the southern part of main part of the site, running west to east. It runs through the centre of an arable field and views are open to the wider site beyond hedgerow field boundaries see Viewpoint 2. There are few hedgerow trees and views extend across the majority of the main part of the site. PRoW Footpath 134/FP7/ along the northern edge of the site between Hare Lane and the A41 Ring Road has limited views into the site due to intervening hedgerow and tree cover however, views are possible through gaps in the vegetation into the northern extent of this part of the site.

ECOLOGY

Based on the current scheme and E3P's recommendations, a 10% gain in hedgerow units is achievable through enhancing existing hedgerows on site by planting trees within hedgerow and digging out ditches along the length of the hedgerow. Additional hedgerow planting is also recommended to achieve a 10% net gain.

Additional species enhancements could be provided on-site, which could include bat and bird boxes, hedgehog houses, and hibernacula

Landscape Analysis



View 1 - View from Hare Lane opposite existing



View 2 - View from PRow footpath FP3/1 (runni



View 3 - View from Hare Lane looking southeast



View 4 - View from Hare Lane looking northwest



View 5 - View from Hare Lane looking towards



houses looking south to northwest across the northern extent of the main part of the site.



ing through the southern part of the main part of the site) looking across part of the southern extent of the main part of the site.



t to south towards the site east of Hare Lane and along part of the south-eastern boundary of the main part of the site defined by mature trees.



t to east towards the site east of Hare Lane and along part of the south-eastern boundary of the main part of the site defined by mature trees.



the northern most part of the site between Hare Lane, Green Lane, and the A41 Ring Road.

Considerations & Opportunities

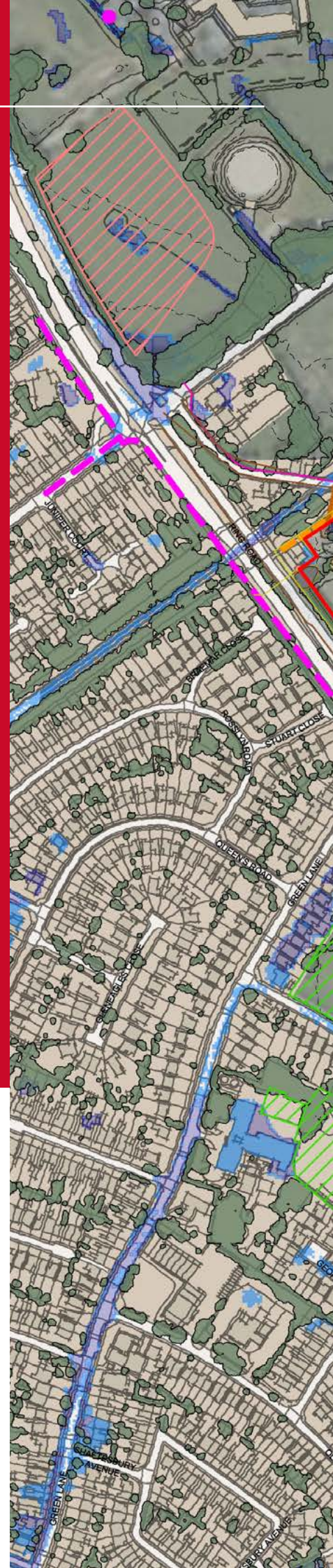
The Site has a number of opportunities and considerations which have shaped the proposed design framework. These include:






































KEY OPPORTUNITIES:

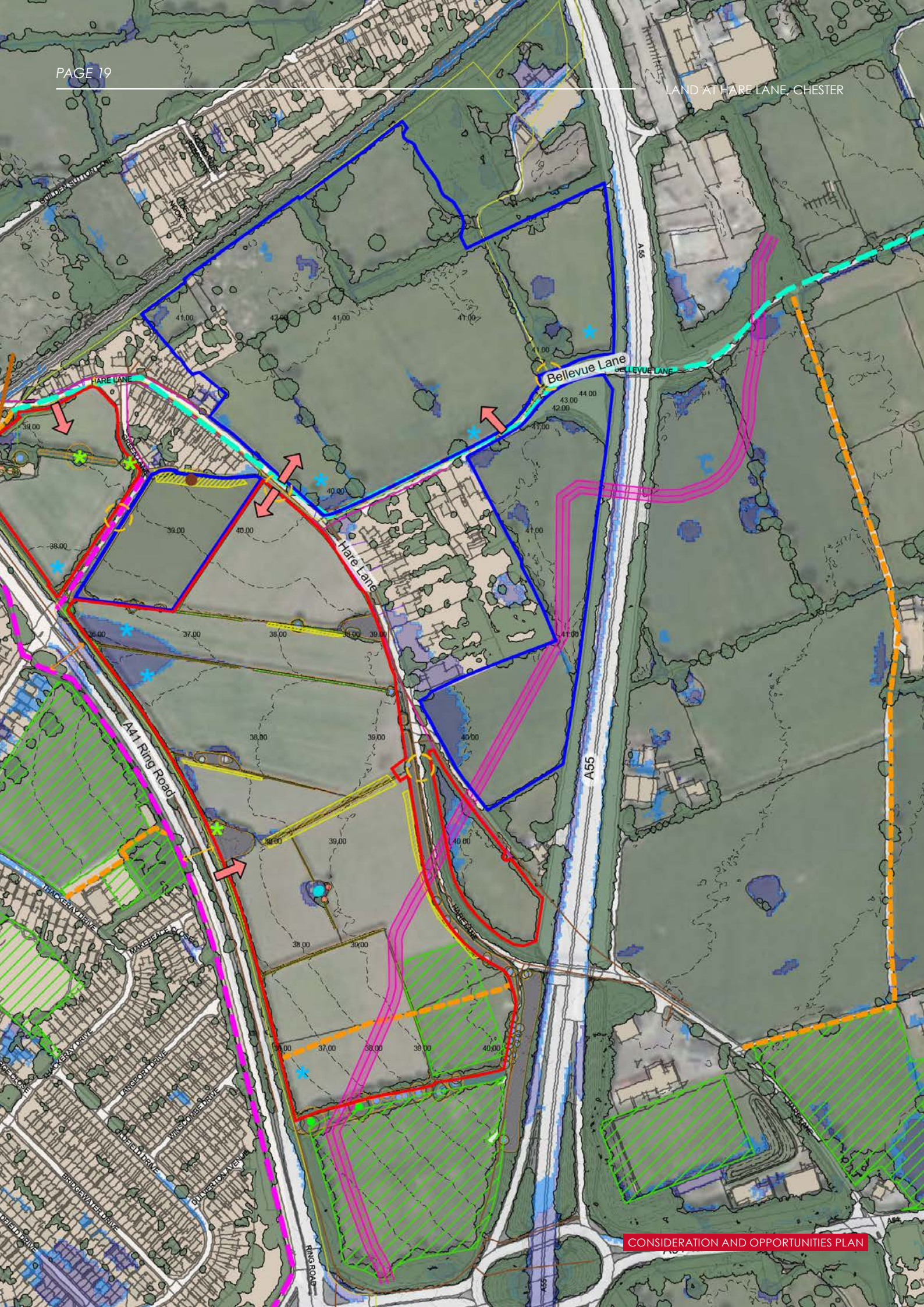
- Views towards the site from the existing residential edge of Chester and from the surrounding landscape are limited by mature hedgerow and trees along the A41 to the west, along Green Lane and along sections of Hare Lane.
- Potential development fronting Hare Lane would consider existing house frontages along this lane.
- Potential open space in the northern part of the main part of the site opposite existing houses providing access through to Hare Lane and linking to the Longster Trail long distance route along Hare Lane to the north and along Bellevue Lane to the northeast.
- Opportunities to retain boundary vegetation and field pond and incorporate into potential green buffers and open space.

