Chartered Surveyors
& Building Consultancy

Design & Access Statement
Proposed Driveway & EV Charging Point
14a Glebelands Road, Prestwich

ADDRESS
14a Glebelands Road
Prestwich
Manchester
M25 1NE

Applicant
Rochelle Broman

DATE
4th November 2026

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REFERENCE
Cre8/0825.37



1.0 Introduction

This Design and Access Statement has been prepared in support of a planning application for the conversion of an existing front garden to a proposed driveway for car parking, alterations to the front boundary wall and installation of electric vehicle (EV) charging point. Permission for a dropped kerb at the front of the property has been conditionally agreed with Bury Council, subject to planning approval.

The property is situated within the Poppythorn Conservation Area. Accordingly, consideration has been given to the historic and architectural character of the property and its surroundings, together with the potential impact of the proposed alterations on the character and appearance of the Conservation Area.

The purpose of the proposal is to provide off-street parking within the existing front garden, reducing the need for on-street parking and providing convenient electric vehicle charging. The design seeks to achieve this while retaining elements of the existing boundary and using materials and detailing that complement the established character of the street.

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2.0 Location and Conservation Area Context

The application site is located at 14A Glebelands Road, Prestwich, within the designated Poppythorn Conservation Area.

Poppythorn is predominantly a residential conservation area characterised by its late Victorian and Edwardian suburban development. The area developed principally from the 1870s onwards, following improvements to railway connections which encouraged the growth of Prestwich as a desirable residential suburb for middle-class families and professionals.

Glebelands Road forms an important part of this historic development. The street comprises a variety of substantial detached properties, semi-detached and terraced houses, predominantly dating from the late nineteenth and early twentieth centuries. The architectural character is varied but cohesive, with traditional building materials, established building lines and landscaped front gardens contributing to the overall appearance of the street.

The Poppythorn Conservation Area Appraisal and Management Plan identifies the importance of the area's traditional residential character, particularly its original buildings, boundary walls, gate piers, front gardens, mature planting and established trees.
The appraisal also highlights the importance of retaining traditional garden frontages, noting that boundary walls, gates, gate piers and pathways contribute significantly to the character of both individual properties and the wider Conservation Area.

These characteristics have been considered in the design of the proposed works.

3.0 Property Description and Heritage Significance

The application property is an early twentieth-century terraced house built approximately between 1900–1929. It forms part of the residential development along Glebelands Road and contributes to the historic suburban character of the Conservation Area.

Its age, scale and traditional architectural character reflect the broader period of development that shaped Poppythorn during the late Victorian and Edwardian eras.

The property is constructed in traditional masonry, with its architectural character contributing to the established residential streetscape. Its relationship with the neighbouring properties, front boundary treatment and landscaped frontage forms part of its contribution to the Conservation Area.

The front garden and boundary wall are visible from the public highway and therefore contribute to the character of the street. The proposed alterations have consequently been considered in relation to their visual impact on the property and the wider historic environment.

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4.0 Proposed Works

The proposed development comprises the following:

- Removal of the existing front boundary wall to create an opening for vehicle access.
- Retention of the existing right-hand brick boundary pier.
- Construction of a new brick boundary pier to the opposite side of the driveway opening, matching the existing retained brickwork pier.
- Removal of the existing front garden landscaping and pathway to accommodate a new paved driveway.
- Installation of electric vehicle charging points within the driveway area.

The proposed works are intended to provide a practical and functional off-street parking arrangement while maintaining a sympathetic relationship with the existing property and surrounding buildings.

The dropped kerb has received conditional approval from Bury Council, as arranged by the client.

5.0 Amount

The proposed driveway will measure approximately 5.1 metres wide by 6.3 metres deep, providing an area of approximately 32.1 square metres.

The new boundary pier will measure approximately 360mm x 360mm and will be constructed to match the existing retained pier.

The proposal is limited to alterations within the existing front garden and boundary frontage. No extensions or alterations to the main dwelling are proposed.

The EV charging equipment will be incorporated within the driveway area, with its positioning and appearance designed to minimise its visual impact on the property and surrounding streetscape.

6.0 Layout

The proposed driveway will occupy the existing front garden and pathway, extending from the back edge of the pavement towards the front elevation of the dwelling.

The existing boundary wall will be partially removed to create a suitable driveway entrance. The retained pier and newly constructed matching pier will provide a defined entrance and maintain an element of the property's existing boundary treatment.

The layout has been designed to provide practical off-street parking and convenient access to the EV charging facilities.

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The arrangement will be contained within the existing residential plot and will not result in any alterations to the established building line or the neighbouring properties.

