

P R O S P E T T I

DESIGN, ACCESS & PLANNING STATEMENT

504 WILMSLOW ROAD, WITHINGTON, M20 4BT

DECEMBER 2022

APPLICANT:

Mr. Kristian Sparrow

Nests Developments Ltd

AGENT:

PROSPETTI Architecture

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1. The Application

This Design, Access and Planning Statement has been prepared to accompany the application submitted seeking planning permission by Nests Development Ltd for the basement conversion of the existing property located at 504 Wilmslow Road, Withington, Manchester M20 4BT. The existing building is part of a short section of homes on the West side of Wilmslow Road, within the Withington Conservation Area (designated in 1983). The houses are four storeys high comprising of a basement, ground, first and second (roof) storeys. The basement is currently not in use. The property is split into two self-contained apartments accessed via a single front door. The scheme proposed is to extend the existing two-bedroom ground floor apartment into the basement creating two additional bedrooms and a bathroom as shown in the scheme design drawings.

2. Context

2.1 The existing building is a semi-detached red brick dwelling of a style typical of the Victorian era. It is located on Wilmslow Road (B5093), three miles to the south of Manchester City Centre.



Figure 01. The Site

2.2 The property is not listed.

2.3 The property falls within the Withington Conservation Area as seen below.

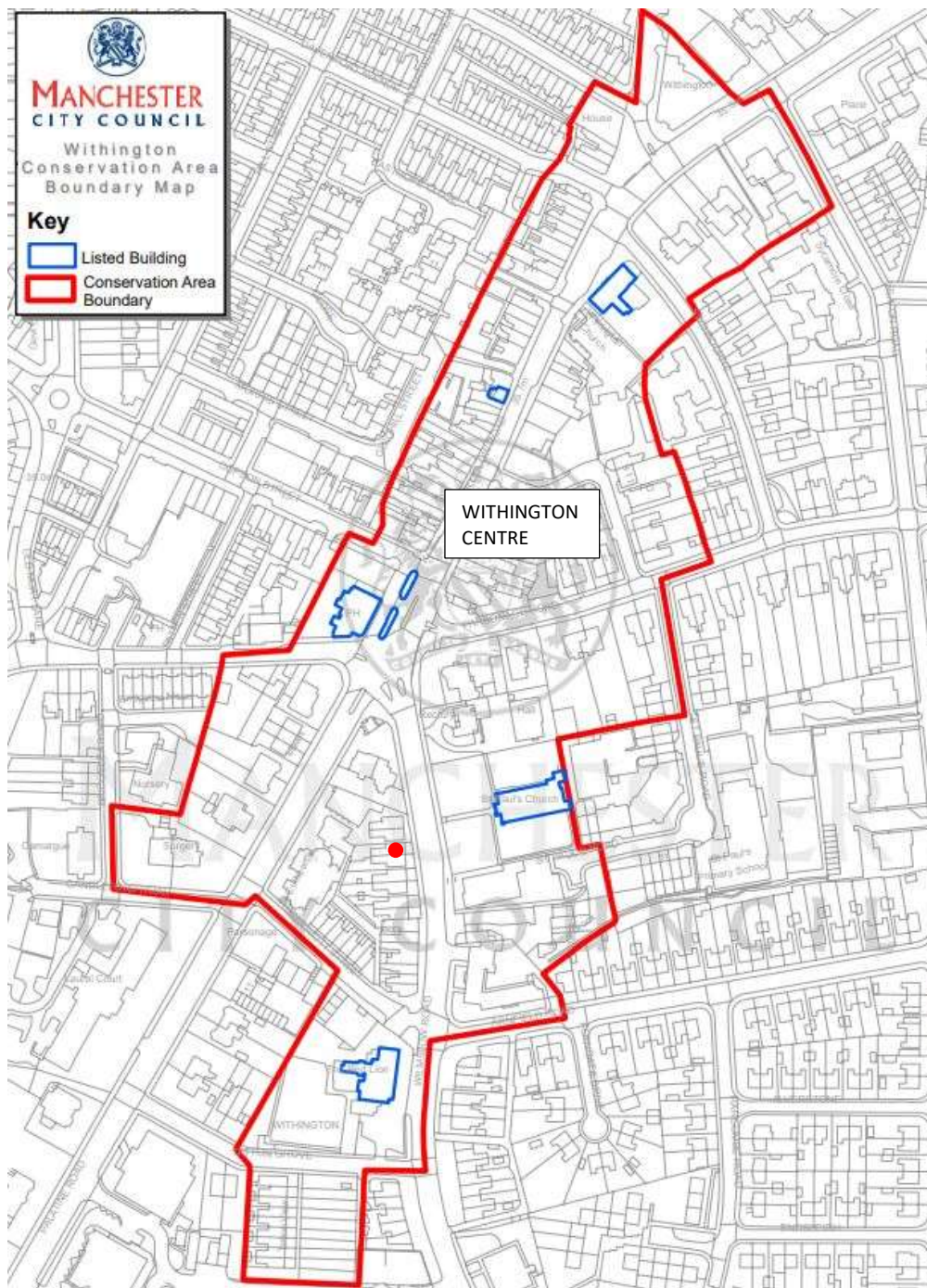


Figure 02. Withington Conservation Area (site is marked with a red icon)

2.4 Withington district centre is within an easy walking distance of the application site as shown in figure 02.

2.5 The site is in a sustainable location, just three miles from Manchester city centre, close to Didsbury Village and along one of the main bus and transport corridors through the area. The site is also in close proximity to schools, shops and employment opportunities. The bus route is very accessible, with the northbound bus stop a short distance to the north of the site whilst the southbound bus stop is opposite the site. Wilmslow Road is also a popular cycle route with cycle lanes in each direction that form part of the wider Manchester cycle network. The nearest tram stop is also only a 10 minute walk from the site.

