

43 Hilton Lane, Prestwich, Manchester, M25 9SA

Design and Access Statement

Proposal: Demolition of existing dwelling and erection of 1no. replacement dwelling.
February 2020



Introduction

This design and access statement has been produced on behalf of Gold Sketch Studios and is intended to support a full planning application submitted to Bury Council for the demolition of the existing dwelling house at 43 Hilton Lane and the development of a new larger dwelling house in its place (App Ref: 67482). The new dwelling house will be a modern well presented property with symmetrical double windows on either side of a central entrance door. Two off street car parking spaces will be provided for the proposed dwelling and the front garden area will be relandscaped. This document is intended to accompany a revised set of drawings which are being resubmitted to the council further to the initial submission on the 7th January 2022. The revised drawings have been amended to incorporate the changes requested by the planning officers in response to the first set of drawings submitted.

This document contains photographs and a description of the proposed works and is to be read in conjunction with the accompanying drawings produced by Gold Sketch Studios.

Site and Surrounding Area

The application site comprises a detached two storey dwelling house on the southern side of Hilton Lane in Prestwich. The property sits at a raised level from the street side along Hilton Lane. The property benefits from a detached garage outbuilding at a split level to the front of the site as well as an ascending driveway leading up to the front of the property adjacent to the garage structure and a large front garden area. The driveway is also used as the primary pedestrian entrance to the property. To the eastern side of the existing dwelling, the property features a single storey side extension which extends towards the property's boundary with no. 39 Hilton Lane. The property also benefits from a rear private garden area which backs onto the Prestwich Golf Club. There are no listed buildings on or adjacent to the site and the site is not located in a conservation area.



Google aerial view picture showing the location of the application site along Hilton Lane

The neighbouring property to the east at no. 39 Hilton Lane is a detached single storey bungalow dwelling with a separate detached outbuilding in its rear garden area. The ground floor base level of the bungalow dwelling at no.39 is slightly higher level than the subject property making the difference in building heights less discernible. No. 39 Hilton Lane benefits from large front and rear garden areas with a circular/return drive to the front of the site. On its other (western) side the neighbouring property at no. 45 Hilton Lane is a similar two storey dwelling which has been extended to the side and the rear at ground floor level and above the former garage at first floor level.

The neighbouring property at no. 45 Hilton Lane has recently been granted planning permission for significant extensions including a *“Two storey rear/side extension with gable end; Glazed rear balcony; Rebuild of front walls and 1.1m glazed barrier to parking level”*. (App Ref: :67768/FUL)

Planning History

There is no relevant planning history for this property however the property does appear to have been extended to the side with a single storey side extension.

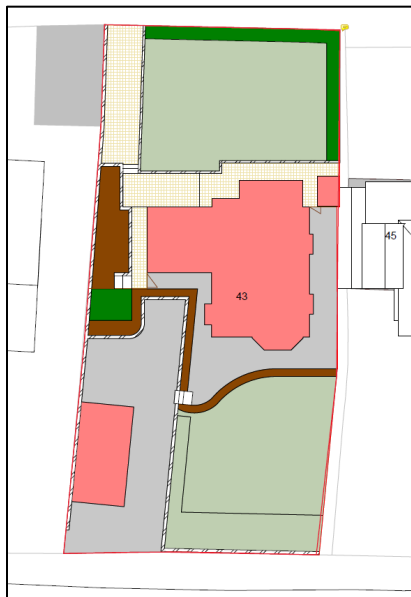
Proposal

The proposal seeks the complete demolition of the existing dwelling and the erection of a new detached two storey 5 bedroom dwelling with a larger building footprint. The overall building footprint will be a more straightforward mostly square shape with two slightly protruding bays within the front building façade to be positioned on either side of the new central entrance doorway. The property will feature a

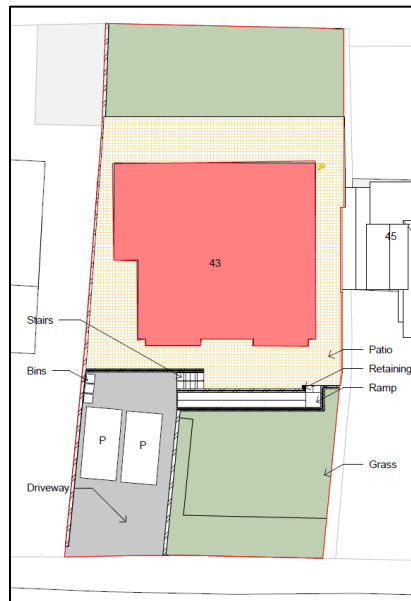
double storey side extension on its eastern side creating a step along its left (eastern) elevation as the property becomes wider towards the rear.

