

JOHN WOOD ARCHITECT

1522 19 CRANBOURNE ROAD
DESIGN AND ACCESS STATEMENT

Issue 01 - 08 July 2022

JOHN WOOD ARCHITECT

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1 INTRODUCTION

1.1 Purpose

1.1.1 This Design and Access Statement has been produced on behalf of Croft and Pickles Property Limited in support of an application for the change of use of 3 flats and ancillary spaces into a single dwelling at 19 Cranbourne Rd, Chorlton-cum-Hardy, Manchester M21 8AP.

1.2 Structure of this report

1.2.1 The structure of this document follows the design process set out in Paragraph 97 of DCLG Circular 01/2006 - Assess, involve, evaluate, design.

1.2.2 In compliance with Article 4 of Statutory Instrument 2013 no. 1238 this document also outlines the design principles and concept of the proposed development, appraisal of the context and design response, access policy and how this relates to wider access policies, consultation and how specific issues have been addressed.

1.3 Weighting of policies & consultation responses

1.3.1 Where evaluating issues the following hierarchy has been applied in diminishing order of weight being applied - legislation, national planning policy, local planning policy, national design guidance and best practice, local design guidance, views of statutory consultees, views of other consultees.

1.4 Accompanying documentation

1.4.1 The document should be read in conjunction with all other information provided in the application:

- 1522 cil_questions
- 1522-001 Existing Plans 01
- 1522-002 Existing Plans 02
- 1522-003 Existing Elevations and Sections
- 1522-101 Proposed Plans 01
- 1522-102 Proposed Plans 02
- 1522-103 Proposed Elevations
- 1522-901 Site Location Plan
- 1522-902 Site Plan



Site Photos

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2 DEVELOPMENT PRINCIPLES

The development comprises an existing building which would have been constructed as a single dwelling close to the centre of Chorlton-cum-Hardy in South Manchester. The building is built from red common brick with engineering brick detailing to the principal elevation, with a combination of original timber windows and more recent, lower quality replacements.

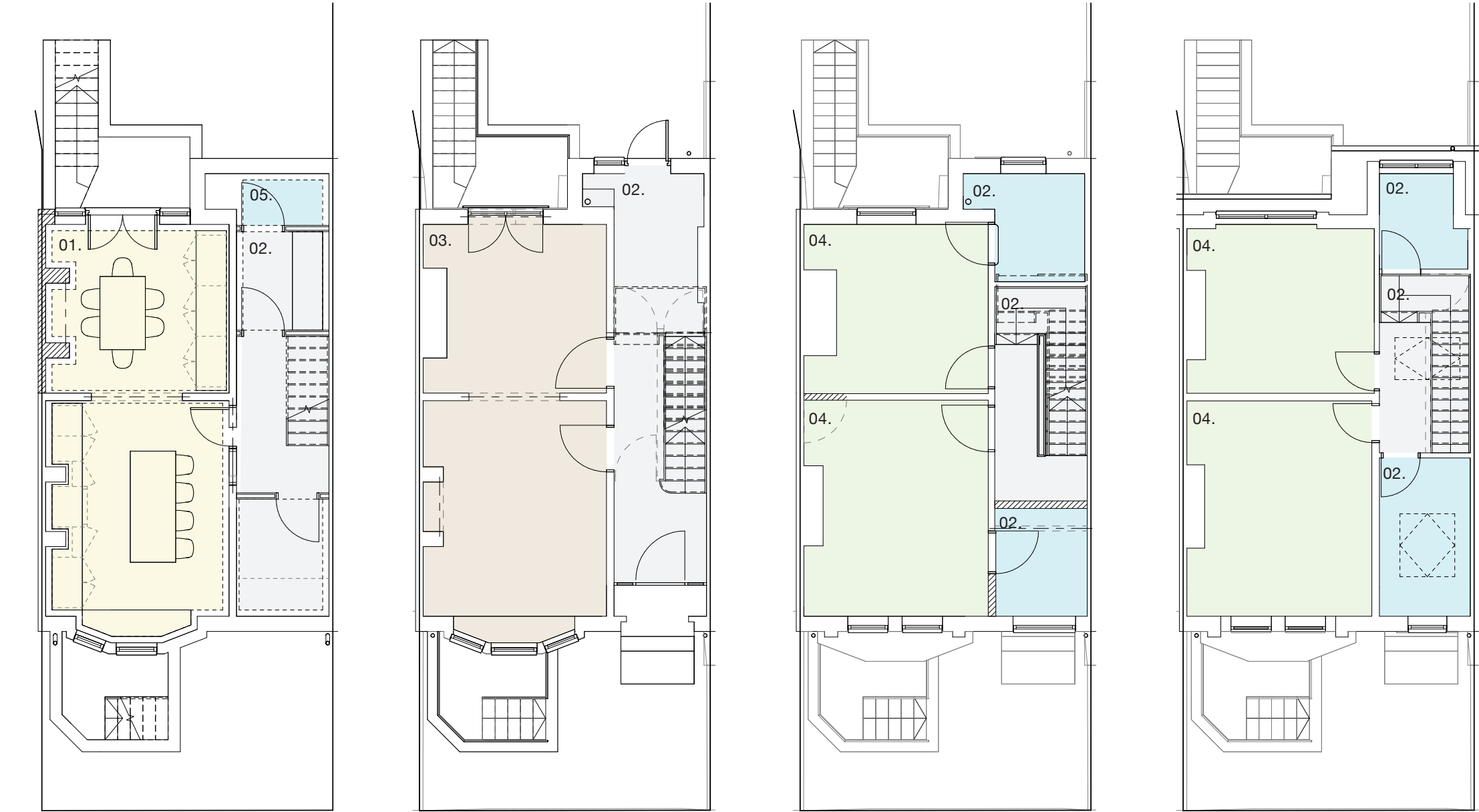
In recent years the building has been used as a block of 3 flats with common circulation areas making use of the original staircase. The proposed scope of this project is to convert the property back to a single dwelling.

