

PLANNING DESIGN AND ACCESS STATEMENT

The Coach House
58 Central Road
Didsbury
M20 4ZA

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1. General

1.1. Location and Description

1.1.1. The Site subject to this planning application is known as The Coach House, 58 Central Road, Didsbury, M20 4ZA.

1.1.2. The location of the site is shown on the submitted Location Plan.

1.1.3. The Site lies within the urban area of Didsbury and is surrounded by residential housing and West Didsbury Primary School.

1.2. The Proposed Development

1.2.1. The Coach House was constructed within the last 10 – 15 years and is of brick and tile traditional construction.

1.2.2. The proposal is to extend The Coach House to offer an additional living area by constructing a ground floor extension within the curtilage of the existing dwelling. A garden terrace would then be provided on the roof of the proposed extension.

1.2.3. Consent was granted under reference 110545/FH/2015/S2 for a second storey extension covering the extent of the whole dwelling. It is considered that this new proposal has less physical and visual impact.

1.3. Planning Policy

1.3.1. The proposed extension is supported by the National Planning Policy Framework, Manchester Local Development Framework (Core Strategy) and the Extant Policies of the UDP.

1.3.2. It is considered that the proposal is in accordance with the National Planning Policy Framework as it supports sustainable development through the re-development of a previously developed site to provide for a family house with a greater level of sustainable design and energy efficiency.

1.3.3. Local Policy - Manchester Core Strategy and Extant UDP Policies - UDP City Wide Development Control Policy states that:

1.3.3.1. *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.*

1.3.3.2. It is considered that the proposal is in accordance with the above policy as it has been designed to blend in with the existing design of The Coach House. It will have no negative impact upon neighbouring properties with regards overlooking or over shadowing due to the orientation of The Coach House and the existing appearance of the dwelling in relation to the height of the existing buildings that surround it. The proposal will not result in a loss of car parking.

1.3.3.3. *Policy DC1.2 states - 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.*

1.3.3.4. It is considered that the proposal is in accordance with the above policy as it is not excessively large nor out of character with The Coach House and surrounding properties. Indeed, although 'The Coach House' is a new build property which has attempted to echo the design merits of a traditional 'Coach House', it is not an accurate portrayal of a 'Coach House' as they were designed as tall buildings with large high openings to fit the cart in. The proposal will not lead to the loss of sunlight or privacy due to the orientation of the dwelling.

1.3.3.5. *The UDP States: 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.*

1.3.3.6. The proposal is in agreeance with the above reasons.

1.3.3.7. Manchester Local Development Framework – Core Strategy (Adopted 2012) - The proposal is in accordance with Policies CC3, CC9, H1 and EN1 as it has been designed to a high quality, consistent with national good practice standards, including appropriate landscaping and car parking provision. The proposal also makes the most effective use of land and safeguards natural resources. The design of the proposed dwelling takes into account the surrounding local character and neighbouring properties to help provide continuity in local architecture. The proposal serves to improve the appearance of the site, and wider area.

1.3.3.8. The size and visual appearance of the proposed dwelling will not have an unacceptable impact on the surrounding area or its immediate setting. There will not be any unacceptable levels of air, water, soil, odour, noise, light or other environmental pollution.

1.3.3.9. The proposed conversion will not have a detrimental effect on the amenities and locality of occupants of other neighbouring properties. Indeed, the proposed residential conversion will enhance the immediate locality.

1.3.3.10. The design, layout, scale, materials and colour of the proposed conversion will harmonize with the locality, which is further detailed in Section 3 (Character).

2. Accessibility

2.1. The access to The Site will remain as existing. The parking, turning area and access point will be of hard standing material, as existing. There is sufficient off-street parking for the proposal.

3. Character

3.1. Layout

3.1.1. The existing layout of The Coach House comprises of:

Ground Floor – WC, Kitchen/Living

First Floor – 2 Bedrooms, 1 x Bathroom

3.1.2. The proposed layout would provide as follows:

Ground Floor – WC, Kitchen/Living, Bedroom

First Floor – 2 Bedrooms, 1 x Bathroom, Covered Seating Area & Roof Terrace

3.2. Scale

3.2.1. The proposed alterations would allow for an additional bedroom and a greater level of circulation/living space.

3.2.2. With the Covid pandemic and associated social distancing measures, the applicant is keen to be able to provide a more comfortable sized family home in the ongoing crisis where we are instructed to spend more time at home and isolated from members of the public.

3.3. Appearance

3.3.1. The proposal will provide for a vast improvement to the existing site and will include a careful blend of contemporary and local design features.

3.3.2. The Proposed Plans detail various features which will be incorporated into the design which allow for a low impact yet architecturally appealing extension.

3.4. Landscaping

3.4.1. The proposal will not intrude unacceptably into the landscape and will use existing boundary defining features to delineate the proposed curtilage wherever possible.

3.4.2. Sensitive landscaping will be carried out on site including appropriate shrub planting to increase the biodiversity on The Site such as bee friendly pollinators.

4. Community Safety

4.1. The proposed development will not have an adverse impact upon community safety.

5. Environmental Sustainability

5.1. The proposed development will utilise a previously developed site and will therefore make best use of existing developed land.

6. Movement to, from and within the development

6.1. The proposed development will not impact upon the existing transport arrangements to and from the site. All vehicle movements associated with the construction of the site can be accommodated through on site solutions.

6.2. The parking and access to the dwelling is level to ensure there is easy access to the building and manoeuvrability within the site, regardless of age, disability, ethnicity or social grouping.