Given that this is a new build development, the property has been designed to sit on an elevated platform which will be required to support the structure of the new dwelling. This means that the ground floor level of the property sits 0.8m higher than the ground floor level of the existing property.

The building footprint of the existing property has an overall width of 11m at its widest point (to the rear of the property) and an overall depth of 11.5m from its front bay to the rear most wall. The new building will have an overall width of 13.5m at its widest point to the rear of the property with a narrower overall width of 12m at the front due to the step in. The depth of the proposed dwelling will be 12.3m from the proposed front bays to the rear flank wall. The proposal includes the demolition of the existing detached garage structure to the front of the site and any other garden shed structures. The proposed new dwelling mostly retains the existing separation distances from the neighbouring properties with ample separation distances retained between the properties where this has not been possible.



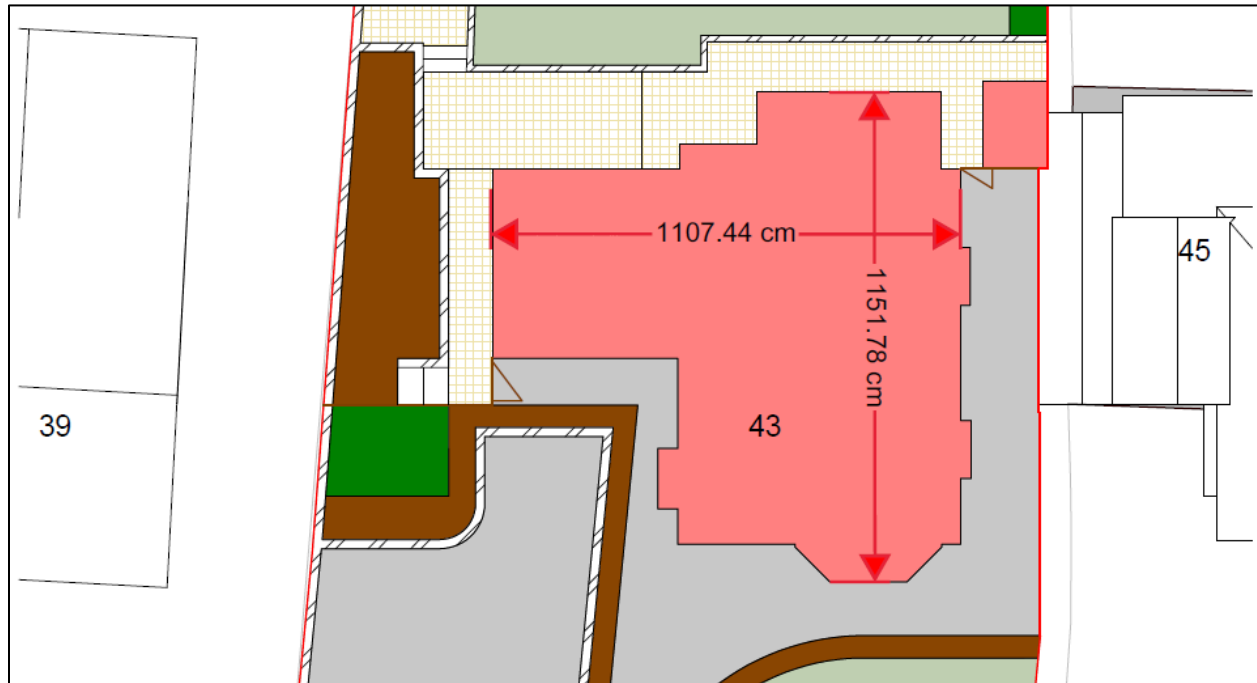
Existing site layout



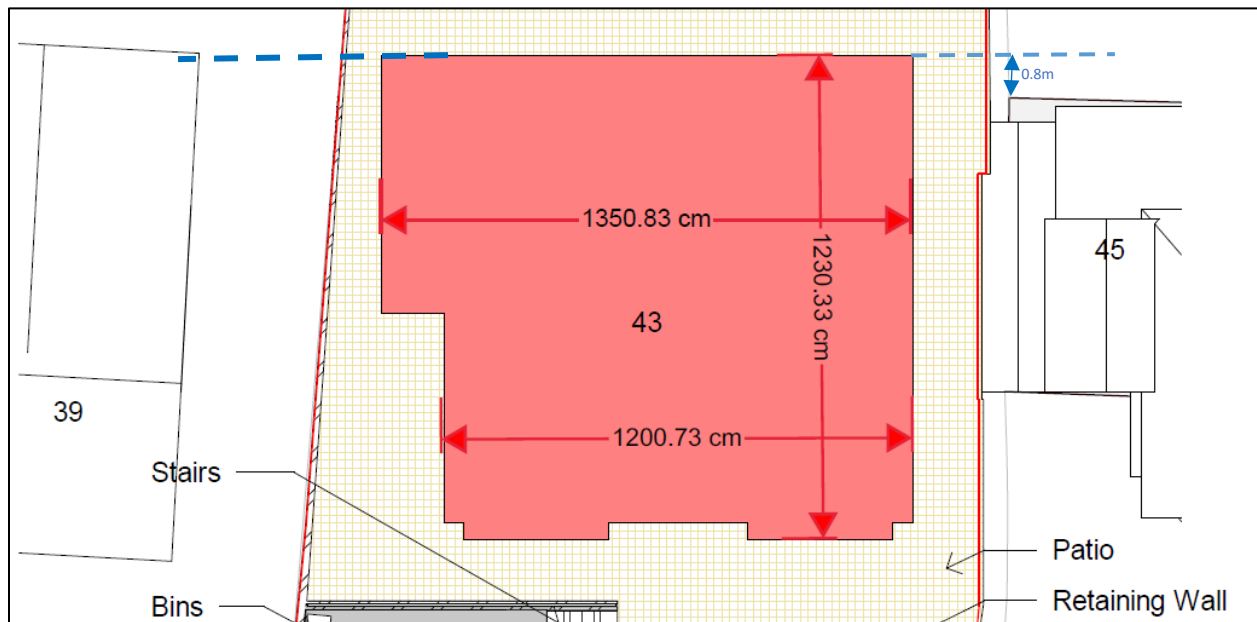
