

Design & Access Statement

To support a Full Planning Application & Submission



House at No.8 Slaidburn Drive, Bury, BL8 3DG

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Introduction

This Design & Access Statement is submitted by Jenkins Design Services on behalf of the applicant to apply for Planning approval for the proposed refurbishment and extension of an existing dwelling at Number-8 Slaidburn Drive, Walshaw, Bury, BL3 3DG.

This statement is submitted to support of the application. Its aim is to set out background information in respect of the site location and description, the nature of the proposed use, and the overall scheme proposal.

This Project Overview D&A Statement should be read in conjunction with all documents within Jenkins Design Services drawing package as numbered: -

SI-XX-DR-A-1001	Site Location Plan 1:1250
SI-XX-DR-A-0800	Existing Site Plan 1:200
B1-XX-DR-A-0801	Existing Floor Plans 1:50
B1-XX-DR-A-0802	Existing Elevations 1:50
B1-XX-DR-A-0803	Existing Sections 1:50
SI-XX-DR-A-2100B	Proposed Site Plan 1:200
B1-XX-DR-A-2101A	Proposed Floor Plans 1:50
B1-XX-DR-A-3101A	Proposed Elevations 1:50
B1-XX-DR-A-4101	Proposed Sections 1:50
B1-XX-DR-A-8101	Proposed 3D Views

Scheme Outline

Planning permission is sought for the proposal of an existing detached house with a site area of approximately 556m².

The existing house is a 4-bedroom dormer bungalow, which was built in 1967. The proposal is to refurbish and extend the existing “dated” property and to open the internal layout the existing kitchen to form a kitchen-dining with an open living room. The unused existing garage will be converted into a mobility aided bedroom with associated ensuite bathroom. The existing two bedrooms on first floor are reconfigured to two bedrooms and a lounge area for the occupants allocated as a first floor sitting room/occasional bedroom.

Site Context

The site is well located in a residential area in a quiet village of Walshaw a suburb of Bury, which is approximately 2.5miles from Bury Town Centre, providing a multitude of shops and amenities. Transport links are in proximity with bus stops along Lower croft Road and the Metrolink and Bus Interchange are within short drive away (Approx. 2.5 miles). [Bus numbers service passing Slaidburn Close being Bus No. 511, and other services close by being - 480, 469, & 98].



Fig. 1: Site Location Plan (Not to scale)

Site

The existing residential plot is adjacent to a green belt area to the north of the site.

The properties on Slaidburn Drive are widely spaced with approximately 28m distance between the applicant's property and the property of no. 11 opposite to the southeast of the site. The front of the property has a large open lawn giving adequate site lines in directions of adjacent and property frontage. The neighbouring houses on either side of the applicant's property are of similar size and style.

The rear boundary of the site is screened by an existing stone & has been periodically repaired using reclaimed brickwork to infill the low-level parts of the wall to the rear of the house garden boundary giving separation from a private access road leading to properties developed at Meadow Croft Farm, west of the site. As part of the works, the rear boundary wall is to be repaired, to include matching stone to make the whole wall safe and stable.

Access

Existing vehicular and pedestrian access to the site is along Slaidburn Drive and is primarily used by the neighbouring properties, within the residential caul-de-sac arrangement. Slaidburn Drive is off Lowercroft Road which leads to Walshaw and onwards linking Ainsworth village to the southwest.