7.0 Scale

The proposed works are modest in scale and are confined to the front boundary of the property. The driveway will measure approximately 5.1m x 6.3m, replacing the existing garden and paved pathway. The new brick pier will be constructed at a scale consistent with the existing retained pier. The proposal will not increase the footprint, height or massing of the dwelling and will not affect the architectural form of the main building.

The scale of the alterations has been kept proportionate to the property and its frontage.

8.0 Landscaping

The existing combination of soft landscaping and paved pathway within the front garden will be removed to accommodate the proposed driveway.

The replacement surface will comprise sympathetic paving selected to complement the traditional character of the surrounding residential properties.

The intention is to provide a neat and well-finished frontage, avoiding visually intrusive or overly contrasting materials.

The existing boundary treatment will be retained in part through the preservation of the existing right-hand pier and the construction of a matching pier on the opposite side of the driveway entrance.

No works to mature trees are proposed as part of the development.

9.0 Appearance and Materials

The appearance of the proposed development has been considered with regard to the traditional architectural character of the Poppythorn Conservation Area.

The existing front boundary wall will be partially removed to facilitate vehicle access. The existing right-hand brick pier will be retained, while a new pier will be constructed to the opposite side of the entrance.

The new pier will measure approximately 360mm x 360mm and will replicate the existing pier in terms of brick type, colour, bond, pointing and overall detailing, ensuring that both piers form a consistent and visually coherent entrance.

The driveway surface will comprise paving in a colour and finish sympathetic to the surrounding traditional residential environment. The intention is to avoid materials that are overly bright, reflective or visually dominant.

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The EV charging equipment will be selected and positioned to minimise its visual impact. Charging units will be of a discreet design and finished in a neutral colour wherever practicable, ensuring that they do not become a dominant feature when viewed from the public highway.

The proposed materials and detailing will seek to complement the existing property and maintain a sympathetic relationship with the wider streetscape.

10.0 Access

The proposal will provide dedicated vehicle access to the front of the property through the formation of a dropped kerb.

The dropped kerb has been conditionally approved by Bury Council and will allow vehicles to enter and leave the driveway safely from Glebelands Road.

The driveway will provide off-street parking within the boundary of the property, reducing on-street parking.

The proposal will not alter the existing pedestrian access to the dwelling, other than the necessary adjustments to the front boundary arrangement.

11.0 Heritage Impact and Effect on the Conservation Area

The application site lies within the Poppythorn Conservation Area, and particular consideration has therefore been given to the impact of the proposed development on its historic character and appearance.

The Poppythorn Conservation Area Appraisal and Management Plan identifies traditional front garden arrangements, boundary walls, gate piers and landscaped frontages as important elements of the area's character.

The new pier will maintain the visual rhythm and traditional character associated with boundary entrances within the Conservation Area. Its matching brickwork and detailing will ensure that the altered frontage remains sympathetic to the existing property.

The proposed driveway will be visible from Glebelands Road. However, the works will be confined to the existing front garden and will not involve alterations to the main dwelling, its architectural features or its established built form.

The use of sympathetic paving materials, together with the retention and replication of the brick piers, will help to ensure that the resulting frontage is orderly and visually appropriate within the residential streetscape.

The EV charging equipment will be positioned and selected to minimise its visual presence. It will serve a practical residential purpose and will not require alterations to the architectural fabric of the dwelling.

The proposal will also provide off-street parking, reducing the need for vehicles to be parked along the highway. This will provide a practical benefit to the property and may help reduce the visual presence of parked vehicles within the street.

Overall, the proposal represents a limited alteration to the front curtilage of the property. Whilst the removal of part of the front garden will result in a change to the existing frontage, the retention and matching reconstruction of the boundary pier, together with the use of sympathetic materials and discreet EV charging equipment, are intended to minimise the visual impact of the development.

The proposal is therefore considered to preserve the architectural character of the dwelling and to avoid unacceptable harm to the character and appearance of the wider Poppythorn Conservation Area.

12.0 Conclusion

The proposed driveway, boundary alterations, dropped kerb and EV charging facilities at 14A Glebelands Road are intended to provide practical improvements to the residential property while having regard to its location within the Poppythorn Conservation Area.

The development is modest in scale and is confined to the existing front garden. No alterations to the main dwelling or its architectural features are proposed.

The retention of the existing boundary pier, construction of a matching replacement pier, and use of sympathetic paving and discreet EV charging equipment will help maintain a coherent and appropriate appearance to the property frontage.

The proposal will provide off-street parking and facilities for electric vehicle charging, supporting modern residential requirements while seeking to respect the established character of Glebelands Road.

Having regard to the design, scale, materials and limited extent of the proposed works, it is considered that the development can be accommodated without unacceptable harm to the character and appearance of the Poppythorn Conservation Area.

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