

DESIGN AND ACCESS STATEMENT

Land Adjacent to The Hollies, Cheadle Road, Blythe Bridge

Proposed Residential Development

1. Introduction

- 1.1 This statement accompanies a pre-application enquiry for a proposed new residential development at the above address. A previous application at the address for 8no. dwellings was previously refused on 8th February 2024, ref: SMD/2020/0207
- 1.2 The new owner is looking to explore the potential of the site to provide residential dwellings and notes the previous reason given for refusal was the Highways based concern regarding the introduction of a new access serving new dwellings, alongside an existing similar access. The previous application did not provide sufficient information to demonstrate the adequacy of the proposed new access prior to determination.
- 1.3 The proposal is for the development of part of the rear garden of an existing property ('The Hollies' with a frontage on Cheadle Road. The proposed development site would by nature be a 'back-land' site – the extensive rear garden is under-utilised by and incommensurate with the size of the existing house.



View of site looking south-east

- 1.4 The existing dwelling is to be retained on the adjacent site, and its current use is as a residential care home (planning class C2).

2. Quantum of Development

- 2.1. The current proposal looks to reduce the intensity of the proposed development from the previously refused proposal, to provide just 3no. dwellings. This would be commensurate with the general density of development in the immediate locality.
- 2.2. The dwellings in themselves would have relatively generous footprints (135 sq. m) but are not unusual in terms of internal accommodation, compared to surrounding residential developments.

3. Scale

- 3.1. The proposed dwellings will be single storey bungalows, and it is hoped this will allay concerns about overlooking of neighbouring properties to the north-east or south-west, as direct views will not be possible between units at ground floor level. At first floor level, the rear facades of the proposed units are at least 21m away from existing first floor habitable room windows, complying with generally accepted Space About Dwellings criteria.

4. Layout

- 4.1. The proposed siting of the dwellings and access road is largely driven by the existence of tree root Protection Areas (RPAs) of trees protected with Tree Protection Areas – these are described within the accompanying tree survey. The secondary driver are overlooking distances dictated by existing residential properties on The Avenue.
- 4.2. The proposed layout manages to avoid any encroachment of building footings within the RPAs and to a large extent the encroachment of any other associated hardstanding. Where there is some minor incursion into RPAs from the driveway of the central plot, permeable surfacing would be installed with limited impact on the root system of the trees – see Arboriculturally Impact Assessment.
- 4.3. The unit types have been developed with primary windows located on front and rear elevations to provide a good balance of privacy and defensibility. Bedrooms have generally been sited where headlights of vehicles using the access road will have limited effect.
- 4.4. The current layout of units and rooms within the units has been heavily informed by pre-application dialogue with the Local Authority and in particular.

5. Landscaping

- 5.1. The main private access road will be constructed with black macadam surfacing with drainage take to soakaways located within the site. Private driveways allocated to each residential unit will be demarcated with hardstanding that has a contrasting and permeable surface (e.g. resin-bound gravel).
- 5.2. The existing hedgerows along the long south west boundary will be retained as these form both an important landscape and habitat feature for the site. New hedgerows will be established along the southern boundary and between each of the proposed dwellings.
- 5.3. Exact details of landscaping may be conditioned.

6. Appearance

- 6.1. The architectural style of the proposed dwellings is similar to the properties on the adjacent development to the south west (St. Peter's Lane), as well as the existing Edwardian property at the front of the site - The Hollies. A gabled design (as opposed to the hipped roof design of the former Local Authority housing of The Avenue) would give a more traditional appearance more akin to the vernacular tradition of the Staffordshire Moorlands.
- 6.2. The mass of the large double pitched roofs are broken up by smaller gables both front and rear which create a varied eaves line. Roof pitches are commensurate with those seen on neighbouring properties. Close-cut eaves and verge details formed with brick corbelling would avoid the use of boxed soffits and reflect a more traditional approach to detailing.
- 6.3. The predominant materials for the walls would be red brick, again used extensively in traditional properties of the area from the 19th Century onwards. Concrete tiled roofs would emulate plain clay tiles, providing a balance between economy and aesthetics.

7. Access

- 7.1 The Applicant has instructed SCP Transport to review and report upon the proposals in light of comments raised by the Highway Authority under the pre application protocol. The scale of the proposals is very limited and does not warrant any formal assessment of the transport impacts associated with the proposals. This input has been prepared to accompany a number of drawings which demonstrate the suitability of the proposed layout.
- 7.2 It is understood that it is not envisaged that the layout would accommodate a refuse vehicle and that collection of bins would be taken from Cheadle Road as existing. As such the turning head within the site will only be required to accommodate emergency vehicles and service vehicles.

7.3 The attached layout plan 132-04-08D has been amended to reflect comments made and includes the following:

- Widened bell-mouth
- Introduction of pedestrian /vehicle intervisibility
- Swept path assessments for emergency vehicles as well as assessment of some of the parking spaces

7.4 Drawing SCP/2502357/D01 Rev A illustrates the revised site access including visibility splays of 2.4m x 43m along Cheadle Road. The required pedestrian/vehicle intervisibility of 2m x 2m is also shown. The wall to the left (looking out) is to be reduced in height to no more than 600mm to allow viewing over. It can also be seen that the BT pole would be clear of the proposed vehicle manoeuvres at the entrance to the private drive.



Existing access to The Hollies from Cheadle Road.



Indicative image of proposed modification of existing wall to afford visibility to existing vehicles.

- 7.5 The bell- mouth width has been widened to 5m to allow two large cars to pass side by side when required and the swept path is illustrated at SCP/250357/ATR03 Rev A. Additionally, the drawing illustrates movement to and from the proposed parking for The Hollies and the first new dwelling. It should be noted that The Hollies would be provided with 3no spaces with a minimum 6m behind each space.
- 7.6 Drawing SCP/250357/ATR01 Rev B illustrates that a fire appliance turning would be able to manoeuvre within the proposed turning head and therefore be able to enter and leave the site in forward gear. The turning head will also provide access for the parking associated with the second and third dwellings and is clearly suitable to allow cars to enter and leave the site in forward gear.
- 7.7 The proposed dwellings will have 3 bedrooms and have 2 parking spaces per units.
- 7.8 It is considered that the proposals would have only a very limited impact upon the local highway network.