Due to the limited proportions of the rear outrigger, the ground floor of the property is relatively compact. It is therefore proposed that the existing cellar will be converted to accommodate a kitchen and dining space along with new lightwells to provide fresh air, daylight and fire escape routes, enabling the existing ground floor to be used solely for reception rooms.

Dormer windows are proposed to provide additional space and height in the rooms to the rear of the top storey.

Legend

- 01. Kitchen / dining space
- 02. Circulation / ancilliary space
- 03. Reception rooms
- 04. Bedroom
- 05. WC / bathroom



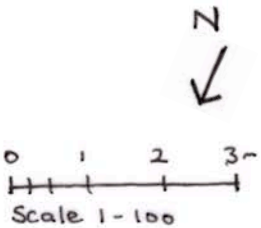
-01 B

00 GF

01 FF

02 SF

Floor plans
Scale 1:100 @ A3



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3 SITE AND CONTEXT

3.1 Locality

The property is situated close to the centre of Chorlton-cum-Hardy, a vibrant and well-connected suburb of south-west Manchester. Local amenities within easy walking distance include shops, cafés, supermarkets, bus and tram connections.

Short terraces of 19th century housing are the dominant form of built fabric in the area, generally with original or replacement front boundary treatments largely in tact, and on-street car parking which is unrestricted.

The buildings are generally 2.5-storeys with a variety of gabled and box dormers to the street-facing elevation.

There are examples of heavily developed properties in the immediate streetscape, including lightwells of significant proportions and structures made up of composite extensions from a variety of timeframes.

There are no listed buildings in the immediate vicinity. The closest are St John’s Church (HE List ref. 1450142) and Lloyd and Platt’s Hotel (HE List ref. 1096127) which are both approximately 500m away.

The site is approximately 50m from the Wilbraham Road - Edge Lane Conservation Area but is not visible from the Conservation Area, nor is the Conservation Area visible from the site.

3.2 Setting

The existing building is a mid-terrace property. The neighbouring property to the east is similar to the application property in terms of its style, existing construction and current condition. The property to the west is a more heavily developed end of terrace with deep lightwells to the front elevation and a substantial extension to the side of the property.

Across Cranbourne Road is a line of well kept Victorian semi-detached houses which appear to be generally in use as individual family or shared houses.

Along the street to the east, 3-7 Cranbourne Road have been heavily remodelled to create a block of apartments with gated off-road parking to the rear. The development includes the addition of small box dormers to the front of the buildings and a substantial lightwell providing access at basement level.

3.3 Site

The building is thought to date from the latter part of the nineteenth century and would originally have been constructed as a single dwelling. More recently the building has been used as a block of 3 apartments. It is thought to have been in continuous residential use.

The plot includes a modest yard in front of the principal elevation which currently houses the property’s bins and is in a relatively poor state of upkeep.

To the rear of the property is a reasonably generous garden space which has 1.8m boundary treatments around two sides and is open to the rear garden of number 17 on the other.

