

CHRIS RALPHS | ARCHITECTS

Job Ref:

24018

Site Address:

Land Adjacent to Hillcrest 83 Town End, Cheadle, ST10 1PG

Client:

Mr John Worrall

Proposed Works:

Outline planning (with all matters reserved) for 'Self Build Residential development'

Prepared By:

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Date of First Issue:

15th May 2024

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1.0 Introduction

Chris Ralphs Architects have been appointed to provide Architect services for the development of Land Adjacent to Hillcrest 83 Town End, Cheadle, ST10 1PG

This planning support statement should be read in conjunction with the submitted plan drawings, application forms that all form the outline planning application.

This statement outlines the details of the scheme and the reasons why the application should be granted outline planning consent with any associated required conditions.

2.0 Context, Site and Surroundings.

The application site is located adjacent to Hillcrest, No. 83 Town End, Cheadle, ST10 1PG which is approximately 0.3 miles to Cheadle town centre to the west of the site.

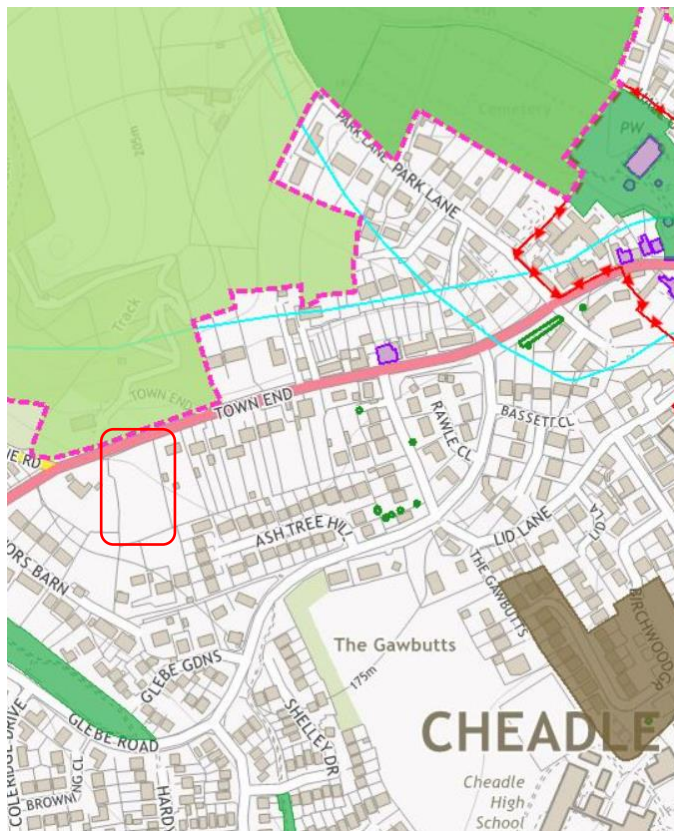
Cheadle town centre has a niche role as a market town local centre; providing convenience goods, services and local comparison shopping. The town is seen as the District's secondary shopping centre, complementing rather than competing with Leek.

The Town Centre is an important provider of local services but with a good range of leisure and community facilities including swimming baths, spacious gym and sports hall.

