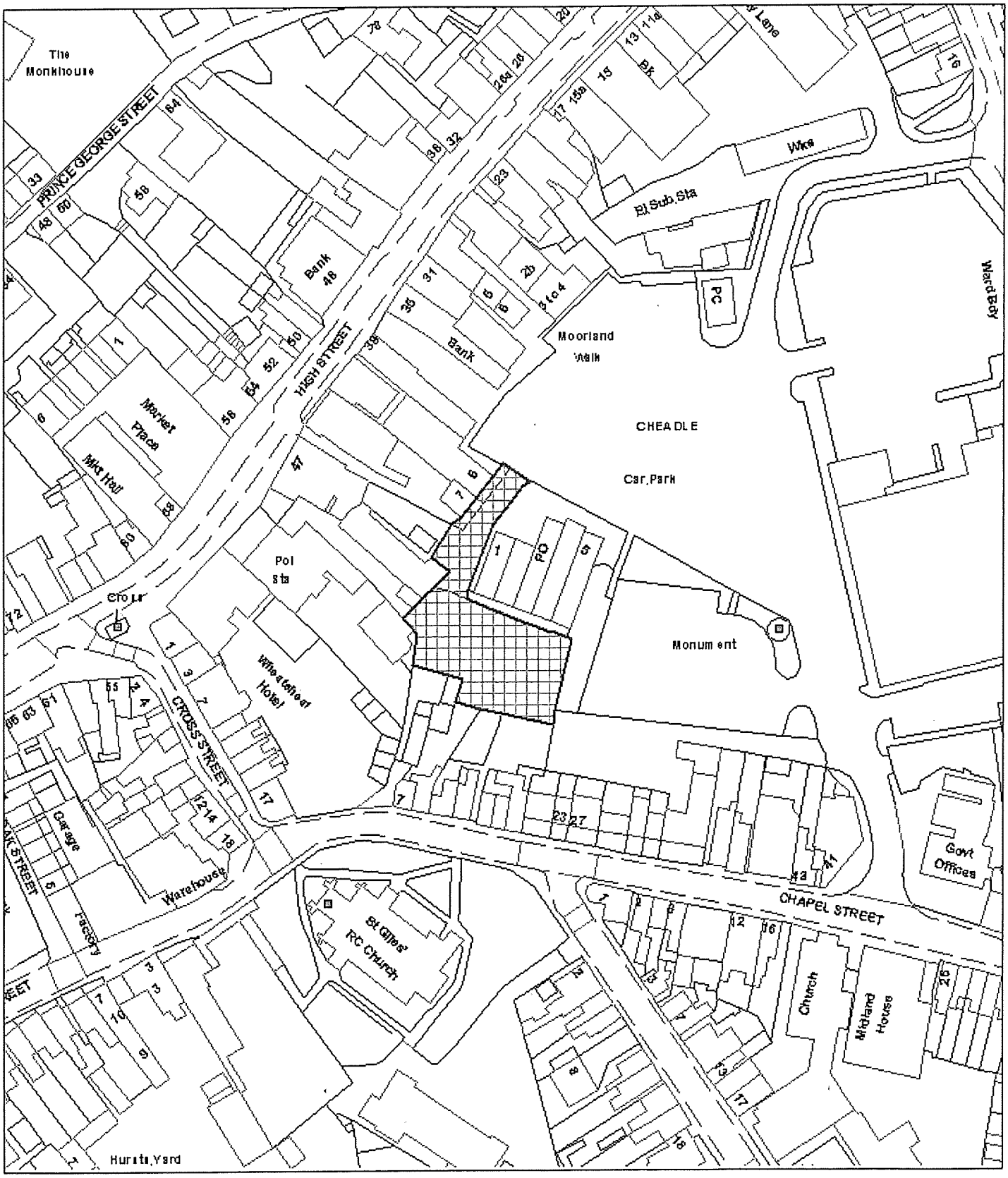
Reference:	08/01903/FUL Cheadle



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Organisation	Not Set
Department	Not Set
Description	

Proposed Development on Land to the South of the Cheadle TownCentre Car Park,
Cheadle, Staffs Moorlands, ST10 1UT.

Design and Access Statement.

Assessment :-

The site is a brownfield site situated in the centre of Cheadle, sandwiched between the backs of properties in Chapel Street, High Street and the more recent Cheadle Shopping Centre development. Originally forming part of the back garden/yard to No.15 Chapel Street the site was cleared some years ago and has since lain derelict.

Access to the site is via the Town Centre car park for which the Applicant has legal crossing rights. The entry point into the site is at it's North West corner.

The existing buildings surrounding, and/or visible from the site are a mixture of Georgian, Victorian and the more recent development. Directly to the North and sharing the boundary is the rather uninspiring flat roofed rear section of part of the shopping centre built during the mid 1980's. To the South are the rear back gardens/yards of mainly Victorian terraced properties in Chapel Street. To the West the most prominent feature in the foreground is the rear of the Georgian Wheatsheaf Hotel with other Georgian buildings in the background. Directly to the East is further car parking.

Involvement :-

As far as the Applicant is aware there were no objections in principle, or detrimental comments, to a previous application from the local or wider community.

Evaluation :-

The proposal would occupy a prominent site, currently derelict, hitherto a back garden or yard area belonging to an existing Victorian or earlier property.

The site is within the Conservation area where the general picture is one of varying building shapes and roof heights . The proposal would contribute to the scene in general by virtue of a design which fully respects and harmonises with its' the immediate surroundings.