2.6 The local flood mapping for the site has been checked and the site is located within flood zone 01 as seen in figure 03 below.



Figure 03. Local Flood Mapping

3. Planning Policy

3.1 The proposals have been formulated with careful consideration of the Manchester Core Strategy (CS) and the National Planning Framework (NPF).

3.2 The Core Strategy sets out Core Development Principles which include:

- high quality homes that are well designed and built to a high standard.
- a mix of housing to support a wide variety of households.
- housing developments in suitable locations which offer a good range of community facilities and with good access to jobs, key services and infrastructure, and makes efficient and effective use of land.

3.3 The Core Strategy sets out Core Development Principles Development which include:

Make a positive contribution to neighbourhoods of choice including:

- creating well designed places that enhance or create character.
- making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community.
- protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision

4. Design and Access

4.1 The proposal has been designed in line with the Manchester Core Strategy, National Planning Framework and Nationally Described Space Standards.

4.2 The proposal does not alter the existing site access.

4.2 The design of the proposed works utilises the existing Victorian building and its constraints and therefore does not increase the external size of the existing building.

4.3 The proposed windows at basement level and new glazed doors to the rear at ground floor will match the existing, this is indicated on the detailed elevations provided.

4.4 The original construction of the property has one basement window to the front and one basement window to the rear, these windows were bricked up many years ago, this is evident externally by the different brickwork used within the openings as seen in figures 6.5 and 6.6. Internally within the basement the original window to the front of the property can also be seen (see figure 6.3 and 6.4).

4.5 The development will leave the character and appearance of the property unharmed. The proposed reinstatement of the basement windows would return the exterior appearance of the property back to its original design.

