



04: Parameters



Figure 04.01: Parameters Masterplan

PARAMETERS

- 4.1
- Now that the structure has evolved through the process described previously a meaningful parameters masterplan has developed, as illustrated in Figure 04:01 opposite, which explores the connections, spatial relationships and potential uses of the site. Due to the response to the site and local context the concept is instantly strong, dynamic and mature, thus grounded.
- 4.2
- Whilst we are only applying in outline for residential development a parameters masterplan has been developed for the site that is the subject of this application to ensure a cohesive and well connected neighbourhood is created as part of the wider settlement.

Green & Blue Infrastructure

- 4.3
- The green infrastructure network as illustrated in the masterplan creates a green mesh which overlays the development parcels and retains the particular character related to the area and specifically existing site features such as the trees and hedges. This includes the ability of the vegetation to soften and provide a buffer and separation for the heritage assets and create a setting for the development. The green infrastructure covers some 3.22 hectares/27% of the whole site area and can accommodate play areas, informal kickabout areas and new ecological habitats. The green infrastructure network will ensure the retention of the majority of the existing vegetation.
- 4.4
- Set within the green infrastructure network will be the Sustainable Drainage System (SuDS). Consisting of new ponds, swales and water meadow style inundation zones which will have the capacity to hold and safely disperse storm water collected from the site. Wildlife habitats and corridors will be an integral element of the green infrastructure network.

Scale & Mass

- 4.5
- The character of the neighbourhood that is to be created lends itself principally to 2 storey development, based on the local context and designed to reflect the human scale of built form found in the surrounding neighbourhoods.
- 4.6
- Up to 2.5 storey elements will only be used as header buildings in squares and at junctions and/or within gateway locations to create announcements of arrival.

Quantum & Mix of Uses

- 4.7
- The location of this site for residential use is sustainably located on the edge of Cheadle, within easy reach of local facilities by walking, cycling, bus or motor vehicle.
- 4.8
- The wider site is 8.70 hectares in total and will include a balanced mix of residential development and green infrastructure. It is proposed that the homes will be set within a strong open space network as illustrated in Figure 04:01.
- 4.9
- The density of housing adjoining Froghall Road and Hammersley Hayes Road is intended to be similar to the existing density located to the south and west, thus ensuring the development integrates with the existing suburban neighbourhood. It is intended that those densities drop to the eastern and northern fringes in parcels 1a, 2d and 3 to create a more sub-urban/rural fringe edge.
- 4.10
- The site can comfortably accommodate up to 228 homes which equates to a gross density of 26 homes/ha. The development parcel takes up 5.48 hectares/73% of the site area.

Gateways & Nodes

- 4.11
- A series of gateways and focal points/nodes have been identified within the site. These are either in primary gateway locations, announcing arrival into the site or within the heart of the site using existing features or creating focal features and reference points within the development.
- 4.12
- The internal nodes are focussed on creating areas of public realm in the form of shared surface spaces or utilising landscape elements, in this case the existing hedgerow and extending the play area and small park fronting Hammersley Hayes Road which will both form part of the wider public open space network.

Sympathetic Boundaries & Treatments

- 4.13
- The development will be outward facing and respect existing residential areas and overlook the public right of way, retaining landscape features such as the native hedgerows and trees thus preserving the character and setting of the area.

The Emerging Movement Hierarchy

- 4.14
- Overlaying the green infrastructure network and mix of uses is a finer grain network of movement routes including avenues, streets, lanes, shared drives and footpath/cycleways, adding to the proposals permeability as illustrated in Figure 02.01.
- 4.15
- The primary element is the avenue which would act as the main route into and through the site. This route provides an unfolding story to the site as one travels along its sweeping length.
- 4.16
- The housing on the avenue should provide a clearly defined street frontage based around 2 storey residential units with some 2.5 storey landmark elements.
- 4.17
- Amenity footpath/cycleways run throughout the green infrastructure network and provide connections between development parcels and out to the surrounding neighbourhoods and wider footpath network.
- 4.18
- Running from the avenue would be a series of streets and lanes which form the vehicle network, based around traditional streets and lanes, fronted and enclosed by 2 storey properties with landmarks created by 2.5 storey properties at corners and as header buildings.
- 4.19
- Areas of public realm in the form of shared space squares and mews will be created at key junctions and points in the layout.
- 4.20
- The final element in the hierarchy is the shared drive which provides access to the homes on the perimeter of the development parcels overlooking the green spaces. The drives take the form of simple shared space lanes proving access to a small number of homes.
- 4.21
- These lanes form part of the interface between the homes and green spaces and shall be integrated into the layout with careful soft landscape treatments.





