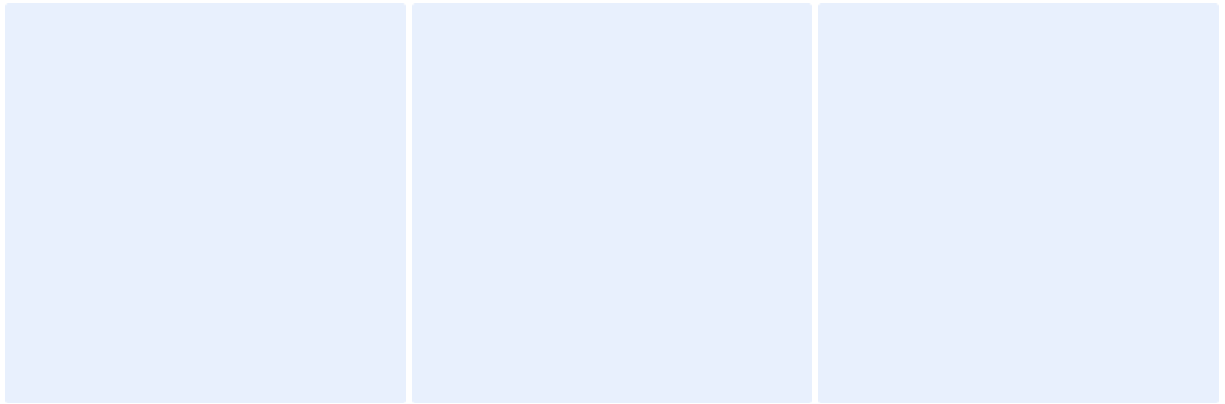




Design & Access Statement

Proposed Replacement Dwelling
44 Kingston Road
Didsbury
Manchester

Date: 31.01.22
Revision - /

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INTRODUCTION

This Design and Access statement has been prepared to accompany a planning application for replacement dwelling at 44 Kingston Road, Didsbury.

Incorporated into this document is explanatory text and imagery of the site and the surrounding area, urban design objectives and principles as well as design development and Design solutions, all in accordance with CABE guidance for Design Statements and the Department for communities and Local Government Circular. This Design statement should be read in conjunction with the application drawings:

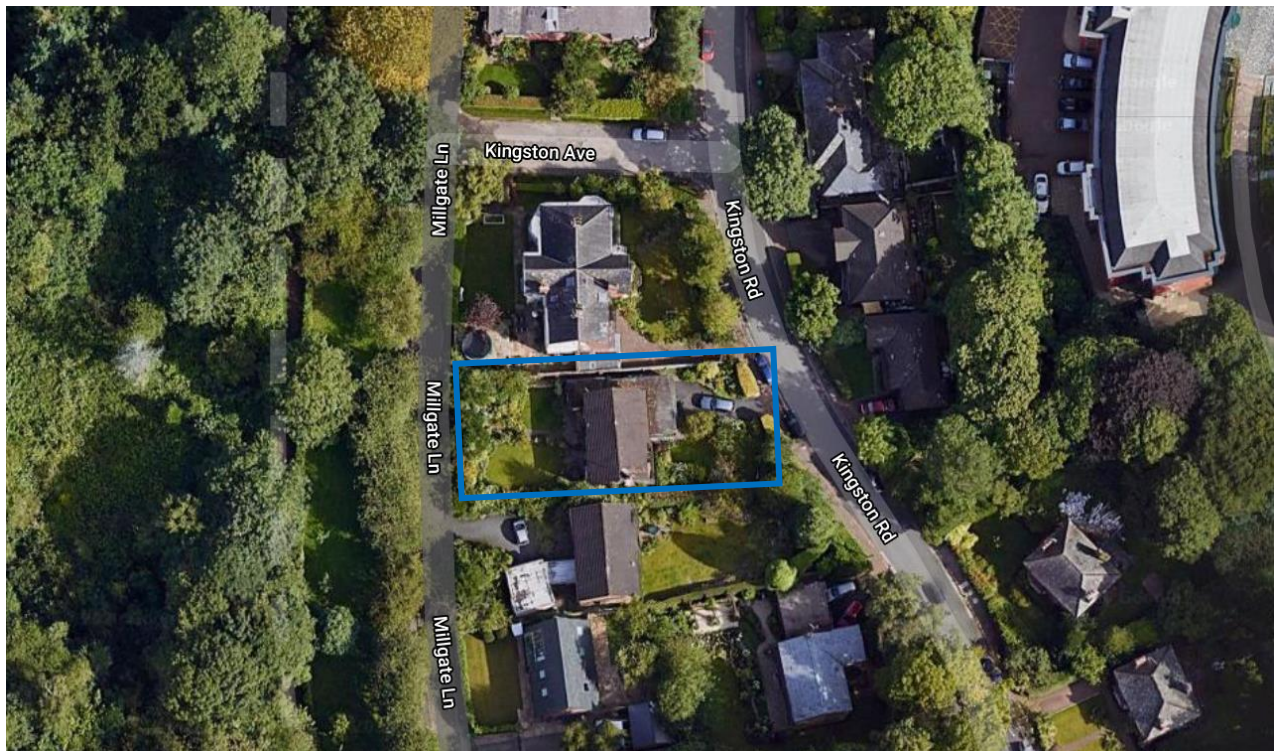
ZT19-196-00	Block Plan
ZT19-196-01	Existing Site Plan
ZT19-196-02	Existing Plans
ZT19-196-03	Existing Elevations
ZT22-196-04	Proposed Site Plan
ZT22-196-05	Proposed GF and FF
ZT22-196-06	Proposed Second Floor
ZT22-196-07	Proposed Elevations
ZT22-196-08	Existing and Proposed Street Elevations
ZT22-196-09	Existing Site Plan with Tree Locations