4.6 The proposed reinstatement of one basement window to the front and one basement window to the rear of the property is required to provide daylight, ventilation and egress in an emergency. The reinstatement of two lightwells is also proposed to the front and rear to improve the daylight in the bedrooms, these will take up a small proportion of the external space but will not have a detrimental effect on the quality of the external space. There are several basement conversions within the row of houses and the proposed lightwell guarding is to be in keeping with these by providing a Victorian style wrought iron or steel guarding, painted in black as per the traditional nature of metalwork from the Victorian era. The black paint will also match the existing black painted top floor balcony and rainwater goods, visible on the exterior of the property. The proposed scheme will not make any alterations to the existing access driveway, front garden or boundary, nor utility services. The proposed development is limited to the existing building envelope and does not seek to extend or add additional volume of the building.

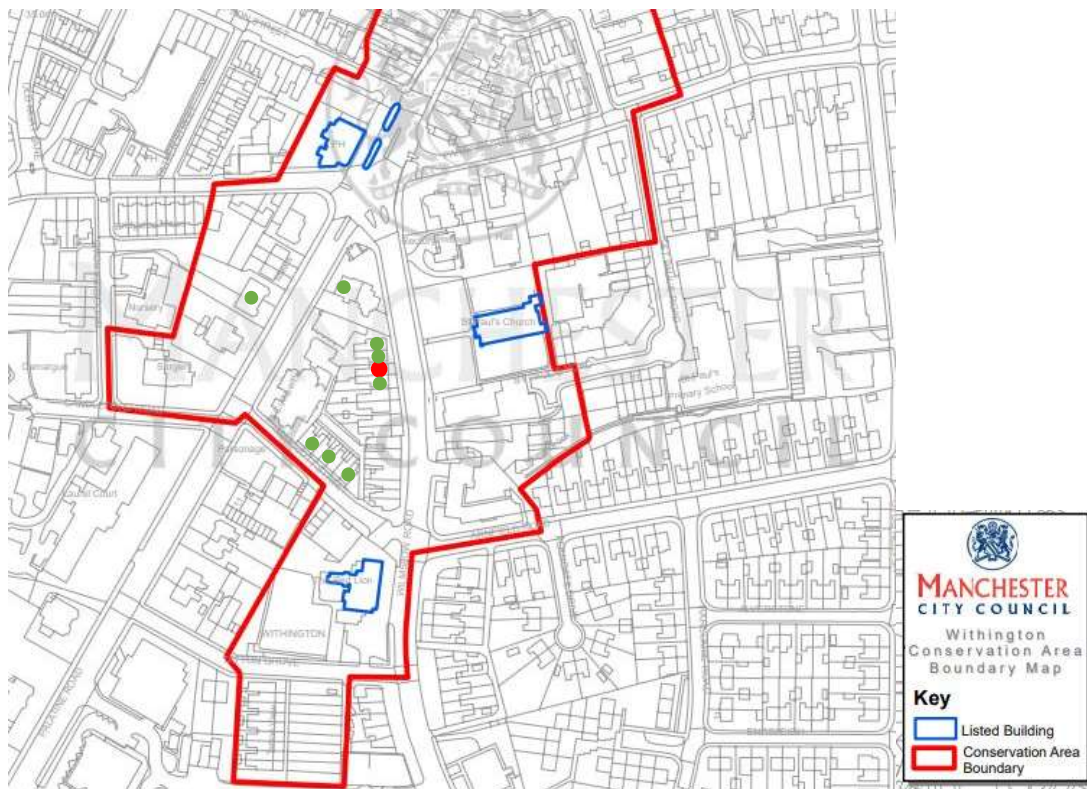


Figure 04.

Local Basement Conversions (shown with a green icon)

4.7 The basement currently consists of a large void space, inaccessible from any of the apartments. The disused space tends to attract vermin, is prone to damp and heat loss. The existing access to basement is currently through a floor hatch in the main entrance lobby. Although the opening from the ground floor is blocked the existing stair to access the basement can be seen from within the basement. The proposal is to reinstate the opening and reuse the stair to access the basement. The existing stair can be seen in figure 6.1.