Proposed site layout

On its rear left side, the rear building line of the proposed dwelling will be slightly shallower than the building line of the rear outrigger of the adjacent bungalow at no. 39 Hilton Lane. However, the proposed rear wall of the property on its rear right side would extend further than the rear flank wall of the neighbouring property at no. 45 Hilton Lane, however given that the increase in depth will only be

0.8m from the existing rear flank wall of the property and the separation distance retained between the properties, this should be acceptable.



Existing site plan showing existing building footprint with dimensions



Proposed site plan showing proposed building footprint with dimensions and relationship to neighbouring properties.

The new dwelling will be two stories in height (5.2m to the eaves and 8.2m to the top most ridge) with a pitched roof and half hipped gables on either side. The side two storey outrigger will have a gable end

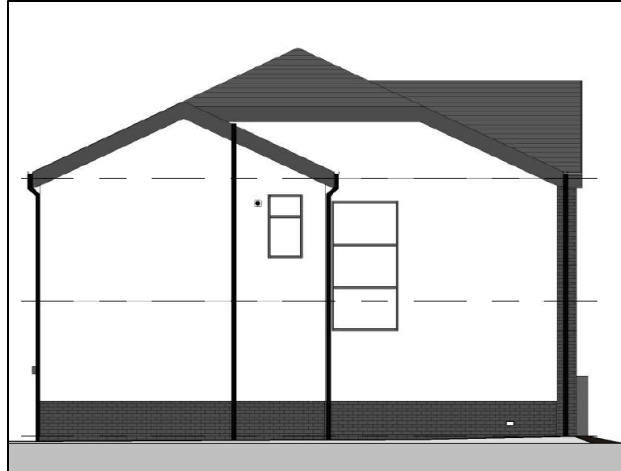
roof extending out from the left side of the main roof with a total ridge height of 7m. To the front of the property the roof will feature two front gable protrusions above the two double bays.