KEY CONSTRAINTS:

- A gas pipeline runs northeast southwest through the southern part of the site.
- Existing residential development on Hare Lane and adjacent to the south-eastern boundary of the site (alongside the A55) has views towards the site to varying extents.



 Site Boundary - 15.99ha	 Ditch
 Potential Development - 13.35ha	 PRoW
 Existing Trees	 Longster Trail Long Distance Footpath
 Trees - Category A - High quality	 Local Cycle Route
 Trees - Category B - Moderate quality	 Uncontrolled Pedestrian Crossing
 Tree Groups - Category B - Moderate quality	 Scheduled Monument
 Trees - Category C - Low quality	 Listed Building
 Tree Groups - Category C - Low quality	 Local Open Space, Sport and Recreation
 Trees - Category U - Unsuitable for retention	 Gas Pipeline
 Root Protection Area (RPA)	 Gas
 Hedgerow	 Electrics
 Native Species Rich Hedgerow	 Telecoms
 Tree with Bat Roosting Potential	 Unidentified Utility
 Japanese Knotweed	 Extra High Voltage Overhead Line
 Field Horsetail	 Extra High Voltage Cable
 1m Contours	 Potential Vehicle Access
 Pond	 Potential Access Points to Wider Site
 Surface Water Flood Risk - Medium	 Potential Location for Drainage Attenuation
 Surface Water Flood Risk - High	



Green Belt Policy Context

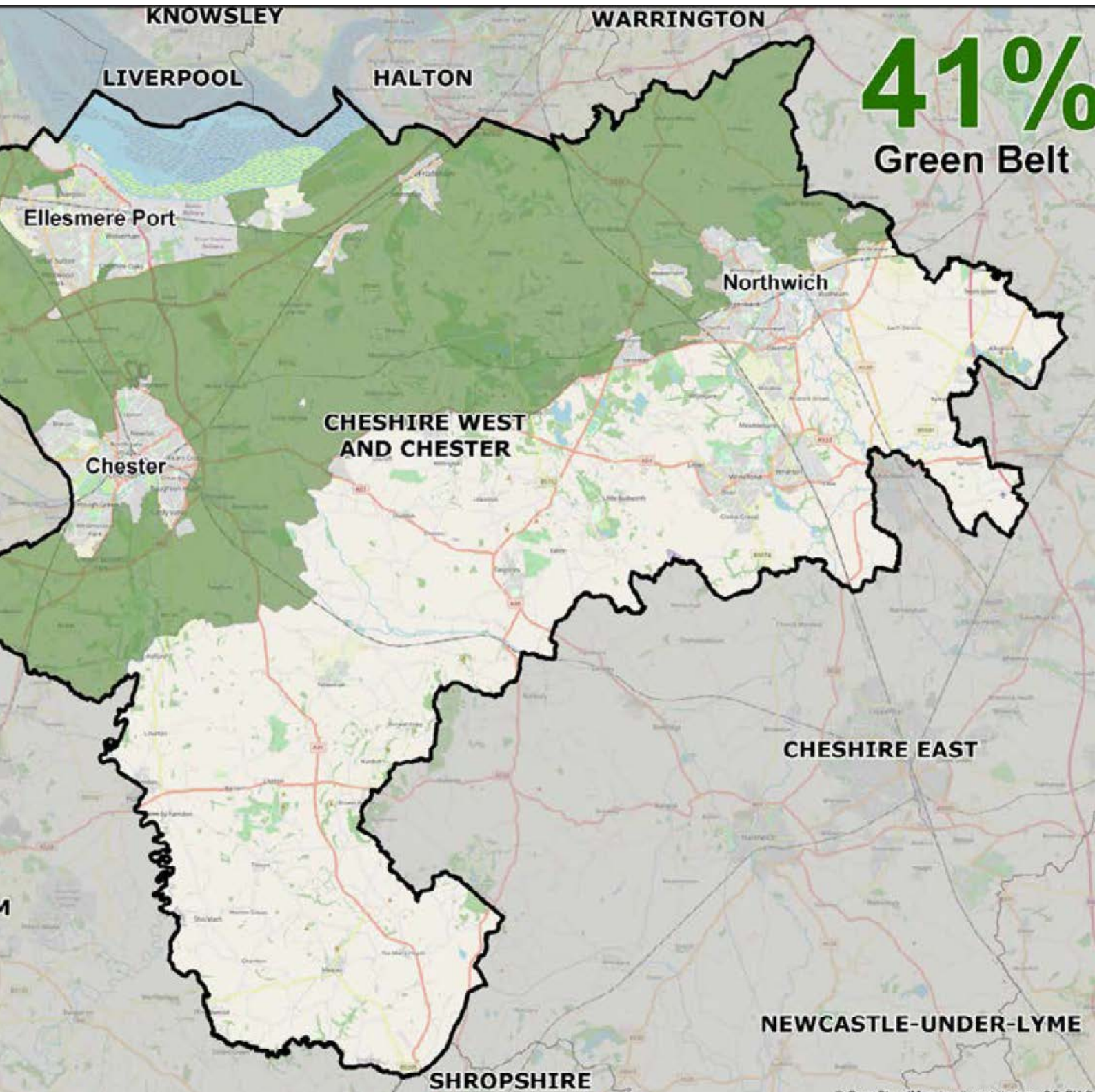
Approximately 41% of the Borough is designated Green Belt with Chester, Ellesmere Port and Northwich either enclosed or partially defined by the Green Belt. This results in the Borough being very constrained in terms of future growth outside existing settlement boundaries, particularly in the northern areas of the Borough where there is strong market demand for housing growth but significant Green Belt constraints. There will therefore be a need to release some sites from the Green Belt to meet emerging development requirements. The NPPF requires that the Council prioritises Grey Belt sites for release as part of any Green Belt review. Specifically Grey Belt land comprises 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 purposes (a), (b), or (d) in paragraph 143 of the NPPF; namely that it does not strongly contribute to the check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another; or, to preserve the setting and special character of historic towns.