05: Illustrative Masterplan



Figure 05.01: Illustrative Masterplan/Indicative Layout

ILLUSTRATIVE MASTERPLAN

Introduction

- 5.1
- The Illustrative Masterplan/Indicative Layout in Figure 05.01 opposite builds on the framework set by the Parameters Masterplan, described previously, adding a further level of detail in terms of house types, plot sizes, car parking, street widths and landscape strategy. It is supported by a number of additional plans which have been submitted as part of this outline planning application and is described in the following narrative and design principles over page.
- 5.2
- As an outline application the layout demonstrates the soundness of the parameters adopted and illustrates an appropriate scale and density of development for the site, taking into account the constraints outlined previously.

Character

- 5.3
- Rather than creating character areas on the site the character has been defined by the nature of the street hierarchy. Therefore each street character will be differentiated in terms of street widths, surface materials, enclosure, density of homes, landscape treatments, planting species and boundary details.
- 5.4
- This approach to character will create a unique development and aid in the sites legibility.

Layout

- 5.5
- An urban block structure is proposed with houses facing onto the street providing natural surveillance and active frontages. In this arrangement, private gardens are located to the rear providing security, privacy, and good separation between units. It also avoids the front of properties overlooking the rear of buildings.
- 5.6
- The blocks are large enough to accommodate good sized rear gardens which provide opportunities for property extensions, alteration and conservatories. Around the edges, properties front onto the open spaces and rural fringe offering passive surveillance and a positive interface with the amenity spaces and wider rural landscape.
- 5.7
- A green corridor is shown through the centre of the site following an existing hedge line. This allows views through the site, strengthening the visual and physical connection with the wider countryside. It also enhances on-site biodiversity by creating a safe corridor for the movement of wildlife and provides visual relief to the built form, helping to reduce the perceived scale and density of the development.
- 5.8
- Any potential for unacceptable overlooking or overshadowing has been minimised with good standards of amenity provided for future occupants. The configuration and size of development blocks has been designed to enable minimum back to back distances of 22m to be achieved if not exceeded. Front to front distances exceed 22m generally and where greater enclosure is needed or a pinch point is desirable buildings may step forward to a minimum separation distance of 12 metres.
- 5.9
- The layout enables units towards the northern and eastern boundaries to be orientated towards the open countryside, maximising views and presenting a positive finished edge to Cheadle from these directions.
- 5.10
- The layout proposes a setback of a minimum of 15 metres between Froghall Road and the first row of properties. This allows for a buffer of open space to be introduced along the road frontage, providing a green edge to the road retaining much of the existing hedgerow and retaining that character trait.

- 5.11
- As illustrated in the layout the block form starts off with a more formalised grid to the west which then softens and becomes more organic responding to the existing site features further to the north and east.

Use and Quantum

- 5.12
- The application boundary covers an area of 8.70 hectares, with 5.48hectares (net) or 73% of the site will be developed for residential use and includes 225 residential dwellings with associated access, servicing and green infrastructure.
- 5.13
- The proposed homes will include a mix of 2 to 5 bed properties all of which will meet Nationally Described Space Standards and include bungalows to provide accessible homes meeting local need.
- 5.14
- With the remainder being used as part of the Green Infrastructure network covering 3.22 hectares or 27% of the site which will include a variety of functions such as:
 - Public Open Space,
 - Play Areas,
 - Retained and new native trees and hedgerows,
 - Retained and new wetland habitats,
 - Retained and new meadow habitats,
 - Orchards, and
 - A sustainable urban drainage network.

Access

- 5.15
- As illustrated in the illustrative layout in Figure 05.01 and the street and public realm hierarchy in Figure 05.02 over page the street and public realm layout creates a strong and permeable neighbourhood.
- 5.16
- This encourages residents and visitor to walk and cycle through and around the development and on out to the surrounding neighbourhoods and countryside, in line with the needs and requirements that have emerged during the current pandemic.
- 5.17
- Vehicles are accommodated in the layout with parking designed to be integral to the streetscape whilst not overwhelming. Various parking solutions have been applied to ensure a high quality streetscape is created.
- 5.18
- Vehicle speeds are kept low through the use of shared spaces and road geometry thus removing the need for artificial speed bumps etc.
- 5.19
- The proposed street hierarchy is clear and logical comprising a series of inter-connected avenues, streets, lanes and shared drives. The arrangement of streets and other routes within the site is designed to ensure good connectivity with the surrounding street network, provide logical and efficient routes through the development and ensure a layout which is clear and legible.
- 5.20
- The street pattern creates an organic grid pattern with gently curving streets and lanes providing access to the internal blocks. The organic nature of the routes reflects the topography and character of the site.
- 5.21
- This organic form can clearly be seen in Figure 05.02. The hierarchy is set out in general terms below and in more detail over the following pages.



Figure 05.02: Street Hierarchy