Proposed front elevation plan showing proposed pitched roof, partly hipped gables and front gable protrusions above the two double bays.

The proposed building will be set in from the site boundaries providing direct access to the rear of the property/the garden area and additional amenity space via the passages along both sides of the building. The new dwelling retains a large private rear garden area with a paved over patio area extending 3m to the rear of the house as shown on the site plan. The front and sides of the dwelling will be similarly paved over.

To the left side of the property (along its eastern elevation), the proposal includes the creation of a double storey side extension along part of the side of the house. The side extension extends 1.6m from the primary building line to the left of the property and features a pitched gable end roof. At its closest point, the side flank wall of the proposed side extension retains a distance of 4.7m from to the right side flank wall at no.39. The existing property has a distance of 7.1m from side flank wall of the neighbouring bungalow at its closest point.



Proposed two storey side extension with gable end roof on left side of property.

The proposal includes the creation of a new driveway to the front of the property in place of the existing garage building and narrow (single car) driveway. The new drive will provide 2no. off street parking spaces (with additional space for a third vehicle on the driveway if the vehicles were parked in front of one another) and a refuse and recycling storage area at the top of the driveway. Bicycle storage will be provided on the patio area surrounding the new dwelling.

The proposal also includes the construction of new stairs leading from the driveway to the front entrance as well as a entrance ramp for buggy's and wheelchairs users.

Scale of Development

The application site measures 598m² with the footprint of proposed dwelling house measuring at 156m² and the total floor areas of the dwelling house measuring at 276m², providing a 5no bedroom dwelling. The new dwelling will be spread across two floors.

Each of the proposed rooms comply with the minimum floor areas as required by nationally prescribed technical space standards. The proposal is in keeping with the Residential Design Guidance and will not have an adverse impact on the surrounding streetscape.

The proposed dwelling has been designed to provide a high-quality residential development which is appropriate for the sites location and reflects the scale and design of nearby properties.

Design and Appearance

The property is located in close proximity to a number of larger two storey residential houses of mixed architectural character and appearance. The predominant housing tenure in this area is larger two storey houses. Notably, the design of the proposed dwelling is similar in scale, form and appearance to the nearby properties at no's 49 and 51 Hilton Lane, a few houses away.



Extended dwelling at no. 49 Hilton Lane



Extended dwelling at no. 51 Hilton Lane

The design of the property follows a modern simplistic approach with a narrow pallet of colours and accenting materials to bring out specific features. The primary architectural features included within the design are the two double storey bays with gable roofs above and the imposing front entrance with large glass fanlight above the new entrance door (3m tall x 2.2m wide).

The new entrance door will have two full height (sidelight) windows on either side of the entrance door and a extravagant large fanlight above the entrance stretching a full 3m above the front door. The new front door and fanlight above will be surrounded with a light brown cladding accentuating the significance of the large fanlight window and the entrance door.



Proposed front elevation showing proposed design and materials palette.

In terms of external finishing materials, the proposal includes a dark grey brick finish on the two front bays with white render on the remaining side and rear elevations. The front double storey bays will have large symmetrical modular window reveals at ground and first floor levels on either side of the entrance door feature. The side elevations will also feature a line of dark grey brickwork up to 1m in height around the sides of the building, with white render above.