The land at Hare Lane site is currently designated as Green Belt land and sits directly adjacent to the defined settlement edge of Chester. We consider that the Site comprises Grey Belt and that the release of the site for development would require the redefinition of the Green Belt boundary but this can be done in a manner that would not undermine or threaten any of the purposes of the Green Belt in Cheshire West and Chester as a whole.

As explained earlier in this document, Green Belt release in this location would logically also include wider land between the A41 and A55 located adjacent to the eastern settlement boundary of Chester. This land considered includes the site here and stretches to the south up to the Shropshire Union Canal. This land benefits from a strong defensible boundary up to the A55, representing a logical Green Belt release to the east of Chester. The Green Belt Assessment below includes land parcels in Redrow's control only; however we do note that the Site forms part of a wider Potential Growth Option CH02 identified within the emerging Issues and Options Local Plan which we support.

We have undertaken an assessment of the site against the five purposes of the Green Belt. Each purpose, as per paragraph 143 of the 2024 NPPF, is considered in turn.





Green Belt Policy Context

The development of this land parcel would form a logical extension to the eastern extent of Chester and the release of the site from the Green Belt would not represent unrestricted sprawl.

Existing residential development is located to the west of the land parcel across the A41 within the settlement boundary of Chester with the Site will connected to the existing urban edge. Providing a strong and durable boundary. The eastern boundary is bound by the A55 along its length, which also provides a strong and durable boundary from the wider countryside to the east. This is confirmed within the Cheshire West and Chester Green Belt Study (Part One).

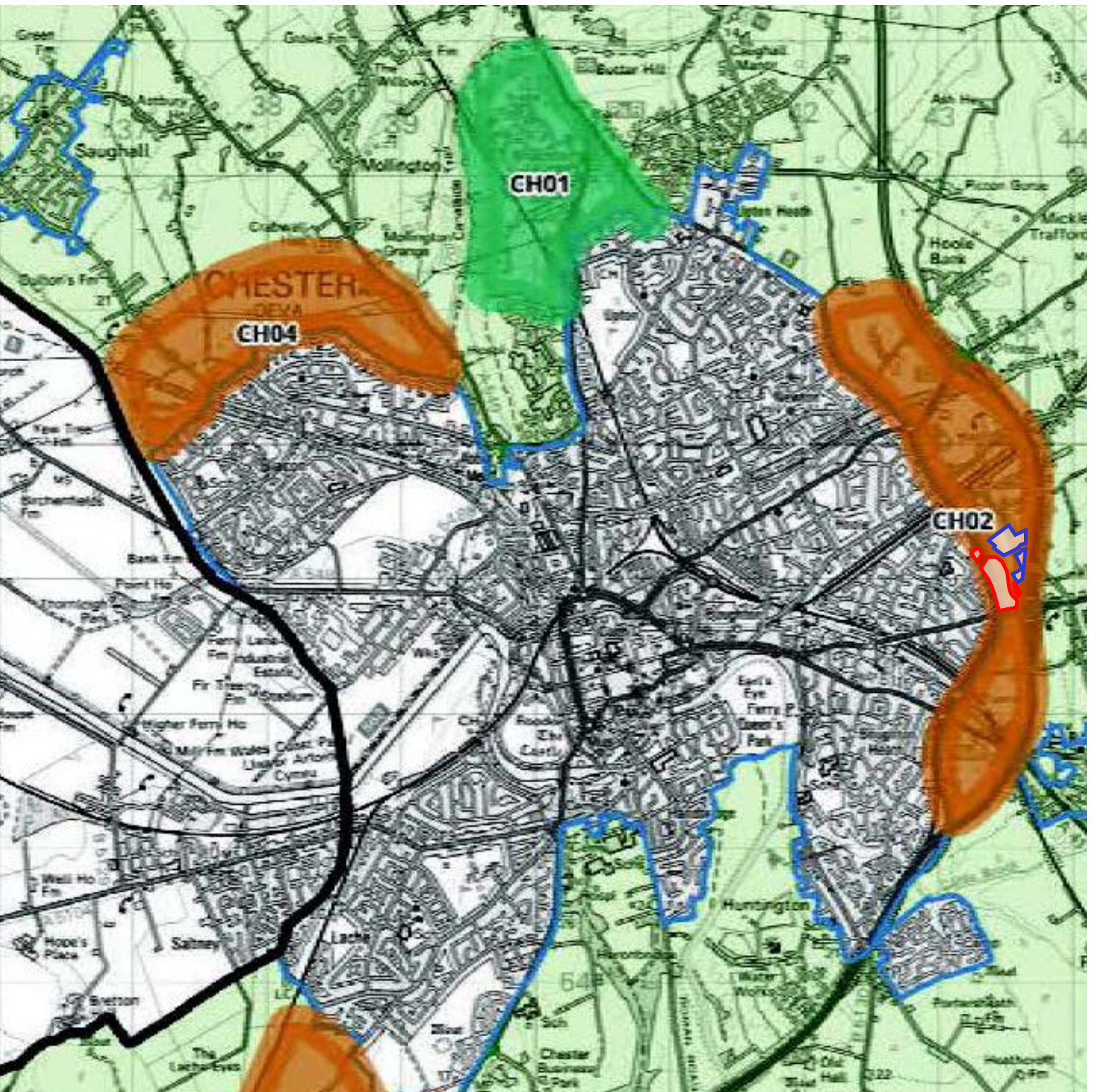
The southern land parcel is bound by the A51 Tarvin Road with the northern boundary being bound by a further railway line and linear residential development off Guilden Sutton Lane. Both features to the north and south of the land parcel provide a strong and durable boundary.