Design :

The bulk, mass, scale and detailing of the proposed development will respect and harmonise with the varying architectural periods of nearby existing buildings. Although the proposal would be one single block, the centre section will be staggered to achieve a vertical break in two places, both front and back. Both ends of the building will be gable-on front and rear, with the roof of the centre section running at right angles to the ends. The ridges of all three roof sections will be of different height and the ridge of the centre section offset to produce a lower eaves line at the rear, in sympathy with the scale of the nearest buildings in Chapel Street.. The introduction of dormers and

chimneys will add further interest and relate to nearby historical buildings. The front elevation is further broken up with narrow projecting gables accommodating access stairs to the first floor units and ground level bin stores to both ground and first floor flats. Attic windows introduced to the rear gables will achieve a visual illusion of reducing the ridge height.

Windows will be traditional painted timber casements set back into their brickwork reveals, with flush stone heads and projecting cills. Eaves and verges will be simple two course traditional corbelling and balcony guarding simple black iron railings.

The majority of the surrounding existing building are red brick with either plain clay tiles or slate roofs. The proposal will match the existing as closely as possible.

Walkway areas within the site will be paved, access, parking and vehicular circulation tarmac.

Soft landscaped areas will be grassed with tree and shrub planting.

Amount and Layout :

The proposal is for six two bedroom flats together with integral bin stores, parking, circulation and landscaped amenity space.

The layout is 3 units at ground and first floor levels totalling six.

Access :

The Applicant has legal rights to cross the public car park to access the site. The access point in the north east corner of the site is wide enough for general vehicular access and for service and emergency vehicles.

Bearing in mind the highly sustainable location of the site car parking is thought to be adequate, with one space per unit,

It is noted that the Local Highways Authority has already indicated that it is unlikely to object.

The design layouts, paved areas, dropped kerbs, stairs and interior layout of the flats will of course conform to Part M of the Building Regulations as the site location is particularly suited to the needs of the elderly or less able.

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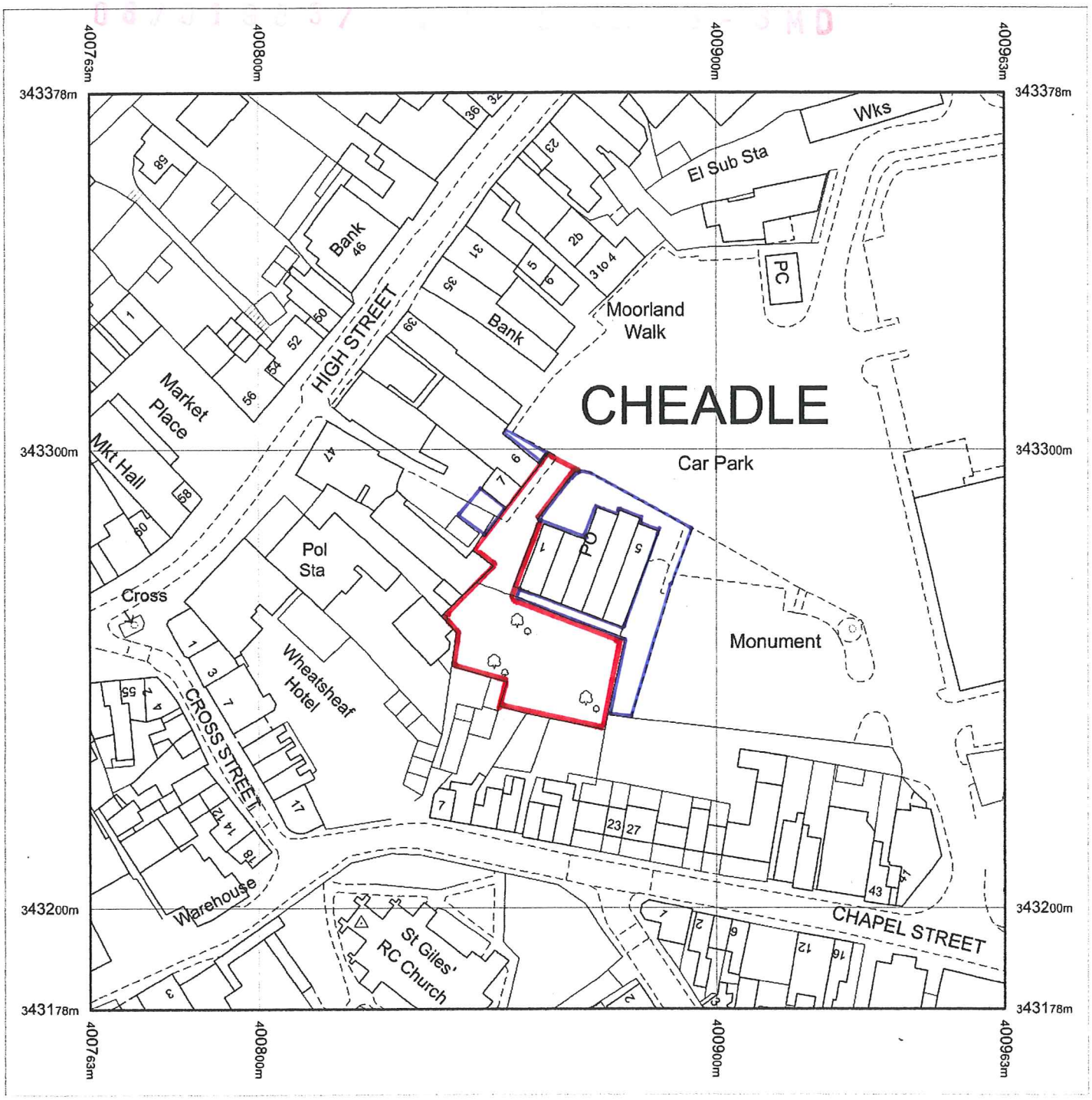

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