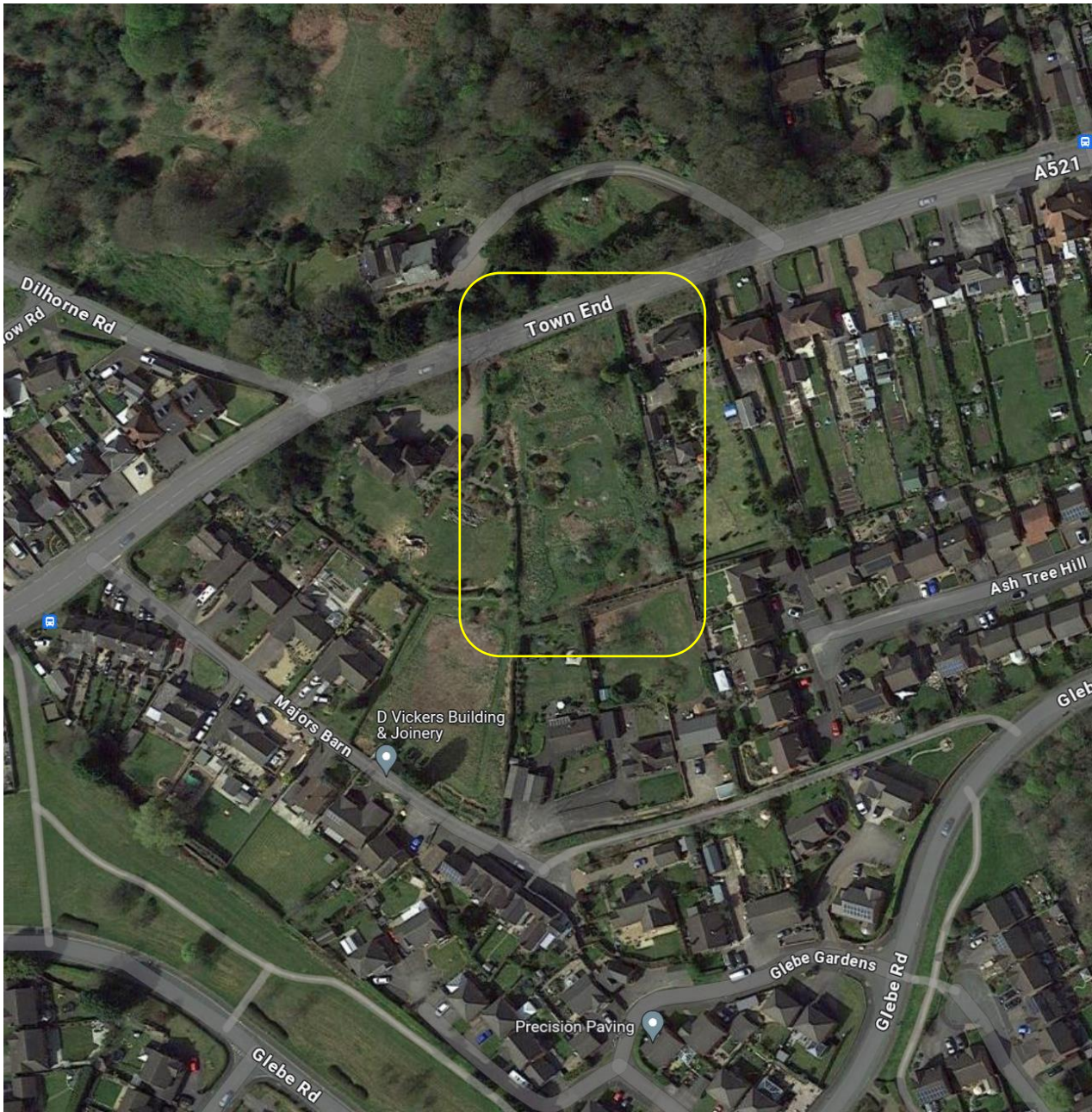
Vehicular and pedestrian access from the site to the town center is served via Town End (A521) approximately 0.3 miles away and also covered by the local bus service.

The application site is previous garden land to no. 83 and also a former tennis court and kitchen garden to no. 83 which has since been split by title under land registry reference SF627107. The site measures approximately 3465 square meters and is grass cut maintained.

The site is predominantly rectangular in shape, Town End (A521) to the north of the site, No. 83 to the West, No 71 to the East and garden land to the South.



Site location within development boundary



Site location marked yellow.

3.0 The Proposed Development

The application is for the consideration of outline planning permission with all matters reserved for the residential development on the land as outlined in the associated planning drawings.

The scheme comprises of 4 detached dwellings clustered around a cul de sac road with a hammerhead turning point to the south of the site. The proposals are for self build plots with applicant proposing to retain one plot for his own self build project.

The layout of the dwellings (although to be considered at reserved matters stage) are all in accordance with space around dwellings supplementary planning policy guidance providing a min 14m from principal windows to flank walls and 21m between principal windows.

Proposed garden space exceeds the required 65 sqm and min 11m in length. Distances to boundaries all exceed policy guidelines.

Each 4 bedroom dwelling exceeds the parking space standards of the local planning policy where 3 spaces are typically required. Additional spaces therefore provide any necessary parking for visitors to the dwellings.

Large swathes of the site are dedicated to creating additional biodiversity to the site to mitigate any existing loss caused by virtue of the development.

4.0 Local and National Planning Policy

The site is located within the development boundary SS2 of Cheadle as identified in the adopted local plan 2020. The site is not in greenbelt land and is not located in open countryside.