SITE AND SURROUNDINGS

Didsbury is a town within Greater Manchester, England. It is situated west of Stockport, east of Wythenshawe, and north of Gatley.

Much of the area is made up of middle/Upper class suburban commuter developments, with some attractive older period properties, especially around the Kingston road area. In recent years the area has seen new construction work on infill sites, and some residential development of brownfield sites more generally.

The development site is located near the center of Didsbury. The site is located on Kingston Road approx. 0.7 miles from the town Centre.





A view looking north along Kingston Road.



The view looking south along Kingston Road.

The site has one existing property situated within its boundaries. The properties to the north of the site are 3 storey period properties. The property to the south has been built at the same time as 44 Kingston road – This can be assumed due to the architectural similarities between the two properties.

The rear of the property backs onto Fletcher Moss Park. The land has a very slight fall from front to rear and then steps down to access Millgate Lane.

The proposals will show a proposed property using materials which are common on the architecturally varied street scene.

PLANNING POLICIES

Sustainable Development

Proposals for the new development, redevelopment and change of use should:

- Refurbish and reuse existing premises rather than redevelopment.
- Design and refurbish buildings so that they use energy more efficiently.

The current intention is to produce the following DPDs which will come together to form a new Local Plan:

- Core strategy
- Site allocations
- Site allocations for gypsies, travelers and travelling show people
- Adopted policies map

At present this is on course to be adopted in April 2014. Meanwhile the UDP and associated Supplementary Planning Documents (SPDs) are the policies that will be used to determine the planning application against.

Unitary Development Plan (UDP)

In the UDP Section 5 looks at Housing in detail. The UDP housing policies have three important aims. Firstly, they must ensure that sufficient land is available to accommodate housing needs and demands in the Borough in the period up to 2001. Secondly, they must establish policies to protect and enhance residential amenity, especially through encouraging high standards of design for all new housing developments. Thirdly, the policies of the UDP need to establish a framework for the improvement of the housing stock and the wider housing environment.

The main policy that we will focus on is Policy H2 which includes Policy H2/1 and H2/2. The main policy is to look at wherever residential development takes place, be it new development, conversions, or alterations to existing properties, it is appropriate to the character and amenity of the surrounding area. It is especially important for new housing developments to be well integrated with the surrounding land uses and well related in their scale and location.

The two sub sections of the Policy H2 go into detail of how the application will be re-viewed upon during its submission.

H2/1 - The Form of New Residential Development

All new residential development will be expected to make a positive contribution to the form and quality of the surrounding area. Factors to be considered when assessing proposals will include:

- the height and roof type of adjacent buildings;
- the impact of developments on residential amenity;
- the density and character of the surrounding area;
- the position and proximity of neighbouring properties;
- the materials to be used in proposed developments, especially their colour and texture.

H2/2 - The Layout of New Residential Development

New residential development will be required to demonstrate acceptable standards of layout. Factors to be considered when assessing proposals will include:

- car parking provision;
- access for both vehicles and pedestrians, and provision for public transport;
- the possible need for traffic calming measures;
- density;
- space about and between dwellings;
- landscaping and screening;
- protection/provision of trees and hedgerows;
- design for safety and security;
- the existence of any public rights of way.

PREMISES USE

The premises has a private property located within its boundaries.

Our client prefers a design which uses materials sourced locally (Where applicable) to be in keeping with the surrounding properties on Kingston Road.

Whilst developing the design for the extended dwelling, we wanted to make sure that it would enhance and preserve the local area, so it is important that the new building does not overly dominate the surrounding landscape. The design is such that it will compliment the neighboring builds creating a stepped residential landscape.

WASTE STORAGE

The existing waste storage will remain as existing.

ACCESS

There is a provision for parking within the site.

Vehicular and Transport Links:

- **Road Network**

The main vehicular access to the site is from the road network. There is carparking on the property as stated above (See Proposed Site Plan ZT22-196-04).

- **Bus Network**

There are bus stops along the road – the local bus network provides frequent services to the surrounding areas. The nearest bus stop is 3-minute walk away.

- **Railway network (Metrolink)**

The nearest station is 0.5 miles away (East Didsbury).



DESIGN EVOLUTION

The first submission in 2019 was withdrawn following comments that in principle the house had no objections however the local authority deemed the proposed shoe horned into the site.