As the site is on the inside of a turn in the road, a number of the neighbouring properties face on to one-another to the rear. However as the rear gardens are relatively spacious and there is established planting which acts as screening there is not a strong sense of overlooking or overbearing.

There are not thought to be any rights of way through the application site.

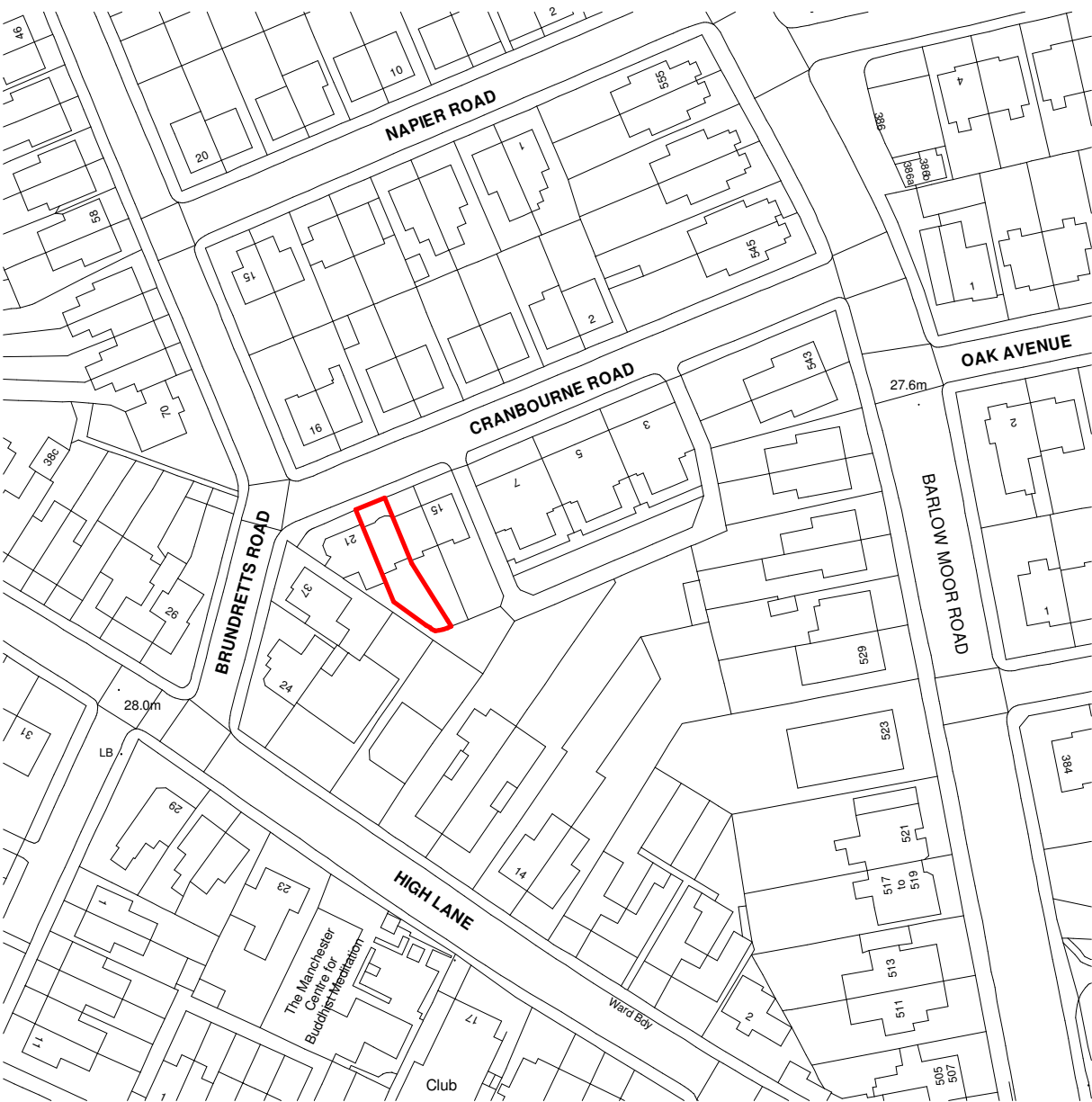
3.4 Relevant policies and guidance

Manchester City Council’s Local Development Framework Core Strategy (adopted 2012) is a core policy document which includes detailed guidance on housing (Objective 3) and parking standards (Appendix B).

This includes a statement regarding the provision of larger housing units in south Manchester (Policy H6, para 9.27):

“...It is important to increase housing choice by adding to the stock of larger housing units to complement new housing on higher value sites to retain or attract high income earners...”

