

DESIGN AND ACCESS STATEMENT

FOR

Mr DONNISON
47 CLYDE ROAD
MANCHESTER
M20 2JJ

Plans2extendLtd

John Marsden

26/04/2022

LOCATION:

**47 Clyde
Road
Manches
ter M20
2JJ**

ARTICLE 9 of the Town & Country Planning (Development Management Procedure) (England Order 2015 requires a single integrated statement covering design concepts and principles and access issues to be submitted with certain applications for planning permission as detailed below. PPG provides guidance on the requirements for Design and access Statements and guidance on their preparation.

THE SITE ADDRESS IS THE RESPONSIBILITY OF MANCHESTERCITY COUNCIL

This Design and Access statement has been prepared by Plans 2 Extend Ltd on behalf of Mr Donnison

THE APPLICATION IS NOT A LISTED BUILDING

PREVIOUS PLANNING HISTORY

The planning portal reveals that there have been five previous planning applications for 47

Clyde Road, these are;

Reference 129935/FH/2021

Reference 120808/FH/2018

Reference 112471/TCA/2016/S2

Reference 096944/FH/2011/S2

Reference 052730/CC/South2/97

FRONT AND SIDE ELEVATION



REAR ELEVATION



The size bulk and mass of the scheme does not affect the existing street scene, all materials used will comply with the Manchester guidance for a planning application

PROPOSAL

The planning application for a First Floor Infill Extension

The plans provide, to extend the applicants residential property. The property has some interesting architectural merit

The plans provide for a simple widening of the outrigger to the rear of the property.

MATERIALS

The Brickwork is to match as closely as possible to that of the existing materials

The applicant does not consider that the design changes affect the amenity or have an adverse impact upon the street scene.

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AREA TYPE	URBAN
Local	Authority Manchester
Ward	Didsbury West
Constituency	Manchester Withington
Region	North West
Country	England

LISTED BUILDINGS NEAR CLYDE ROAD

1: The British Council is 0.06 Kilometres away	Grade: II Date Listed: 1992-04-27
2: Oak Bank is 0.18 Kilometres away	Grade: II Date Listed: 1974-10-03
3: Synagogue is 0.36 Kilometres away	Grade: II Date Listed: 1988-10-05
4: Church of St Aidan is 0.39 Kilometres away	Grade: II Date Listed: 1988-06-20

5: Entrance Lodges, Piers, Screen and Gates of Withington Hospital is 0.57	Grade: II Date Listed: 1974- 10- 03
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HOUSING STOCK ON CLYDE ROAD

The surrounding area of Clyde Road Manchester consists predominantly of flats, which is common in near Cities. (The figures below may include adjacent Streets):

HOUSING TYPES

Detached	1
Semi-Detached	14
Terraced	6
Flats Purpose Built	13
Flats Converted	96
TOTAL	130

The Albert Park conservation area is situated approximately four miles south of Manchester city centre, in West Didsbury. It is principally an area of housing but also includes a district shopping centre on Burton Road, a smaller group of shops on Barlow Moor Road, schools, public houses, and a number of churches.

The conservation area was designated in March 1988 and the boundaries are Barlow Moor Road to the south, Withington Hospital and Government buildings to the West, the disused Midland railway line to the north and Palatine Road to the east, the latter being a common boundary with the Blackburn Park conservation area.

The existing front and side and rear gardens is reasonably flat, the landscaping has not been decided but most of the areas will be soft and hard landscape. No trees will be felled pruned or lopped.

UTILITIES

Any new drains and water supply will be integrated from the existing and newly located supplies.

LANDSCAPING

The landscaping has not been decided but most of the areas will be soft and hard landscape. No trees will be felled pruned or lobbied.

DESIGN

The design draws upon the inspiration of the surrounding area and that of the client whose knowledge of the area was invaluable to the planning agent. The plans have been raised in accordance with the guidance from the Manchester Planning application

ACCESS

Access to the proposed planning application site is available from Barlow Moor Road and Palatine. The access route to the site (Clyde Road) can be from the front of the property. All building materials can be offloaded from the main driveway of the planning application site.

A site skip will be located to the front/side elevation. The size of the proposed planning application will limit the number of site vehicles. Provisions will be made for site vehicles to use parking space to the front and side of the applicant's property.

TRANSPORT LINKS

The application area has a generous supply of transport for the area; a light station (metro link) is within 13 minutes' walk.

Northern Rail services provides regular services to all major areas within Greater Manchester and beyond. Stations are located close by, in Burton Road, Clyde Road, and Palatine Road.

Major arterial road routes surround the location area, namely, Barlow Moor Road, Palatine Road, Princess Road, and Kingsway, just to mention a few.

The area is also well served with Motor Way Networks, with the M60 M56 close by.

The bus routes to surrounding areas are considerable, with bus numbers, 111,172, 41, 43, 238, in close proximity to the application site.

COMMERCIAL WASTE

Accommodation will be provided on the applicant's site for a waste container for any waste generated from the proposed works. The applicant has offered the front area of his existing property for the location of the skip.

DOMESTIC WASTE

Provisions will be made available for storage of all domestic bins provided by the local authority

PARKING

Will be made available to ensure that cars can be safely accommodated within the boundary of the existing and new site proposal.

JUSTIFICATION FOR PROPOSAL

The applicant has reviewed the cost implication of his previously approved application; the applicant has revised his requirements and is submitting a more modest planning application to the rear of the property.

The following DC policies have been prepared in support of the application.

RESIDENTIAL EXTENSIONS

DC1.1 In determining planning applications for extensions to residential properties, the Council will have regard to:

- a/ the general character of the property;
- b/ the effect upon the amenity of neighbouring occupiers;
- c/ the desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- d/ the overall appearance of the proposal in the street-scene;
- e/ the effect of the loss of any on-site car parking.

DC1.2 Extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

- a/ they are not excessively large or bulky (for example, resulting in structures which are not subservient to original houses or project out too far in front of the original buildings);
- b/ they do not create an undue loss of sunlight, daylight or privacy;
- c/ they are not out of character with the style of development in the area or the surrounding street scene by virtue of design, use of materials or constructional details;

d/ they would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

DC1.3 Notwithstanding the generality of the above policies, the Council will not normally approve: a. rearward extensions greater than 3.65m (12 ft) in length;

b/ 2-storey extensions with a flat roof, particularly those which would be visible from the public highway;

c/ 2 storey extensions to terraced properties which occupy the full width of the house;

d/ flat roofed extensions to bungalows; e. extensions which conflict with the Council's guidelines on privacy distances (which are published as supplementary guidance).

DC1.5 The Council will consider on their merits exemptions to the above policies in the case of applications from disabled people who may require particular adaptations to their homes.

DC1.6 For the avoidance of doubt, policies DC1.1 to DC1.3 apply to domestic houses, flats, houses in multiple occupation, nursing homes, rest homes and hotels.

Reasons: Many people prefer to extend their existing homes rather than move, and the planning system needs to accommodate this demand for more living space, while at the same time ensuring that the amenities of neighbours are protected, and that the overall character of the surrounding area is not harmed.

The Council is not generally in favour of dealing with this issue by laying down firm rules about home extensions; the policy therefore allows each case to be looked at on its individual merits, having regard to a range of criteria

The planning application seeks to consider the needs of cyclist and pedestrians this will be taken into consideration when producing the design. The applicant will provide a cycling shed to accommodate and encourage cyclist. Plans where appropriate will encourage and support walking and cycling. Public transport for the Didsbury area is well supported with an excellent bus service and train and tram service which provides additional logistics to all the main City locations

J N Marsden

26th of April 2022