The policies relevant to this application are:

Local Plan (adopted 9th September 2020)

SS1 Development Principles
SS2 Settlement Hierarchy
H1 New Housing Development
DC1 Design Considerations
NE1 Biodiversity and Geological Resources
NE2 Trees, Woodland and Hedgerows
T1 Development and Sustainable Transport

National Planning Policy Framework December 2023

Paragraph(s) 1 – 14; Section(s) 4 – Decision making;
5 - Delivering a sufficient supply of homes;
8 - Promoting healthy and safe communities;
9 - Promoting sustainable transport;
11 - Making effective use of land;
12 - Achieving well designed and beautiful places;
15 - Conserving and enhancing the natural environment;
16 - Conserving and enhancing the historic environment.

Adopted Supplementary Planning Documents/Guidance (SPD/G):

Space About Dwellings SPG
Design Principles SPG
Design Guide SPD adopted 21st February 2018

Local Plan Supporting Evidence Documents:

Landscape and Settlement Character Assessment (2008)

5.0 Coal Mining Risk Assessment

The site has been identified as being in a high-risk coal mining area and as such, a coal mining risk assessment has been prepared and accompanies this application. This report identifies that the proposed development site has been subject to past coal mining activity that could affect the development.

Subject to the undertaking of appropriate site investigations and any potential necessary remedial measures, the report outlines that the site may be made safe and stable for future development and the risk to the development reduced to low.

Any particular implications for the layout of the proposed development from any recorded coal mining legacy issues present within the site are outlined in the report.

As part of future ground investigation surveys, a detailed Gas Risk Assessment will be conducted and appropriate measures included within the detailed design of the dwellings.

6.0 Highway Safety

The application site is accessed via Town End which although is an 'A' road, has a 30 mph speed limit for residential areas. A visibility splay of 43m is indicated on the proposed site plan to prove this can be achieved in accordance with highways legislation.

The proposed site plan indicates that vehicles can enter the site, turn around, and exit the site in forward gear to prevent any unnecessary reversing back onto a highway.

Each dwelling exceeds the policy guidelines of providing a minimum of 3 parking spaces for a 4 bedroom dwelling and thus visitor parking provision is also achievable.

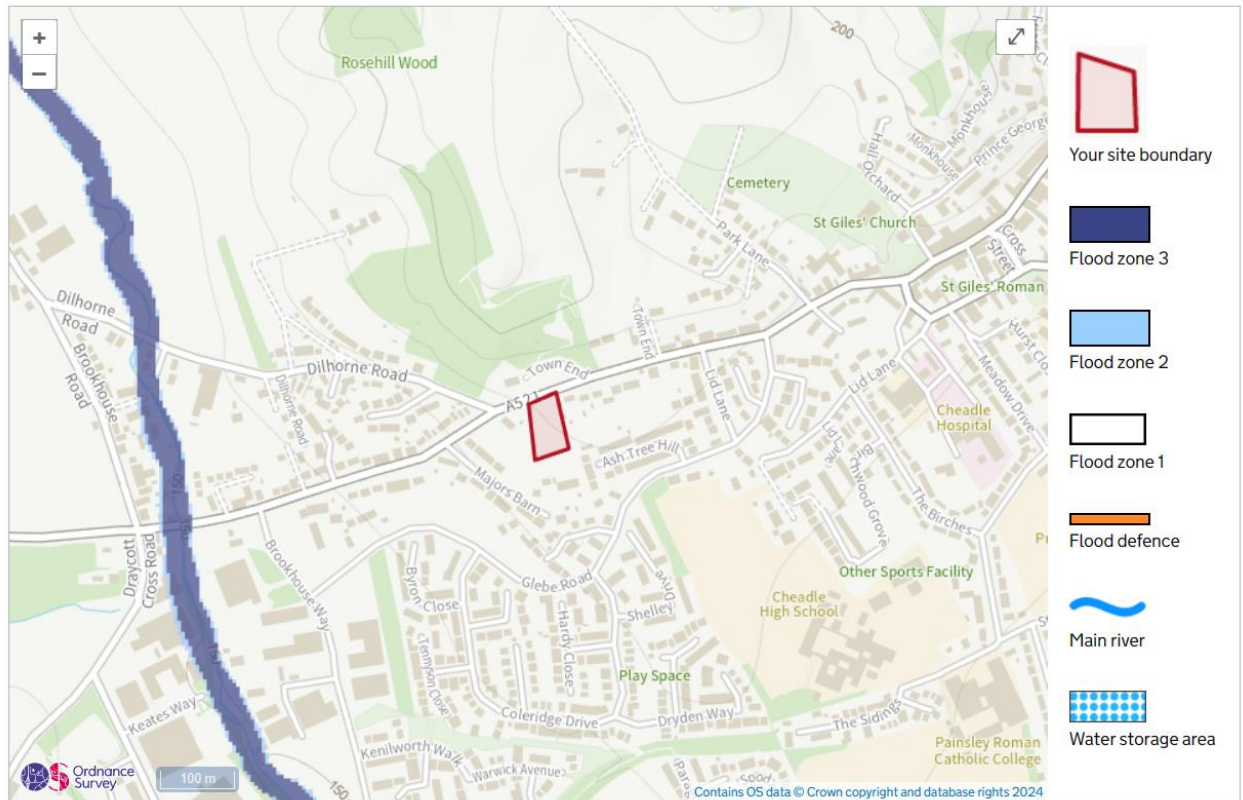
The proposed cul de sac road is indicated as 5.7m wide to enable two vehicles to pass with a hammerhead turning point to the south of the site. Sufficient access and turning is achievable for refuse vehicles, the fire service and delivery vehicles which can be secured by planning condition and a vehicular swept path analysis provided as evidence.

