DESIGN & ACCESS STATEMENT

FOR

Proposed Conversion of Existing Dwelling

To 4 No. Self-Contained Apartments

Property Situated at

6 Errwood Road, Levenshulme, Manchester

FOR

Mr. S. Brown

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1.0 GENERAL

The proposal relates to the conversion of a semi-detached house into 4 No. 2 bedroom flats, one on each floor including the basement.

The site is in a predominantly residential area; in particular, the other three houses of which this development originally formed a part are now in multiple occupation. The floor area of each storey is, with the rear outrigger, large enough for each flat to have two bedrooms, one bedroom of each flat having an en-suite

2.0 DESIGN

The proposal does not envisage an extension or alterations to the frontage, other than the installation of new double-glazed windows, new entrance steps and general repairs to bring the property to a good standard.

3.0 SITE LAYOUT

The area to the rear of the building will be landscaped to include a shrubbery at the back, a grassed area and some paving. The bin storage area would be located at the rear. The sunken area to the basement would be excavated further to improve access and natural lighting.

The area at the front would be excavated to form off-street parking for two cars. It will be necessary to widen the existing front access slightly by removing some of the front boundary wall, though there is already a lowered crossing to accommodate this.

4.0 ACCESS AND SECURITY

It is proposed to incorporate advice given by the GMP architectural liaison unit as follows:

For practical reasons, it would not be possible to arrange a front access to the basement flat. Access would remain as proposed at the rear, but a 2.1 metre high metal gate will be positioned as shown on Sheet No.4; this will be fitted with an audio entry system. The main entrance doorway at the front will be controlled by a video entry system. The replacement windows at ground floor level will be double-glazed units, with one pane 7.5 laminated glass. New doors and windows to have hardware to SBD standards. The existing brick walls to the rear garden will be raised to 1.8m high by the addition of close-boarder timber panels.

Lights activated by PIR will be provided at the front, side and rear of the property. The shrubbery at the front will be maintained to a maximum height of 1.0 metre and foliage on the trees will be maintained to at least 2 metres above ground level.

Access to the Basement Flat: -

Owing to restricted space, it is not possible to incorporate a ramp or slope less than 5.degrees. The steps proposed as an alternative comply with DFA(2) (8) and have risers of 150 and treads of min 280, though due to restricted space, the width will be 1 metre. The existing gravel finish around the building and in the basement area is to be replaced with hard paving. The entrance door to the flat will have a level threshold. Internally, there will be an accessible WC minimum 1500 x 2000.

Front Entrance and Ground Floor Flat: -

The existing stone steps to be rebuilt, with a maximum rise of 150 and treads a minimum of 280. Due to restricted space here, it would not be possible to install a ramp. In the hallway, the door to the ground floor flat will be a minimum of 850mm wide and, there will be an accessible WC off the main entrance lobby.

5.0 CAR PARKING

The property is accessed directly off Errwood Road and existing car parking provision is to the front curtilage area. The Applicants revised submission proposes retention of 2 No. car parking spaces to the front garden area, and such spaces have been realigned in attempt to facilitate access and egress in forward gear thus reducing risk to highways safety at a point of restricted visibility. To this end, the car parking bays detailed have been widened to 3 metres in order to assist in manoeuvring on site.

It is considered that the site is situated in a highly sustainable location, in close proximity of excellent public transport links and local services. In such context, we

would have you note that Errwood Road/Marshall Road is route for bus service No's. 171, 172 and 178 and that the main A6 corridor which provides 24 hour bus services between Manchester and Stockport is within 200 metres of the property. Similarly, the property is situated within approximately 400 metres of Levenshulme Railway Station which provides excellent rail links between Manchester and Stockport and beyond.

Given such sustainable location, it is appropriate to apply reduced car parking provision for the development proposed. In such context, we would have you note that parking upon Errwood Road within vicinity of the property is restricted at all times and that there could not therefore result on street car parking problems on such road as result of the reduced car parking provision proposed. Furthermore, inspection of car parking conditions upon Arliss Avenue, Victoria Avenue and Preston Road within vicinity of the site reveals significant spare public car parking capacity available during evening periods. Overall, inspection reveals approximately 50% spare car parking capacity upon these streets within approximately 100 metres of the application site. In addition, we would have you note that the Applicant has in fact secured agreement of the neighbouring owner to lease up to a total of 4 car parking spaces to the disused hard surfaced area to the rear of No's. 2/4 Errwood Road.

6, Errwood Road, Levenshulme; application for conversion of dwelling to four flats.

Design and Access Statement

General. The proposal relates to the conversion of a semi-detached house into four two-bedroom flats, one on each floor, including the basement.
The site is in a predominantly residential area; in particular, the other three houses of which this development originally formed a part are now in multiple occupation.
The floor area of each storey is, with the rear outrigger, large enough for each flat to have two bedrooms, one bedroom of each flat having an ensuite.

Design. The proposal does not envisage an extension or alterations to the frontage, other than the installation of new double-glazed windows, new entrance steps, and general repairs to bring the property to a good standard.

Site layout. The area to the rear of the building will be landscaped to include a shrubbery at the back, a grassed area and some paving. The bin storage area would be located at the rear. The sunken area to the basement would be excavated further to improve access and natural lighting.
The area at the front would be excavated to form off-street parking for two cars. It will be necessary to widen the existing front access slightly by removing some of the front boundary wall, though there is already a lowered crossing to accommodate this.

Access and Security It is proposed to incorporate advice given by the GMP architectural liaison unit as follows;
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The main entrance doorway at the front will be controlled by a video entry system.
The replacement windows at ground floor level will be double-glazed units, with one pane 7.5 laminated glass. New doors and windows to have hardware to SBD standards.
The existing brick walls to the rear garden will be raised to 1.8m by the addition of close-boarded timber panels.
Lights activated by PIR will be provided at the front, side and rear of the property.
The shrubbery at the front will be maintained at a maximum height of 1m and foliage on the trees will be maintained at least 2m above ground level.
Access to the basement flat. Owing to restricted space, it is not possible to incorporate a ramp of slope less than 5 deg. The steps proposed as an alternative comply with DFA (2)

(8) and have risers of 150 and treads of min. 280, though due to restricted space, the width will be 1m.
The existing gravel finish around the building and in the basement area is to be replaced with hard paving.
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In the hallway, the door to the ground floor flat will be min. 850 wide, and there will be an accessible WC off the main entrance lobby.