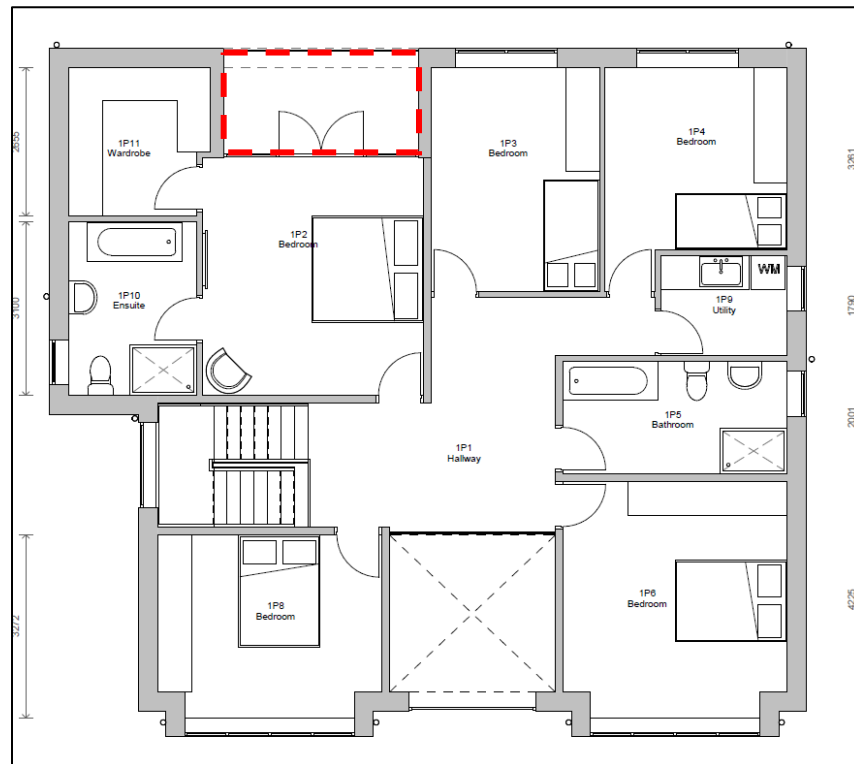
The roof form is similar to the roof form of the nearby properties at no 49 and 51 Hilton Lane and the proposal thus respects the character of the area. The roof tiles will be of a dark grey slate colour to match the dark grey brick finish on the two front bays.

Privacy and Outlook

All of the principle habitable room windows of the proposed dwelling are proposed in the front and rear elevations of the property. The kitchen area features two side facing windows which face towards the side wall of no. 45 Hilton Lane. These windows will be obscured glazing allowing for natural light to flow into the room but precluding any concerns of overlooking to the rear of the neighbouring property. Any other side facing windows belong to non-habitable rooms (bathrooms or toilets) and will all feature obscured glazing.

The property is sufficiently distanced from the properties on either side so as not to create any issues of loss of privacy or overlooking in relation to those properties. The property backs onto a golf course and there are no concerns of loss of privacy or overlooking to the rear of the property.

The proposed balcony to the rear of the property (located just off the master bedroom) has been inverted within the bulk of the property ensuring that no issues of overlooking or loss of privacy are created by the balcony. The left side of the balcony closest to no. 39 Hilton Lane is screened by the internal side wall of the large walk in wardrobe precluding overlooking in that direction. Given its inverted design, the balcony effectively has the same impact on the neighbouring properties as regular rear facing windows.



Proposed first floor plan showing inverted balcony outlined in red to the rear left side of the property.

Landscaping and Car Parking

The proposal includes the demolition of the existing garage structure to the front of the site and the small storage shed located to the rear right side of the property.

The proposal includes the creation of a new larger (wider) front driveway with sufficient car parking spaces for two cars to be parked side by side comfortably (a third vehicle could be parked on the driveway if two of the cars were parked in front of one another).

The front lawn area will be mostly retained, however the proposed includes the creation of new straight retaining wall to the front of the property in place of the existing curved retaining wall. The existing trees to the front of the lawn area will also be fully retained providing natural screening from the street side.

The existing tree/hedges on the sites right (western) shared boundary with no.45 Hilton Lane will be removed as part of the proposal.

The proposed landscaping includes the creation of a new paved area around the entire dwelling stretching 3m from the rear wall of the property and to the site boundaries on either side of the new dwelling. The area to the front of the property will also be paved over and the proposed new stairs and ramp leading from the front driveway will lead directly onto this paved area providing a level walkway to the front entrance. To the rear of the site, the existing paved over area to the left side of the garden will be removed and replaced with grass creating a large lawned garden area.

Waste and Recycling Storage Areas

The proposed waste and recycling storage facility will be located at the top of the proposed driveway adjacent to the sites left (eastern) boundary with no. 39 Hilton Lane as shown on the proposed site plan. The bin storage area will be positioned behind the cars (when parked). The bin storage container will be a gated sheltered structure. The incorporation of a designated bin storage area will ensure that the bins are kept tidy within their designated storage areas and will not have any negative impact on the appearance of the street scene. This storage location allows for the convenient movement of the bins to the street side on designated collection days. The applicants have not yet decided on the specific bin storage container which will house the bins however this element can be secured by condition.