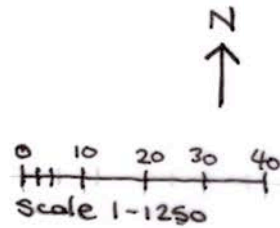
Manchester Residential Design Guide (2017) provides guidance on design quality for residential development. This includes guidance on the importance of character, working with thresholds and appropriate density and promoting sustainable travel.



Site Location Plan

Extract from 1522-901-01

Scale 1:1250 @ A3



3.5 Summary of key constraints and opportunities

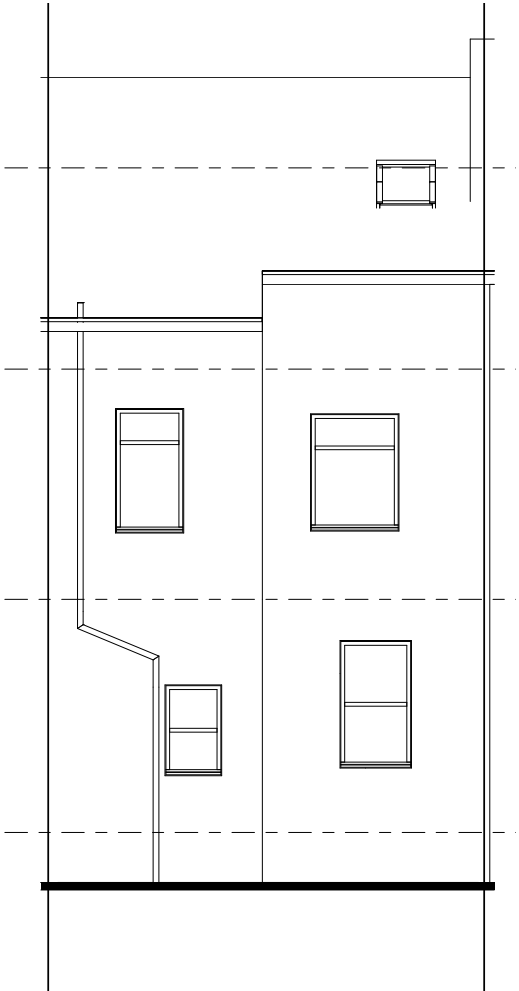
Ground floor is raised approximately 80cm above street level making the provision of a lightwell to provide fresh air and daylight to the basement floor feasible with relatively modest front an rear lightwells.

Much of the original fabric of the building has been retained including timber sash windows as well as interior elements; plasterwork and joinery.

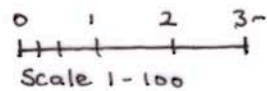
There is limited access to the rear of the property and limited space to the front of the property which is unlikely to allow for the possibility of off-road parking.



E1 Principal Elevation
scale 1:100 @ A3



E3 Rear Elevation



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4 ACCESS

4.1 Site access

Chorlton-cum-Hardy is home to a vibrant high street a wide range of food and retail, cafés, bars, supermarkets, banks and other businesses. The application site is conveniently situated less than 5 minutes’ walk from the high street.

The application site is served by excellent public transport connections by bus and tram between less than 5 and 10 minutes’ walk respectively which give access to Manchester City Centre, Manchester Airport, local centres and tourist attractions and national rail services.

The application site is well connected by road, equidistant between motorway junctions in Stretford and Northernden, each approximately 2 miles away which give access to the M60 and M56, connecting to the M61, M62 and M6, all within a 20 minute travel time. Manchester City Centre is approximately 15 minutes away by car.

The building is currently served only by on-road parking, as are many of the properties in the local vicinity.

The principal elevation of the building faces Cranbourne Road from where emergency services access is possible.



Site Access Diagram
Scale 1:1200 @ A3

5 CONSULTATION

5.1 Statutory stakeholder consultation

No statutory consultation has taken place under this application.

5.2 Consultation with other stakeholders

No wider consultation has been carried out in relation to this application.

5.3 Previous applications

A previous planning application for the site (125220/FO/2019) which combined extensions and remodelling to the application property and two adjacent terraced properties, nrs. 15 and 17, was initially refused by the local planning authority on the basis that it provided insufficient car parking. The decision was later overturned on appeal.

6 EVALUATION OF KEY ISSUES AFFECTING THE DEVELOPMENT

6.1 Use

The application site is believed to have been in continuous use as a dwelling (C3) since its construction. It is proposed that this use will be retained under this application.