As set previously, we expect that Redrow's interests will form part of a wider planned development delivered through the Local Plan (as part of growth option CH02) whereby specific policies could be provided to ensure robust Green Belt boundaries are formed as part of a Local Plan allocation.

Furthermore, the release of this site from the Green Belt would also present the opportunity to redefine the Green Belt boundary in this area up to the A55, creating a linear extension to the settlement boundary of Chester. As per NPPF paragraph 149, when defining Green Belt boundaries Local Plans should define boundaries clearly, using physical features that are readily recognisable and likely to be permanent. The release of this land parcel from the Green Belt, with strong boundaries between the A51, A55 and railway line, provides the opportunity to achieve this requirement.

The Site does not contribute strongly to purpose a) of including land within the Green Belt.





Green Belt Policy Context

TO PREVENT NEIGHBOURING TOWNS MERGING INTO ONE ANOTHER

The site is not important in preventing any neighbouring towns merging into one another. Whilst we note the settlement boundaries of Christleton (some 200m south-east) and Guilden Sutton (650m north-east) neither settlement comprises a town. Littleton to the to the east is washed over by Green Belt and also does not comprise a town for the purposes of the Green Belt Assessment. The boundary of Eastham lies 2km to the north east and does comprise a town.

As set out earlier within this document, the Site is very well contained by significant road infrastructure (particularly the A55) which is heavily screened by tree cover which provide a robust physical and visual boundary to the Site that will prevent the possibility of these settlements merging or being perceived to be merging. The release of this site from the Green Belt would therefore not lead to any coalescence issues between Chester and any other settlements.

The Site does not contribute strongly to purpose b) of including land within the Green Belt.

TO ASSIST IN SAFEGUARDING THE COUNTRYSIDE FROM ENCROACHMENT

The land parcel extends off the existing settlement boundary of Chester to the west across the A41. Whilst the land parcel is currently undeveloped, the well vegetated A55 corridor provides strong visual containment to the east from the wider countryside and represents a clear boundary to prevent further encroachment into the countryside. There are several existing residential properties off Hare Lane, which has already led to some urban encroachment into the countryside in this location (and therefore is less sensitive in terms of landscape openness). The land parcel does not include any open space or outdoor recreational uses, with the existing sports pitches to the north of

Vicars Cross Road not proposed for development. As such, it does not make a particularly positive contribution in terms of providing access to the open countryside, which is one of the main objectives of the Green Belt. The site does not provide a strong contribution to this purpose of the Green Belt.

The Site does not contribute strongly to purpose c) of including land within the Green Belt

TO PRESERVE THE SETTING AND SPECIAL CHARACTER OF HISTORIC TOWNS

The principal reason for the Green Belt being drawn up around Chester was to protect the historic setting and character of the City. Chester is recognised as a walled, cathedral City with a high-quality historic environment. Notably, the land parcel is some distance from the central core of Chester, and is divorced from the core by virtue of a significant amount of built development and is not considered to have an impact on its character or setting.

The Site does not contribute strongly to purpose d) of including land within the Green Belt.

TO ASSIST IN URBAN REGENERATION BY ENCROACHING THE RECYCLING OF DERELICT AND OTHER URBAN LAND

National planning policy is clear that there is a brownfield first approach to development. Indeed, this is well enshrined in Green Belt policy, with NPPF making it clear that before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, Councils must demonstrate that they have fully examined all other reasonable options (including making as much use as possible of brownfield sites). That said, the Borough's emerging development requirements are substantial and Green Belt constrains growth in the northern areas of the Borough including Chester.

There will therefore be a need to release suitable sites from the Green Belt to ensure development requirements are met, and as part of a strategy which assists and sits alongside brownfield development rather than hindering it.

The Site does not contribute strongly to purpose e) of including land within the Green Belt.