Sustainability

The proposed dwelling has been designed in accordance with the Department for Communities and Local Government Technical Housing Standards to ensure the living conditions are suitable and in accordance with the council recommendations. The proposed development will be constructed to modern standards providing good levels of insulation to reduce the amount of heat loss. The proposal has also been designed to make the best use of the natural light available to aid heating and cooling of the proposals through insulated glazing and to provide natural light within the building. Modern insulation techniques will be adopted as part of the project to ensure energy efficiency and reduce carbon emissions. The construction will incorporate a high standard of design and will utilise recommended building methods and high-quality materials to ensure energy efficiency and sustainable design. The proposed design of the new dwelling house has been well planned and strategically organised to ensure that residents will have the maximum usability and amenity of the internal and external space.

Energy considerations

It is the intention that the following matters will be addressed and integrated into the detailed design:

- Sustainable drainage systems, soakaways, permeable surfaces
- Water use reduction dual and low flush toilets
- Low emissive glass and high performance window frames
- Sustainable construction, sourcing materials locally and the usage of FSC certified timber
- A-rated condensing boilers and low energy light fillings

The relative compact geometry of the buildings; the good use of land; the sourcing of local material; the use of A-rated boilers; a 'better than regulation' U-value and the convenient location for shops and transport will all contribute to give this development a high rating in line with the governments new policy, details of which will be provided as part of a detailed application.

Policy Considerations

This proposal has been designed in accordance with the relevant national, regional and local planning policies as detailed below:

The Bury Local plan is still under consultation and the relevant planning documents are therefore the Adopted Bury Unitary Development Plan Policies. The relevant policies are detailed below:

H2 - Housing Environment and Design

The Council will encourage good design in all residential development

H2/1 The Form of New Residential Development

All new residential development will be expected to make a positive contribution to the form and quality of the surrounding area. Factors to be considered when assessing proposals will include:

- the height and roof type of adjacent buildings;
- the impact of developments on residential amenity;
- the density and character of the surrounding area;
- the position and proximity of neighbouring properties;
- the materials to be used in proposed developments, especially their colour and texture.

H2/2 The Layout of New Residential Development

New residential development will be required to demonstrate acceptable standards of layout. Factors to be considered when assessing proposals will include:

- car parking provision;
- access for both vehicles and pedestrians, and provision for public transport;

- the possible need for traffic calming measures;
- density;
- space about and between dwellings;
- landscaping and screening;
- protection/provision of trees and hedgerows;
- open space/children's play areas;
- design for safety and security;
- access/facilities for the disabled;
- the existence of any public rights of way

H2/3 Extensions and Alterations

Applications for house extensions and alterations will be considered with regard to the following factors:

- the size, shape, design and external appearance of the proposal;
- the character of the property in question and the surrounding area;
- the amenity of adjacent properties;
- visibility for pedestrians, cyclists and drivers of motor vehicles.

EN1 - Built Environment

The Council will seek to protect, preserve and enhance the character, appearance and amenity of the Borough's built environment.

EN1/2 Townscape and Built Design

The Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements.

Factors to be considered when assessing proposals will include:

- the external appearance and design of the proposal in relation to its height, scale, density and layout;
- the relationship of the proposal to the surrounding area;
- the choice and use of materials;
- access and other design features for the mobility impaired;
- the design and appearance of access, parking and service provision;
- landscaping, including the use of natural landscape features, and open space provision;
- the use of lighting.

EN1/3 Landscaping Provision

Development proposals will be required to make provision for incidental open space and landscaping to the Council's satisfaction.

EN1/5 - Crime Prevention

The Council will encourage development proposals which include environmentally sensitive design features aimed at discouraging crime. In assessing development proposals particular attention will be paid to the:

- use and creation of defensible space;
- creation of opportunities for natural surveillance;
- location and design of street lighting;
- location of footpaths and access points;
- location and design of parking facilities;
- design of landscaping

HT2 - Highway Network

The present highway network of roads, footpaths and associated infrastructure will be maintained and selectively improved. In particular, preference will be given to improvement schemes which seek to:

- improve road safety;
- improve the operation and therefore the attractiveness of the public transport network;
- improve or protect the economic viability of the Borough or local area;
- improve the flow of traffic;
- improve or protect the environment.

