info@adamspd.co.uk
M: 07827 888 119
T: 0161 820 4884

PLANNING, DESIGN AND ACCESS STATEMENT

SITE: Land North of Halliwell Lane, Cheetham Hill

1.0 Introduction

This planning application is being submitted on behalf of Bestway Properties, a local developer that has a good working knowledge of the type of housing that will be desired by the largely Asian Community that lives within the Cheetham Hill area of Manchester.

This full detailed planning application is being submitted for the following description of development:

''Erection of 5 no. open market houses with associated infrastructure and ancillary facilities.''

This planning application is supported by the following information to accord with Manchester City Council's Planning Application Validation Checklist:

- Site Plan and Block Plan
- Proposed Floor Plans and Elevations
- A Contamination Report
- A Planning, Design and Access Statement

Prior to submitting this planning application detailed consultations were held with Manchester City Council's Planning Department on the possibility of both retail and residential development. The Planning Department provided the following feedback:

''The proposal site sits on a side road off the main Cheetham Hill Road, and whilst it is in close proximity to the commercial / retail offer in the Cheetham Hill centre, it is not classed as being within the centre, however, given its close proximity to the park and residential on the side roads, residential is more likely to be supported. This is a difficult site and the focus would need to be on integration with surrounding uses, parking and amenity and boundary treatments, and we need to ensure whatever is put there is well planned and of good quality so it remains sustainable. Family accommodation in this area would be the priority, and the houses would need to be designed so as to provide in curtilage parking and usable amenity space. They would also need to over look the respective roads, rather than overlooking a sea of parking space as per the earlier drafted scheme.''

The above advise informed the evolution of the detailed design at the application site together with a consideration of the standard advice provided by the Greater Manchester Police for the consideration of anti-social behavior or crime in the design of housing developments.

A topographical survey has been commissioned in order to provide an accurate assessment of the site levels and inform the scale and form of design in relation to the existing and committed development along Halliwell Lane.

2.0 Site Context

The application site is a relatively flat vacant brownfield site that comprises an area of hard standing with no on-site trees or vegetation. The site historically accommodated a pair of semi-detached residential properties up until the 1970's and there has been no further uses lawfully implemented since the demolition of the previous residential properties.

An inspection of the Land Registry Title and Register has confirmed that the site is unconstrained, with no

easements, wayleaves or existing tree cover that prohibit development.

The site directly adjoins the main retail area of Cheetham Hill Road. The site is surrounded by residential property to the north, east and west, and Halliwell Lane to the south, beyond which is a formal park and play area (see Figure 1 below).

The neighbouring land area to the north and the east gained consent for a mixture of retail and residential in September 2010 (Planning Reference: 093197/FO/2010/N1 – Woodlands Garage Halliwell Lane And Back Halliwell Lane) and is currently under construction. An analysis of the type and orientation of the housing on this part-constructed scheme has informed the detailed designs being proposed within this planning application.

Figure 1 – Site in context of wider area



3.0 Access and Layout

The site is located in a sustainable and accessible location, in close proximity to a variety of services located on Cheetham Hill Road. The housing layout has been designed taking into consideration the advice received at the pre-application consultation and further to a review of Policies H1 to H3 and DM1 of Manchester City Council's Core Strategy Development Plan Document.

The housing layout takes into consideration the Council's minimum distance spacing standards, and provides off-street parking and bin storage areas to the front of the premises for ease of servicing off Halliwell Lane.

The buildings front onto Halliwell Lane and are set within the building line formed by the adjacent commercial properties and accord with Manchester City Council's Design Guide. The orientation of the properties provides natural surveillance on to Halliwell Lane and the Open Space to the south, with each property has a significant level of private amenity to the rear.

The housing pays due regard to the Secure by Design principles outlined by the Greater Manchester Policy and are arranged in a terrace with access to the rear achievable via the eastern and western ends if the need arises. The houses make an efficient use of the site and use of the roof space to provide additional bedrooms in keeping with the recommendations of the landowner who has liaised with a number of local residential agents in arriving at the appropriate housing design solution.

4.0 Sustainability Credentials

The new properties will be built to accord with building regulation requirements and Building for Life Standards as a minimum. The sustainability requirements of Policy DM1 of Manchester City Council's Core Strategy will be met through the submission of a detailed assessment if the need arises following the Government's imminent decision on the Housing Standards review.

5.0 Technical Considerations

There are no technical constraints to delivery of this sustainable housing site.

5.1 Flooding

An inspection of Manchester City Council's Strategic Flood Risk Maps identify that the site is located within a Flood Zone 1 area with no risk of flooding. The Technical Guidance note to the National Planning Policy Framework identifies that all land uses are appropriate in this zone, and Flood Risk Assessments are only required for land areas of 1 hectare or more.

Figure 2 – Extract from Manchester City Council's Strategic Flood Risk Maps



The Technical Guidance also identifies that developers should seek to reduce flood risk through the appropriate layout and form of development, and the application of sustainable drainage systems. This advice has been adhered to within the scheme design.

5.2 Contamination

We have submitted a Phase 1 Preliminary Risk Assessment. This identifies that the site reconnaissance identified a large motor oil tank, and fly tipping was also present comprising three small empty oil containers, a gas canister and construction materials on site.

The potential made ground on-site may comprise ash and clinker waste from hearths and boilers, which was historically often used as level raising material or as sub base for the previous buildings.

It is concluded that potential contaminants may be present on the site, and the site may accommodate heavy metals, PAHs, heavy end petroleum hydrocarbons (heavy oils), sulphate and ACMs. The LKC report identifies that sufficient information on the potential contaminative status of the site is available in

the Preliminary Risk Assessment report to allow the validation of any future planning application by the Local Planning Authority and for conditional planning approval to be granted.

Such conditional approval will likely include standard prescriptive conditions requiring a site investigation, risk assessment and, if appropriate, a remedial strategy are completed to the satisfaction of the Local Planning Authority prior to the commencement of any development.

6.0 Conclusions

This planning, design and access statement has demonstrated that the layout and form of the proposed housing development is an appropriate form of development on this highly sustainable site.

The proposals are technically deliverable, with the benefits of housing delivery on this sustainable housing site far weighing any perceived adverse impacts, which are not significant and demonstrable when one considers the technical assessments that have been conducted at the site. Accordingly, this planning application should be approved in accordance with paragraphs 14, 47 and 49 of the National Planning Policy Framework.