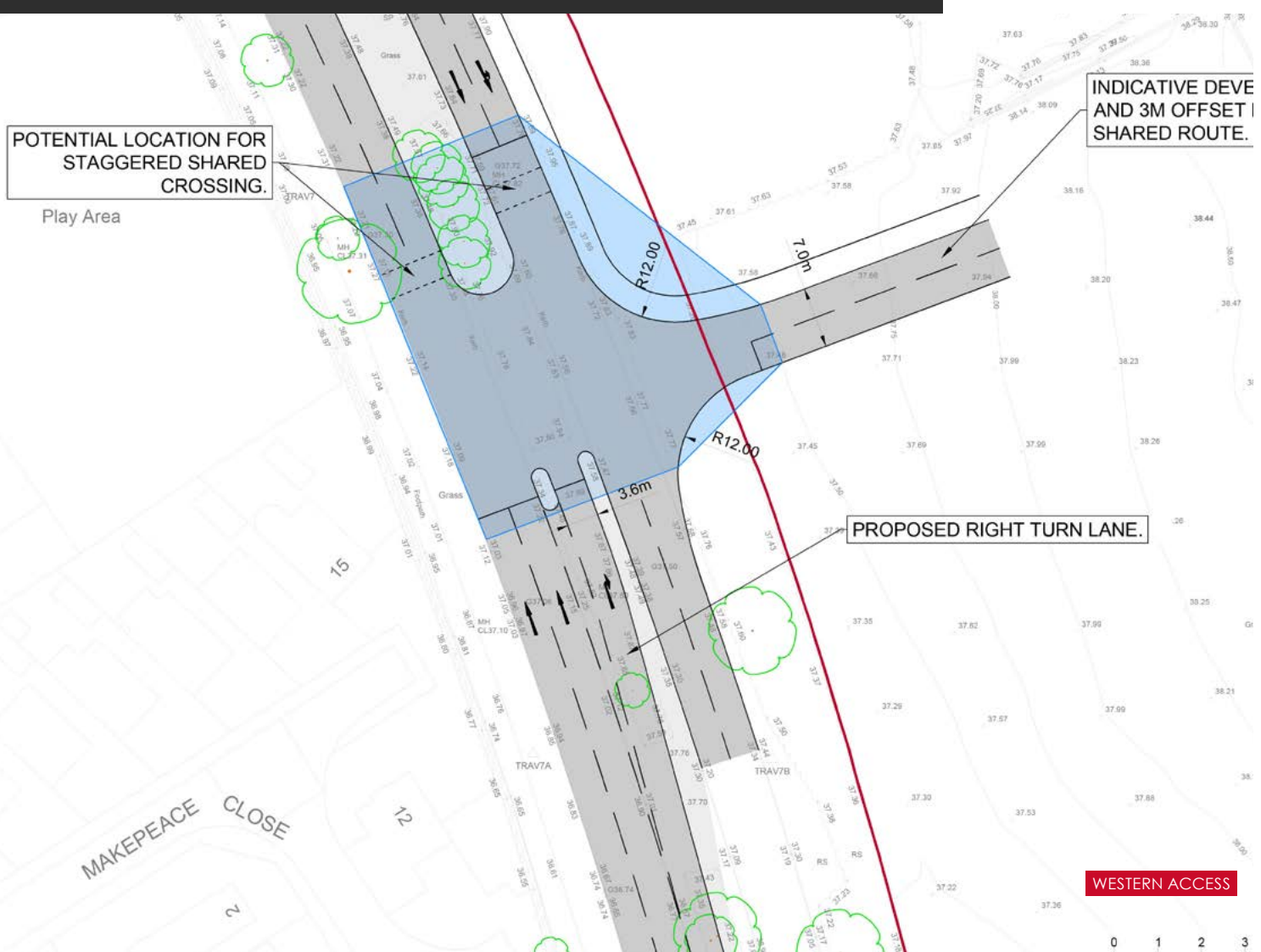
GREY BELT ASSESSMENT

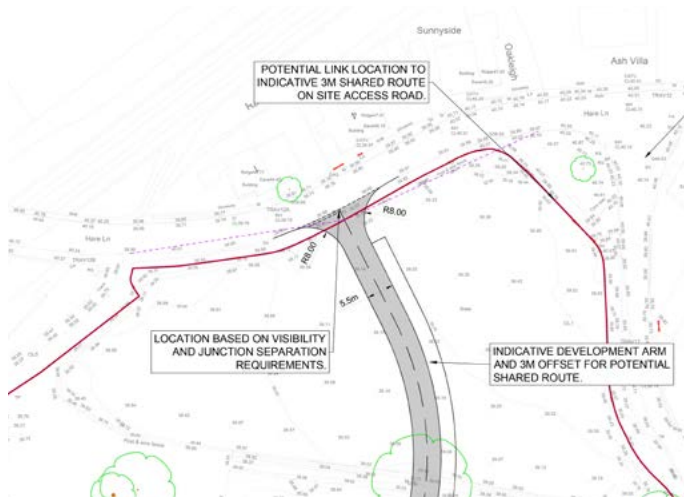
The proposed site does not contribute strongly to any of the purposes a), b) or d) set out in NPPF paragraph 143 and (and no policies within Footnote 7 would provide a strong reason for restricting development). The Site is therefore considered to comprise Grey Belt land and should be prioritised for release from the Green Belt.

Highways

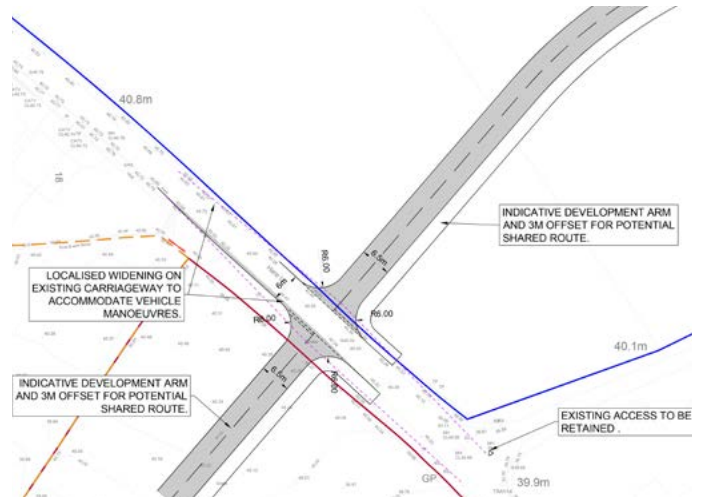
An appointed Highways Consultant (SLR) has prepared an initial Transport Appraisal for the Hare Lane site. The report concludes that feasible access options can be taken from the main site parcel off the A41 via a new traffic signal controlled junction, and off Hare Lane for the smaller northern parcel. There are also opportunities to provide additional accesses to the wider site from Hare Lane and Green Lane.

The Transport Appraisal and site access arrangements were assessed on the basis of the site delivering circa 560 dwellings, which is acceptable from a highways perspective; whilst the proposed highways solutions for the additional land (the blue line land proposed for strategic green belt release) would support delivery of up to 850 dwellings.





