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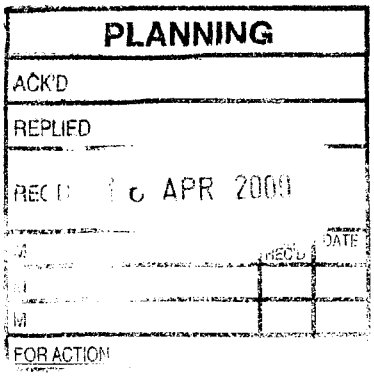

Ref: FS/apg/ Slade Lane/090409/1

9 April 2009

Dear Sirs

Re: Planning Application
Land at rear of Nos 49-65b Slade Lane
Demolition of site buildings and clearance
and proposed erection of three detached houses

Please find enclosed the following:-

Four copies of:-
1. Proposed layout plans and elevations
2. Site plan OS: 1:1250 scale
3. Application form – please acknowledge
4. Fee in the sum of £1005.00 please issue a receipt.

One copy of:-
5. Contaminated land survey
6. Acoustic and vibration report
7. Floor risk assessment plan

Please note that preliminary discussions were held in this regard and a letter of 12 May 2008 was sent in pursuit of further views but has still not been responded to.

Brief summary of the proposals:-
The site is what might be otherwise called back land to the rear of properties 49-65b Slade Lane to the west and the main line railway Manchester/London to the east. To the north are further backs of property on Slade Lane whilst to the south is the new back land estate development serviced by Dobcross Close.
The existing site has a longstanding and historical light industrial use with associated garage type buildings of indifferent construction and appearance.
Currently the site is serviced from off Crowcroft Road, a one way road traveling westwards.

The proposal is for three self-contained detached and individual units of accommodation that are to be approached from off Dobcross Close. Servicing would be either from the existing rear of the properties fronting on to Slade Lane or from off Dobcross Close but most probably from the latter.
Frontage vision is to the flank of the existing properties and but a strong visual is retained into Dobcross Avenue.
The units themselves are spaced to have comfortable circulation around on all sides.
Off-street parking and integral garaging is incorporated.
Linking of the units is considered to be unlikely to give any beneficial effects save in construction costs although this might be considered. That form of development would tend to concentrate the waste collection to the potential detriment of one of the units and/or the other residents in Dobcross Close since servicing from off Cringle Road would be both difficult and most probably too far.
It is assumed that, if the development is favourably considered, access from off Dobcross Close will be permitted by the highway authority.
In consultations with the planning department a favourable view was given that the development was not unreasonable and might work satisfactorily since it would remove an unsightly collection of buildings and cancel out the light industrial use of the site.
A consideration that has emerged since the original submission that a set of protective trees has grown up along the Dobcross Close interface with the site.
The proposals seek to include permission to fell carefully selected trees leaving a significant amount of the original natural barrier to be retained whilst allowing a discreet access to the new property.
The aspect is to the south giving good light characteristics whilst there is no overlooking of existing windows in Dobcross Close. There will be no windows facing west onto the backs of the properties in Slade Lane.
Waste Management will be as for residents in Dobcross Close with no diminution in the space available for the refuse collection vehicles.
Consultation with the Environment Agency Flood Risk map indicates that the area is not considered to be a flood risk.
This is not a conservation area nor any area that demands a Design and Access Statement.
The proposed principal means of access is from the south and traffic would be off Slade Lane at the Slade Hall junction of Dobcross Close with Slade Lane.
The proximity with the railway will call for good acoustic provisions and an acoustic and vibration report is attached.
The buildings will be built to the current minimum or better high energy efficient standard requirements.
The site might be classified as a brown field site for which a contamination report would be appropriate but the automatic provision of a gas proof membrane under the dwellings would offset the need for major muckshifting from off the site bearing in mind that such material would be classified as contaminated and hence would need to be disposed of in one of the diminishing residue of land fill sites in the wider area.
A major plus for the redevelopment of this site for three detached dwellings is that there is an opportunity to extend the residential area by replacing otherwise less than aesthetically appealing light industrial buildings of indifferent /poor quality and their associated miscellaneous attendant accoutrements.
I trust that the application finds sufficient resonance and sympathy permitting support for the proposal sufficiently to recommend the granting of approval.

e proposals with the planner to explain any issue
mation or details. Please do not hesitate to contact

Frank Summerfield, chartered consulting engineer