PLANNING AND
BUILDING CONTROL
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DESIGN AND ACCESS STATEMENT
PROPOSED EXTENSIONS TO
90 AND 92 OLD LANSDOWNE ROAD
DIDSBURY
MANCHESTER M20 2WX

Design Element:
The two properties on Old Lansdowne Road Didsbury are mid terraced with front and rear gardens backing on to a cobbled alley. They lie within the Albert Park Conservation Area. The properties are brick built with ornamental arched header courses to the openings ito the front elevations. This is typical detailing to the houses in the conservation area which also have scalloped gutter boarding. Roofs are covered in blue natural slate.The two houses have four floors including basement and loft accommodation.

The proposal is to extend and link both properties to the rear with single storey extensions.

At the rear of no. 94 Old Lansdowne Road there is a single storey lean-to extension. At the rear of no. 92 there are the recent remains of an incomplete extension. The incomplete work is to be demolished and the proposal is to extend no. 92 to the rear as far as the existing extension to no. 94 and infill between the outrigger and the boundary with no. 90 Old Lansdowne Road. The lean-to extension to no.92 is to link into the extension of no.94.

No. 90 Old Lansdowne Road has a short single storey rear extension off the outrigger. The proposal is to extend towards the boundary with no. 92 and link the two extensions together.

The original proposal to extend no. 92 (application no. 097368/FH/2011/S2) preserved the original 'Lancashire' light. In order to link the extensions it will be necessary to take both 'Lancashire' lights down so that the roofs can be raised sufficiently to give a decent headroom in the extension to no. 90 where the ground floor level at the rear is higher than no. 92.

The two abutting roofs are to pitch away from one another and are to be hipped back to their adjacent lean-to roofs. With the abutting roofs at the same pitch and height it unites the two infill extensions albeit at the expense of the two 'Lancashire' lights which are problematic and in need of reconstruction.

Amount: The whole plot over both properties is 338.2 sqm. The plot area of no. 90 is 170.8sqm and 167.5sqm to no. 92.The ground floor area of no. 90 is 50.5sqm and 50.4sqm to no. 92. The total area of the ground floors to the two properties is 100.9sqm.
The extended ground floor area to no. 90 is 58.5sqm an increase of 8.0sqm. The extended area to no. 92 is 68.0sqm an increase of 17.6sqm. The total extended area of the two properties will be 126.5sqm an increase of 25.6sqm.
Layout: The internal layout of the two properties is the same albeit the one being a mirror image of the other. Two reception rooms are off the entrance hall with kitchens to the rear. The use of these spaces will remain the same but with larger kitchen and living accommodation as a result of the extension.
The use of the upper floors is unaltered.
Scale: The height of the ridge above ground level is 11M measured at the front of the properties. The gutter to the main roof is 7.5M above ground level. The extensions strike the existing external walls at a uniform height maintaining the same gutter level throughout.
Landscaping: The front and rear gardens to both properties will largely remain as existing with parking to the front and private open space to the rear. The existing decking to the rear of no. 90 will be reduced to accommodate the extension.

Appearance:
The front elevations will not change from existing. The rear elevations will change by virtue of the extensions and will include painted timber sliding folding external doors. External wall and roofing materials will match the existing.

Access:
Old Lansdowne Road is a narrow two-way access road between Lapwing Lane to the north and Barlow Moor Road to the south with Queenston Road crossing at mid point. A cobbled alley runs between the back gardens of houses on Old Lansdowne Road and Clyde Road which runs parallel. Continuous footpaths run either side of Old Lansdowne Road.
There is no access between the front and the rear of the properties in the terrace.
Disabled access is limited to the rear where the effect of the raised ground floor level is minimized.

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