NORTH WESTERN PARCEL ACCESS



NORTHERN PARCEL ACCESS



SITE WIDE ACCESS OVERVIEW

Facilities and Services

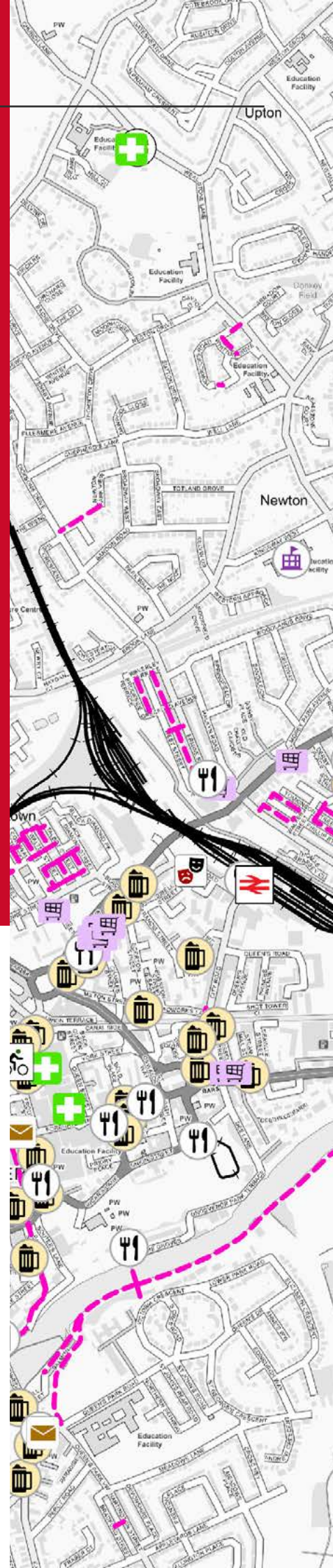
The site is a highly sustainable location for growth with various facilities and services located within walking distance

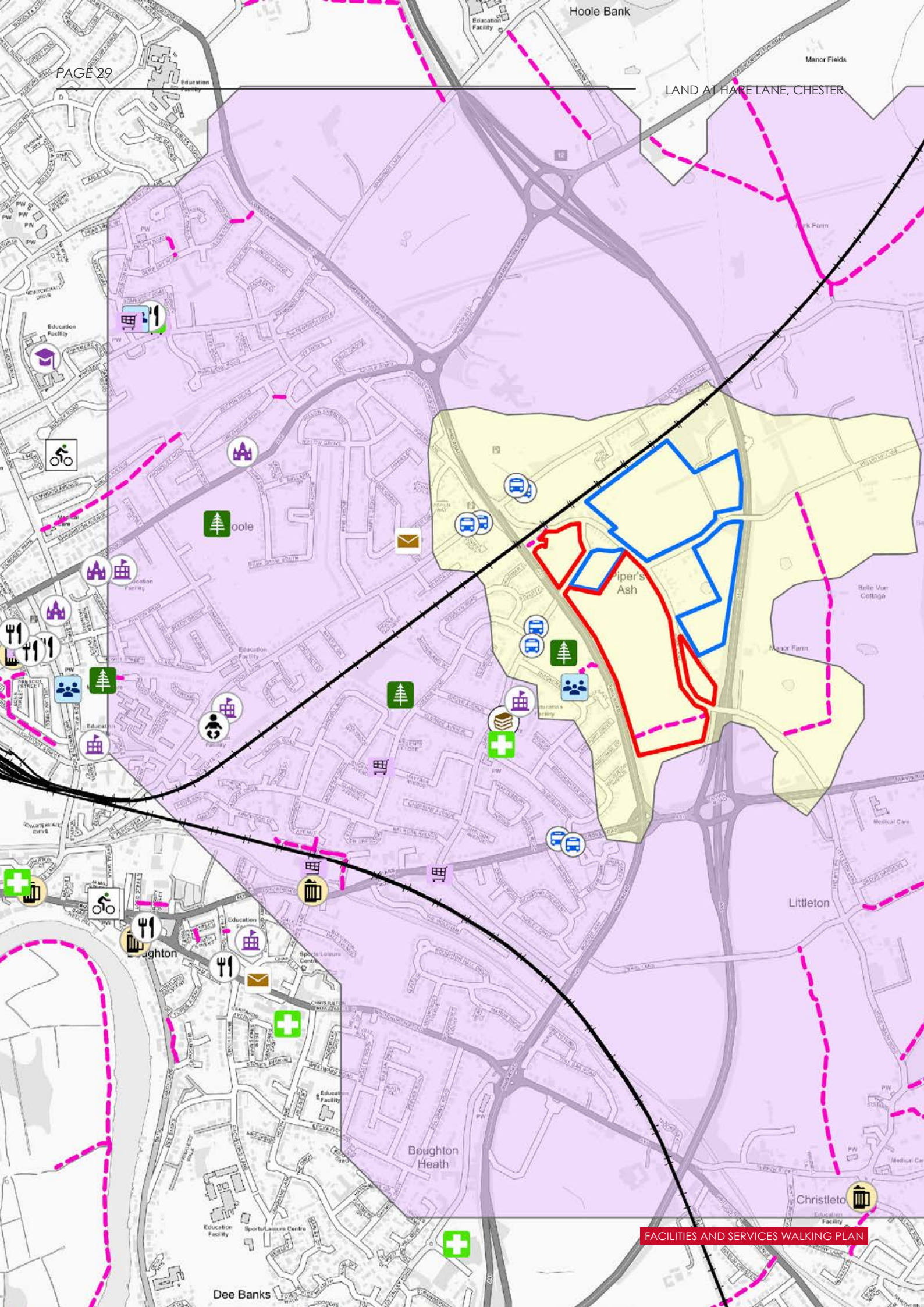
A number of bus stops are located within a 400m radius of the site, along Green Lane and Queens Road and accessible within a 5-minute walk. The number 7 service operates off Green Lane and provides direct access to Chester centre on a half hourly basis.

As shown on the Services Plan, a variety of other facilities are also located within an 800m radius of the site within the Chester residential area of Vicars Cross, including a primary school, a pharmacy, local convenience store and other shops which can be accessed by pedestrians and cyclists locate within Green Lane Local Centre.

The site is therefore entirely deliverable from a highway's perspective and benefits from a sustainable location in relation to public transport and existing facilities in Chester.