HT2/4 Car Parking and New Development

The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.

HT6 - Pedestrians and Cyclists

The Council will seek to provide new and improved facilities for pedestrians and cyclists.

HT6/1 - Pedestrian and Cyclist Movement

The Council will seek to ensure that pedestrians and cyclists are able to move safely and conveniently.

HT6/2 Pedestrian/Vehicular Conflict

The Council will take action, as appropriate, to reduce pedestrian/vehicular conflict through measures which include:

- pavement widening/realignment.
- pedestrianisation schemes;
- improved pedestrian crossing facilities;
- proposals designed to reduce traffic speed;
- provision of clearly signed pedestrian routes.

Other Relevant Planning Documents

SPD6 Supplementary Planning Document 6: Alterations & Extensions to Residential Properties (January 2020)

Section 3 General Guidance for all domestic extensions

Domestic extensions will be required to achieve a high standard of design and complement the original building by reflecting its design, massing, scale and finishing materials. Specific features, such as doors, windows and roof style and eaves, should particularly reflect the dwellings original shape, size, alignment and architectural integrity;

Section 3.12 Aspect Standards to Protect Privacy and Residential Amenity

The separation between aspects of dwellings and new dwellings is an important consideration in maintaining adequate privacy distances and avoiding overbearing relationships. The council will seek to ensure that extensions maintain adequate privacy standards by minimising overlooking into adjacent neighbouring properties from new windows, balconies and areas of raised decking. As such there should be a minimum distance of 7m between first floor habitable room windows of any extension and a directly facing boundary with a neighbouring property; and

Section 7 Garages, Parking and Access

Extensions and alterations should not result in the loss of existing off-street parking provision unless it can be demonstrated that alternative provision can be made elsewhere within the domestic curtilage, without causing detriment to amenity or highway safety.

SPD11 Parking Standards in Bury (May 2007)

This SPD was used to guide the proposal in terms of design safety, layout and amenity principles including considerations towards appropriate security and lighting, highway safety, amenity of occupiers of surrounding properties, cycle Parking and pedestrian access and permeability.

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
10a. Dwelling Houses (C3)	High Access Area Low Access Area	Where parking is located centrally for flat and apartment developments, at least 5% of parking should be for disabled persons.	Flats and apartments – 1 space per 5 dwellings. Minimum of 4 spaces. Must be provided in a secure long stay secure compound or locker.	Individual consideration	Car Parking for all types of dwellings: Visitor parking spaces should be shared. Lower parking thresholds will be applied to areas of high accessibility (see Appendix 1). These residential standards exclude garages.
1 bed	1.0 2.0 per unit				
2 bed	1.5 2.5 per unit				
3 bed	2.0 3.0 per unit				
4 bed and above	3.0 per unit				

Table. Excerpt from Development Control Policy Guidance Note 1, Section 5 Table 2 (Required Parking Standards).

Conclusion

This proposal is for the demolition of the existing dwelling and the redevelopment of the site to create a large detached modern two storey dwelling house comprising 5no bedrooms. The proposal allows for

the creation of a comfortable spacious well laid out dwelling suitable for a larger family. The Hilton Lane features a wide range of houses and architectural design forms with no singly prominent design form.

The proposed dwelling is of a similar scale, massing and appearance to some of the existing extended properties along Hilton Lane and will blend into the mixed character of housing along the street.

The proposed development has incorporated features which reflect the character of the local area and the proposed design seeks to ensure that the new dwelling will blend in with the existing mixed character and appearance of the surrounding properties and the wider street scene. The revised design has also incorporated the amendments to the roof form requested by the planning officers and also includes the location of the proposed waste and recycling storage area.

The proposed development complies with national and local plan policies and development guidance and introduces a high quality development which contributes towards the character of the area.

We trust that you will find this proposal acceptable and grant approval for this proposal as amended.

Should you require any information, please do not hesitate to contact me at

info@eatownplanning.co.uk or 0330 221 0449.

Zalman Hanovitch MSc



Town Planner

EA Town Planning Ltd