The initial design was to take influence from both the original dwelling and the neighboring Victorian villas. This resulted in a mix between the two property styles ultimately creating a building that was neither one nor the other.



Following the feed back from the local authority the property owner engaged with both Emery Planning and Pegasus Group to investigate the planning and the heritage of the area. Over the next months the design was progressed with the advice from all parties to create the scheme within this planning pack.

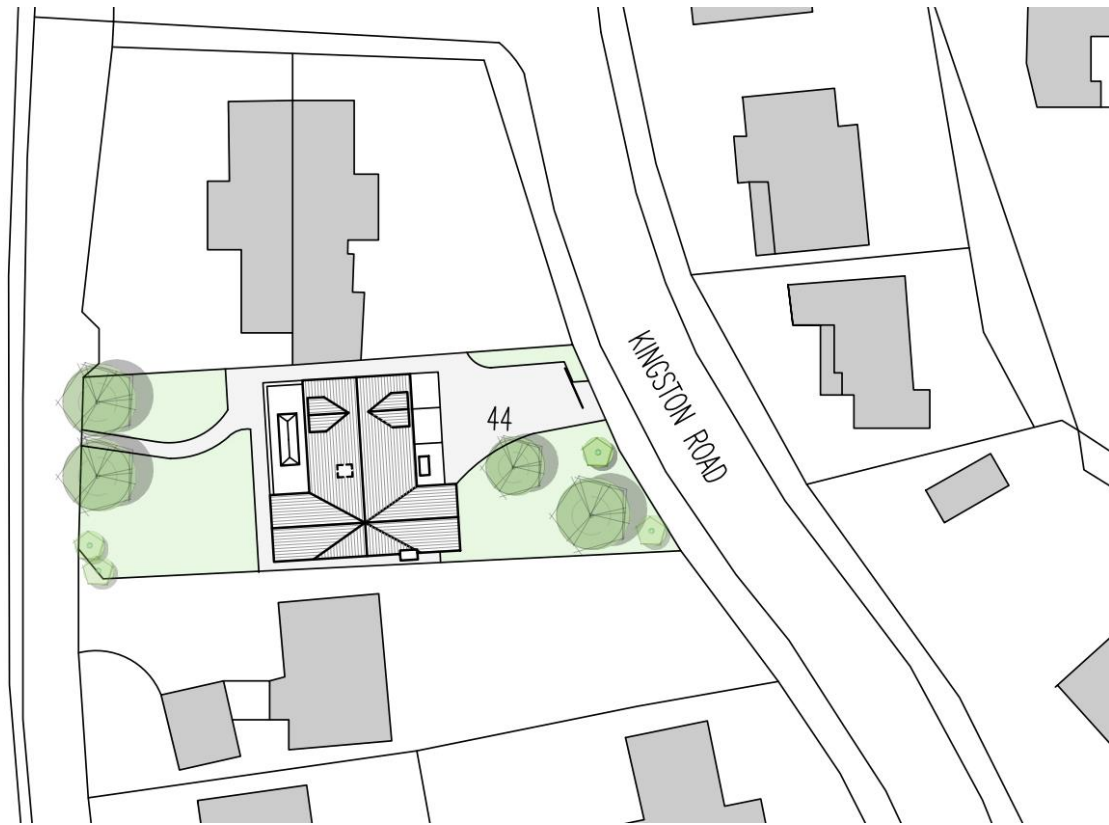
APPEARANCE

The proposed dwelling will take design hints from the more dominant properties to the north of the site). The use of vertical windows, brick work with stone cills and chimneys is prevalent in these builds. The ground and first floor will be built from brick while the roof design over sales the house slightly which is a feature that is common with the surrounding properties.

The height and scale of the building is reflective of the footprint to create a reasonable family dwelling on a large site, whilst minimizing its impact upon the neighboring dwellings due to stepping the street view.



SITE LAYOUT



The new dwelling is to be positioned directly on where the existing dwelling was placed giving good amenity room in both the front and rear of the site.

The largest portion of the property which is created using the two gables has been put on the south side to sit nicely behind the existing tree softening its placement on the site.

The height of the property has been increased to create a step in the street elevation. The height also helps us bring in period features like the high gables and vertical windows.

The image to the right shows the difference in scale of the old property (in red) against the new.



PHILOSOPHY AND APPROACH

44 Kingston Road are committed to a policy of equality, inclusion and accessibility in the delivery of services to members of the public, and in the employment opportunities afforded to existing and future employees. With this proposal **They** fully recognises the diversity of cultural, religious and individual abilities of staff/construction workers, and is active in ensuring that any potential sources of discrimination are addressed in both the physical attributes of the buildings its uses and in the management practices and procedures it adopts.

CONCLUSION

The applicants have worked closely with their consultants to achieve a well considered approach to the development of the site to create a forever home for their growing family. The proposals submitted are the result of a design process that has developed over many months.

We feel the appearance and visual impact positively contributes to the character of the Conservation Area. Combined with high quality traditional materials and detailing of the built form, the proposals compliment both the historic architectural styles and more recent developments in the locality, and are considered in line with adopted Core Strategy, UDP policies and national planning policy within the NPPF.