-  Redrow Controlled Land
-  Potential Development
-  Bus Stop
-  Railway Station
-  Public Right of Way
- Walking Catchment:**
-  0m - 1000m
-  1000m - 2000m
- Amenities:**
-  Cafe
-  Cycle Shop
-  Community Centre
-  Convenience Store / Supermarket
-  Health Centre
-  Library
-  Nursery
-  Park
-  Place of Worship
-  Post Office
-  Pharmacy
-  Primary School
-  Sports Centre
-  University
-  Public House
-  Theatre
-  Railway Line



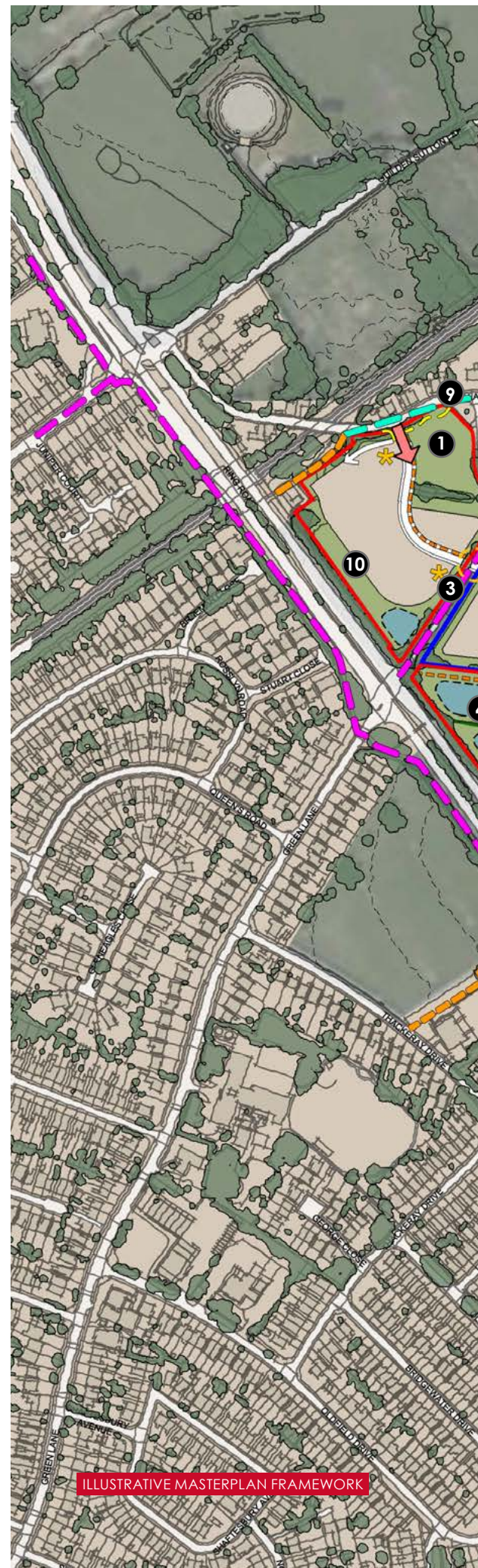


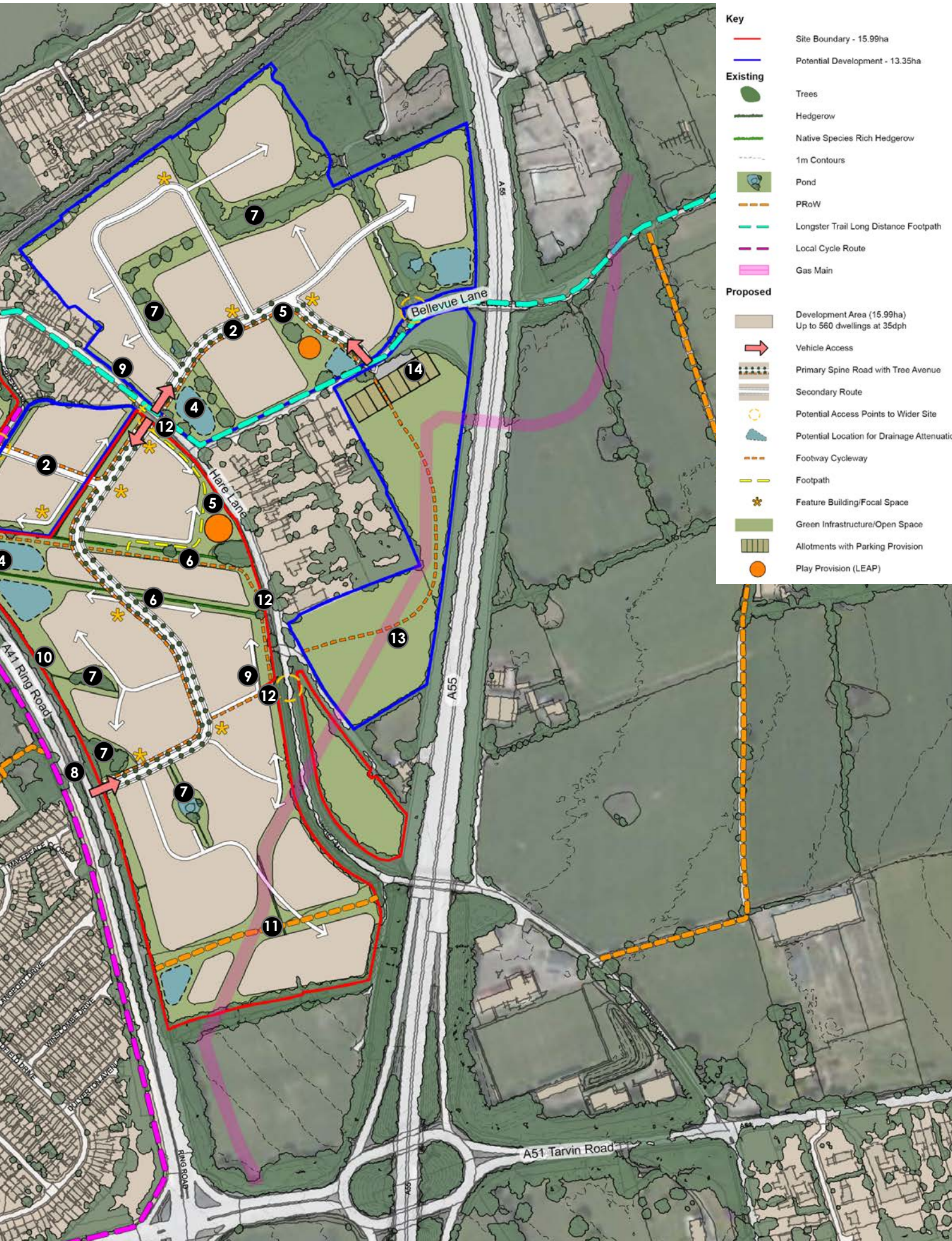
The Framework

The Illustrative design proposals have been informed by the local context of the site, its surroundings, constraints and opportunities.