6.2 Amount

The application site is currently used for 3 dwellings in the form of apartments. Under this application it is proposed that it will be converted back into a single unit.

The principle of returning the building to use as a single, 4-bedroom dwelling is in line with local policy Policy H6, para 9.27 (see section 3.4) which seeks to encourage the development of larger units. It is also considered that use as a single, 4-bedroom dwelling will put less pressure on on-street car parking than the existing three 1-bedroom units.

6.3 Layout

The possibility of converting the existing ground floor for use as a kitchen / dining space was considered however it was felt, given the relationship between the street and the raised ground floor with low bay window cills, it was felt this could have a negative impact on the character of the frontage.

The alternative of using the existing cellar for a kitchen and dining space along with the creation of a modest light-well is considered more appropriate given the working nature of Victorian cellars and will serve to provide further animation to the street scene, reinforcing the area’s sense of being a lively and affluent suburb.

6.4 Scale

The scale of both the front and rear lightwells have been kept to a modest level, whilst generous enough to provide a meaningful connection between interior and exterior. This connection is important in providing a high quality of interior space as well as providing animation to the street scene.

The proposed box dormers to the rear of the property are in proportion and remain legible as individual elements to avoid being overly dominant.

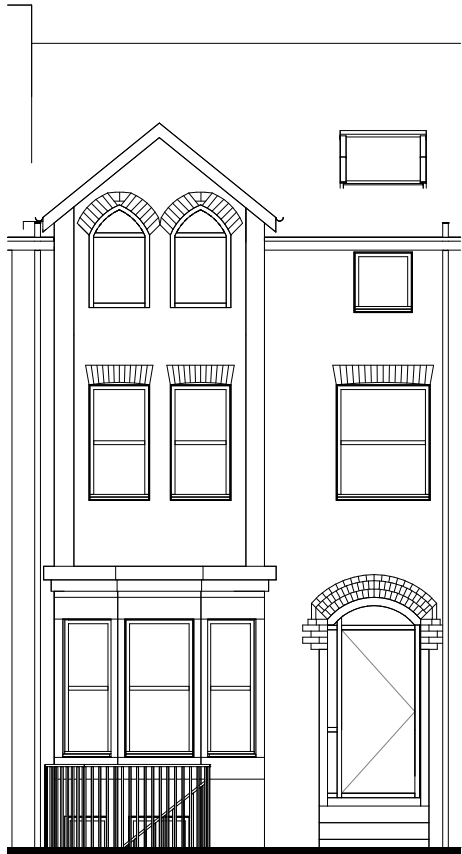
6.5 Landscaping

Landscaping materials have been selected to sit comfortably in the street scene, whilst enabling the narrative of the development to remain legible. Retaining walls will be white rendered with stone cappings, topped with black painted metal railings.

6.6 Appearance

A number of existing timber windows which are thought to be original will be refurbished, brickwork repointed and the landscaping to the front of the property will be tidied and brought back into a good state of repair.

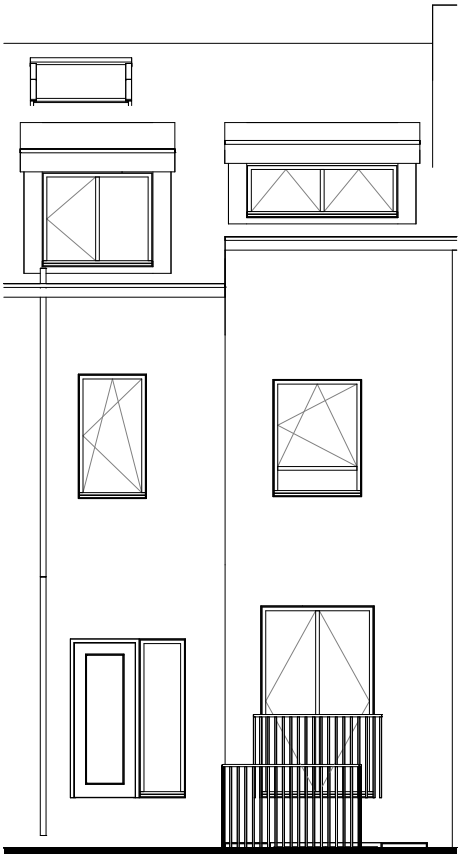
A number of previously replaced timber windows which are in a poor state of repair will be replaced with new units - painted timber on the principal elevation and metal framed glazing to the rear.



E1 Principal Elevation
scale 1:100 @ A3



E1 Cut Away to Show Lightwell



E3 Rear Elevation

0 1 2 3m
Scale 1-100