



Design and Access Statement

Re: Change of Use from HMO to flats

- 15 Parsonage Road, Greater Manchester , M20 4PW

INTRODUCTION

We are submitting the planning application to show the conversion an existing HMO into 2no separate flats. The application documents will include;

Planning Forms

Planning Statement (Design and Access Statement)

Location Plan

Block Plan with Roof Plan

Existing Plans

Proposed Plans

Existing Elevations

Proposed Elevations

Existing Section

Proposed Section

THE EXISTING PROPERTY

The existing building is a four storey attached property located on Parsonage Road in Greater Manchester. The property was last used as an HMO.

The building is no listed nor in a conservation area.

The site is on a busy bus route which goes directly into Manchester City Centre.



Photo 1 – Front elevation of existing property



Photo 2 – Rear elevation of existing property

PROPOSAL

The proposal is for the conversion of the existing dwelling building into two-self contained flats. The new flat will be located on two floors each utilizing the lower ground area and roof area.

APPEARANCE

It is recognized the importance not to undermine the character of the area. It is the intension to do minimal works to the external areas of the building. Any work will be to simply decorate and make good any areas of the facades that may need repair



SCALE

The proposal will provide

Flat 1 – will provide a 3-bedroom (3 double) 5 person accommodation

Flat 2 – will provide a 4-bedroom (3 double, 1 single) 5 person accommodation.

LAYOUT

The layout works with the existing layout of the existing house. Using its main single staircase which staircase as the circulation core to to each of the flats. Minor modifications have been made to the internal walls except to create entrances to the upper flat.

REFUSE

Refuse areas have been provided to each dwelling towards the front of the property.

ACCESS AND PARKING

Both dwellings / flats have been provided with front pedestrian access.

Secure cycle parking has been provided to both properties.

Flat 1 has 4 cycle spaces to the rear amenity area of the property.

Flat 2 has 4 cycle spaces to the front amenity area of the property.

There is on-street car parking to the building but no car parking spaces located on the property. Given the location of the application site, it is located within a highly sustainable location that is within walking distance to many local facilities including shops, public transport, education, recreational facilities and open space. There are several bus stops on the adjacent main road providing access to a wider area.

CONCLUSION

The proposed development has been sensitively and carefully considered, with the considerations and design measures taken to reduce impact and compliance with the relevant policies. It is thought the scheme is a positive and viable option that will improve the impact from the previous HMO upon the amenities of adjoining properties. Also the existing character of the building will be retained as its current form / appearance within the area, therefore, there seems clear justification to recommend this application for approval.