The key drivers behind the design are:

- ① Village Green Open Space as buffer to existing dwelling and entrance space
- ② Spine road with grass verges, tree avenues and shared footway/cycleway provision
- ③ Cycle only to replace existing egress only on Green Lane
- ④ Drainage Attenuation located at the lowest parts of the site
- ⑤ Amenity open space and green link with play provision
- ⑥ Existing species rich hedgerow with trees and ditch retained as feature for wildlife and biodiversity
- ⑦ Existing trees, hedgerows and vegetation retained where possible and integrated with development
- ⑧ New crossing point to Hare Lane as part of proposed signalised junction access
- ⑨ Development to overlook open space and be outward facing
- ⑩ Green buffer to A41 to retain wildlife corridor and noise buffer
- ⑪ Development set back from PRow with naturalistic open space
- ⑫ Pedestrian Connection to Long distance route and footpath through Pipers Ash
- ⑬ Area for Biodiversity Net Gain and habitat enhancement
- ⑭ Area for Allotments





- Key**
- Site Boundary - 15.99ha
 - Potential Development - 13.35ha
 - Existing**
 - Trees
 - Hedgerow
 - Native Species Rich Hedgerow
 - 1m Contours
 - Pond
 - - - PRoW
 - - - Longster Trail Long Distance Footpath
 - - - Local Cycle Route
 - Gas Main
 - Proposed**
 - Development Area (15.99ha)
Up to 560 dwellings at 35dph
 - ➔ Vehicle Access
 - - - Primary Spine Road with Tree Avenue
 - - - Secondary Route
 - Potential Access Points to Wider Site
 - Potential Location for Drainage Attenuation
 - - - Footway Cycleway
 - Footpath
 - ★ Feature Building/Focal Space
 - Green Infrastructure/Open Space
 - Allotments with Parking Provision
 - Play Provision (LEAP)

Economic Benefits

The development of Hare Lane will support the local labour market and generate the following specific benefits:

Construction-related employment: The proposed development could support an estimated 147 jobs per annum during the construction over the estimated 6-year build programme. This includes direct jobs on site, as well as employment supported in the wider economy via supply chain impacts.

Contribution of construction phase to economic output: The proposed development could generate an additional £92million of gross value added over the 6-year construction period.

Growing labour force: Approximately 620 economically active and employed residents are estimated to live in the new dwellings once the site is fully built and occupied. These residents, along with those who are not economically active, will be spending money in the local economy, as outlined in the next finding.

First occupation expenditure: The proposed development will generate an estimated £3.4million first occupation expenditure, within the first 18-months whilst residents make their house 'feel like home'.

Household spend: Once fully built and occupied, the households are estimated to generate expenditure in the region of £14.8million per annum.

Increased Council Tax income: The proposed development could also generate in the region of £1.2million per annum in Council Tax revenue, once fully developed and occupied.

The development of Chester Road would help to deliver significant benefits to the local economy. Notably, the development of up to 560 dwellings on site would secure a number of economic benefits including job creation, tax revenues to the Council and increased expenditure in the local economy.

Housing supply can also play a key role in the flexibility of the local labour market, which is an important component in local economic competitiveness and maintaining a dynamic economy. A shortage of housing or lack of affordability can act as a barrier to people accessing employment opportunities or result in long distance commuting and associated sustainability impacts.

Assuming the currently adopted Local Plan requirement to provide 30% affordable housing, this scheme will deliver 168 affordable dwellings.

Land at Hare Lane, Chester

Construction of up to 560 dwellings

Construction Benefits

£102.4million

Estimated construction

investment over 6-year

build programme



Operational Benefits



620

Economically active and employed residents

30

Full-time equivalent jobs

supported in the economy

147

Direct construction roles and indirect/induced jobs supported during build phase

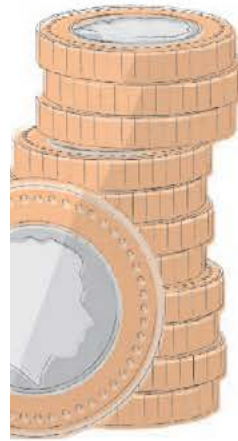


£92million GVA

Economic output contribution from jobs supported by activities at the site over the 6-year build programme

62%

Of employed residents estimated to be working in higher value/higher income occupations



20

Economically active and employed residents estimated to live in the new housing

£3.4million

Estimated first occupation expenditure. (Spending to make a house feel like a 'home')



£14.8million

Total annual household expenditure

£6.6million

Of spend on food & drink, leisure, clothes, household goods etc

£1.2million

Estimated annual increase in Council Tax revenue



Summary

Redrow is committed to promoting this site through a New Local Plan for Cheshire West & Chester for a high-quality development scheme capable of delivering in the region of 560 residential dwellings (including affordable homes) at Hare Lane, Chester.

Due to the Council's housing needs and the fact that large swathes of the northern areas of the Borough are constrained by Green Belt, there is a need to reconsider Green Belt boundaries to ensure the housing needs of the Borough are met in a sustainable manner. The site and wider land parcel to the east of Chester is considered to comprise a Grey Belt Site which is suitable for development now and for allocation within the Local Plan (individually or as part of a wider growth option – CH02). The Site does not make a significant contribution to the principal purposes and objectives of Green Belt and should be released from the Green Belt in a planned manner through the emerging Local Plan. For that reason, it can be delivered in a manner that will utilise existing strong boundaries including the A41 and A55, and sufficient land is available to ensure that a robust landscape boundary and open space can be created if required.

It is a sustainable site that is directly adjacent to the existing settlement boundary of Chester. There are a range of services available in the settlement within walking distance of the site, alongside public transport connections to the wider area.

The site is also unconstrained in terms of the natural, historic and physical environment and is therefore evidently suitable, available and deliverable.





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