4.8 By undertaking the work to introduce the lightwells the external space at the front of the property will also be improved by clearing the weeds and debris with new planting introduced where possible to enhance the heritage of the existing property.

4.9 The size of the proposed four-bedroom apartment will be 133 sqm, which exceeds the minimum space standards for a four bed apartment as outlined in the Nationally Described Space Standards.

4.10 The current floor to ceiling in the basement is 1.95m therefore the proposal is also to lower the basement floor to achieve a floor to ceiling of 2.1m. The space in the basement is to provide additional bedrooms and a bathroom therefore this floor to ceiling is deemed acceptable as the principal existing bedrooms and living spaces at ground level have a range of generous floor to ceiling heights ranging from 2.4m to 3m.

4.11 Waste: The current refuse and recycling provision is 7no. 140L bins and 2no. 240L bins; 3 no. refuse grey bins, 3 no. comingled brown bins, 3 no. mixed pulpable blue bins. As there isn't a garden only small food caddies are required which are provided within each dwelling. The Manchester Waste Guidance GD04 requires each dwelling to have a minimum of 3 no. 240L bins; 1 no. grey, 1 no. blue and 1 no. brown. The current provision exceeds the requirements. Within the proposed enlarged dwelling an internal storage allocation for recycling bins is provided in the kitchen.

A review was undertaken to relocate the bins to the rear of the property to improve the street frontage but as there is no direct access to the rear of the property within the site boundary it would mean residents would need to cross a neighbour's property to bring the bins to the front. This was deemed unacceptable and therefore the bins have been retained at the front of the property.

4.12 Cycles: Currently there's no cycle parking provision for the two dwellings. The proposal is to provide two secure cycle lockers to the rear of the property.

4.13 Parking: The property currently has space for two cars at the rear of the property. As the proposal doesn't increase the number of dwellings on site the proposal does not have an adverse impact on the local parking provision.

5. Heritage

Please see the accompanying heritage statement for a brief history of the site and local area, an investigation into the significance of the site and review of the proposed scheme.

6. Existing Site Photos



Figure 6.1. Existing internal stairs connecting ground floor apartment to basement - currently blocked up

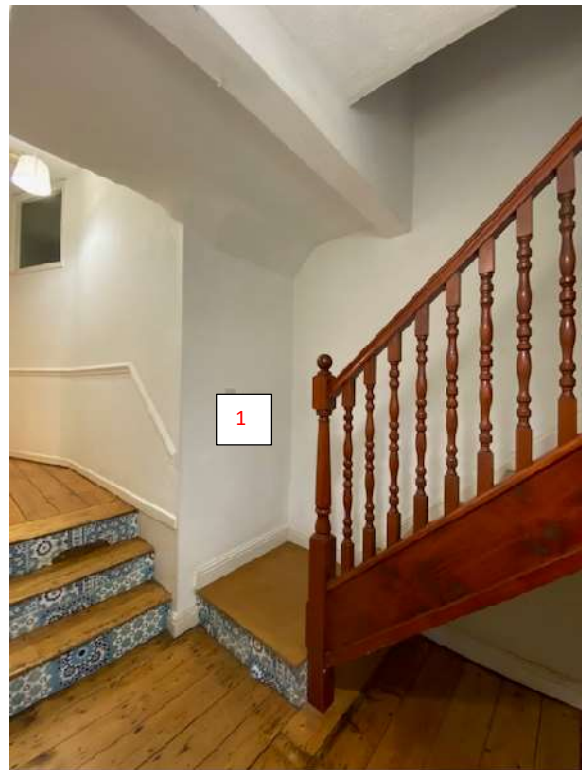


Figure 6.2. Blocked up basement access marked '1'



Figure 6.3. Existing basement front window (internal view)



Figure 6.4. Existing basement rear window (internal view)



Figure 6.5. Existing basement front window



Figure 6.6. Existing basement rear window