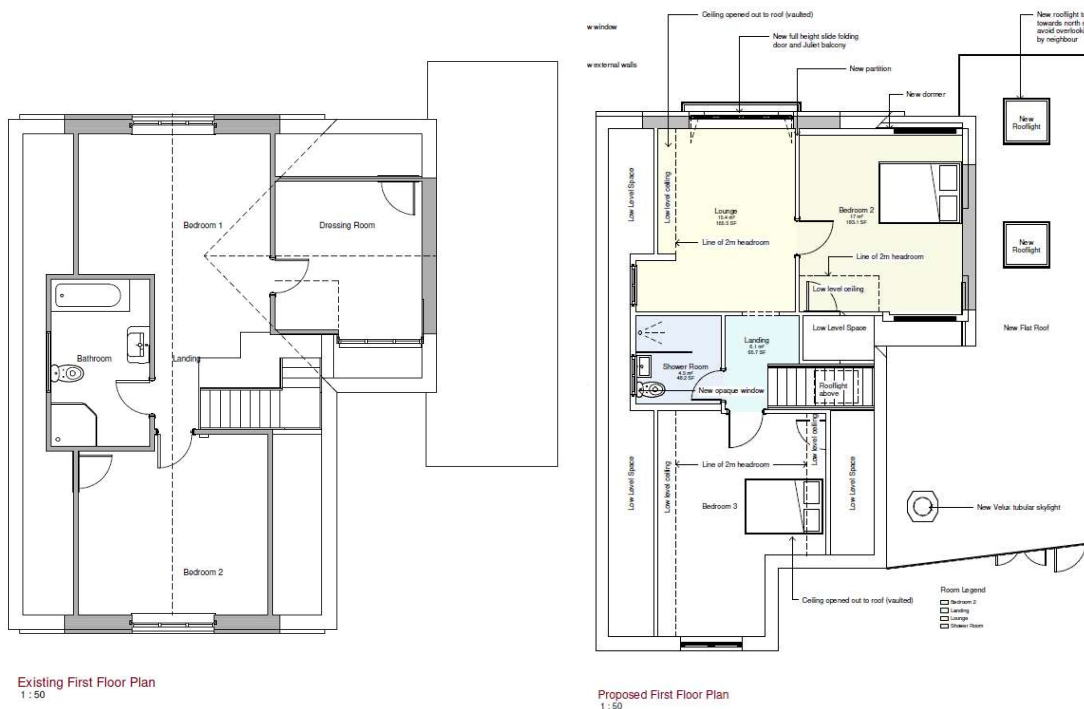


Fig. 4 and 5: Existing and proposed first floor plan (Not to scale)

The first floor is extended at the front gable end and a further dormer is added to the rear providing larger spaces for bedrooms 2 and 3. The existing bathroom, bedroom 1 and linked dressing room are reconfigured providing an upstairs lounge with an access to a new Juliet balcony allowing natural daylight to extend into the inner area. Two new rooflights on ground floor roof above proposed bedroom 1 provides natural daylight to an area with limited window area.



Fig. 6: Proposed front elevation (Not to scale)

External Elevations and Materials

The external wall materials are primarily smooth white thru colour render with existing facing brick below DPC level to be recoloured blue/grey in colour. The external walls also include a slatted composite cladding board. The colour of the new front composite door, new UPVC windows and new eaves board are provisionally indicated as Anthracite grey. The material selection aims to be sympathetic to the existing architectural style while lifting the elevations with a sensitive re-styling interpretation of contemporary design. All existing windows are to be replaced with new UPVC windows, which all are of the same style and size to give a uniform appearance externally.

Designated Permitted Development Elements

The following items are included as works under permitted development.
[Refer to JDS Drawing 22113 - SI-XX-DR-A-2100 [Rev-B].

A – Rear Boundary Wall

The works to include the inclusion for carefully take down previously "brick" repair to existing stone walling & replace using matching stone materials, include borrowed view area of 4m x 1m (width x height) top recessed & infilled with safety glazing. Height of wall to remain as existing.

B - Ground Source Heat Pump & Natural Energy Source

Indicative location of 2No 150mm / 200mm diameter GHSP Boreholes are noted.
(Specialist designed system & installation)

GSHP Boreholes located within the curtilage of the front garden to be installed by specialist following Geo Technical report investigation.

C – Solar Panels

A New 4x3m (width x height) photovoltaic [PV] Solar panels to be installed on the western slope of the existing main pitched roof to generate renewable electricity. The panels would not protrude more than 0.2 metres beyond the plane of the roof slope.

Items B & C, the GSH and PV Solar Panels are energy efficient and renewable energy solutions that help to reduce the properties carbon footprint. This will potentially deliver low running costs over its lifetime.