Further details of the highway construction, drainage and lighting will form part of the subsequent reserved matters planning application and to discharge any other highways planning conditions.

7.0 Flood Risk

The flood risk below indicates the site is not in a flood risk area. No special measures are required.

The map shows the flood risk to your site and the surrounding area.



8.0 Conclusion

In accordance with policy SS1, the LA expects the development and use of land to contribute positively to the social, economic and environmental improvement of the Staffordshire Moorlands. When considering development proposals, the Council should take a positive approach that reflects the presumption in favor of sustainable development contained in the NPPF. This means that planning applications that accord with the policies in the Local Plan shall be approved without delay, unless material considerations indicate otherwise.

The site located within the development boundary of Cheadle, it is not in greenbelt land and is not in open countryside. The site lies approximately 0.3 miles to Cheadle town center which provides easy access to jobs, shops & services all easily accessed by foot, private or public transport. The development therefore represents a sustainable location.

There is currently a significant shortfall in the supply of housing, not only nationally but also at a local level. Therefore, where conditions are acceptable in principle, there will be a general presumption in granting planning permission for new housing subject to site-specific issues being satisfactorily addressed. The site is appropriately located so release of this application site for housing will make a small contribution to meeting the local authority's targets for the delivery of housing.

The application for the development of 4 detached dwellings is in accordance with policy H1 creating an opportunity for self build plots. It creates a density of housing which is suitable for the site and comparable to the surrounding context of large detached housing on spacious plots. Although subject to a reserved matters application, the indicative dwellings proposed creates well designed sufficient sized dwellings to provide satisfactory levels of amenity for future occupiers of the dwellings whilst respecting the privacy and amenity of occupiers of existing dwellings to the surrounding context. All dwellings can meet the nationally described space standards and are capable of any future adaptation for accessibility to meet local needs.

Subject to the subsequent reserved matters application detailing the finalised design of the dwellings, the development would be Architect designed and therefore of high-quality incorporating creativity, detailing and materials appropriate to the character of the area. All of which adds positively to the local area. The proposed layout, although illustrative at this stage, proves the site is capable of creating a safe, attractive, well-designed community of housing, incorporating large expanses of green spaces that promotes, enhances and generates an uplift to the biodiversity of the site.

The development is capable of providing sufficient parking for private vehicles and visitors and exceeds the 3 parking space requirements for a 4-bedroom dwelling. The proposed cul de sac road is indicated as 5.7m wide to enable two vehicles to pass with a hammerhead turning point to the south of the site. Sufficient access and turning is achievable for refuse vehicles, the fire service and delivery vehicles which can be evidenced by a vehicular tracking swept path analysis provided as evidence. The visibility splay of 43m in both directions is achievable to maintain highway safety. Planning conditions can be set in respect of access; provision of any footway; visibility splays; surfacing; layout of parking and highway drainage. These are all considered to be reasonable and appropriate conditions to the proposed development.

It is therefore concluded at this outline stage that the proposed development represents a sustainable form development, it will make beneficial use of an under-used site without having any adverse impacts on the site or its surroundings. The application is fully in accordance with both local and national planning policy and as such should be granted outline approval permission with any necessary required conditions.