



34 Hillingdon Rd, Whitefield,
Manchester M45 7QN

Design & Access Statement

Demolition of existing C3
Dwellinghouse with
Replacement of Four-Bed
C3 Dwellinghouse

July 2022
v1

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1. INTRODUCTION

- 1.1 This Design and Access Statement will accompany the planning application for 34 Hillingdon Road, concerning the following proposed development: 'Demolition of existing C3 dwelling with a replacement new dwelling C3 with four bedrooms'.
- 1.2 The existing building is currently a 2 storey, 3-bedroom dwelling and is proposed to be replaced with a modern slightly larger 2-storey dwelling with 4-bedrooms. The statement will discuss the design decisions as well as how access has been thought out.



Fig 1. Existing dwelling (Google Maps, 2021)

2. SITE

- 2.1 The site is located on an existing residential area of Whitefield, Manchester; made up of numerous cul-de-sacs of large detached two-storey dwellings with front gardens and driveways and sizeable rear gardens.
- 2.2 No.34 sits along Hillingdon Road, with the neighbouring houses all differing in their designs seen across their elevations and front garden and driveway orientations. The immediate neighbour at no.36 has notably been recently built as a similar project whereby the existing dwelling was demolished, and a larger more modern house erected in its place.



Fig 2. Street perspective highlighting existing dwelling (Google Earth, 2021)

- 2.3 This existing housing development is still suitable for the area as there are useful amenities nearby and a large public park to encourage healthy living, as well as nearby schools and nurseries, demonstrating the area is established and still well suited for a family dwelling. The close proximity to the 'Manchester Outer Ring Road' will also provide convenient travel routes outside the immediate area.

3. PROPOSAL

- 3.1 This proposal consists of a two-storey dwelling C3 with an available loft and four double bedrooms located on the first floor. This proposed design will accommodate a larger family compared to the existing three-bed dwelling; it will also include an open living area on the ground floor with large open plan kitchen and separate utility with pantry and spice kitchen.
- 3.2 In addition to the parking in the front garden/driveway and available on-street parking, there will be an integral garage to provide a more secure parking space for one car with room for cycle storage too.
- 3.3 All finishes and colours proposed will have a monochrome aesthetic for a more modern appearance, as this will aim to resemble and match some of the other newer developments within the vicinity, such as those on Ferndale Avenue as well as the adjacent dwelling at no.36 Hillingdon Road.
- 3.4 The existing street scene has limited cohesion with many dwellings taking on an individual aesthetic in terms of style, roof configuration and material finishes, this enables for a freedom in terms of design to meet the client's requirements but also respect the scale and proportions of the surrounding buildings to continue a consistent visual pattern, so the building does not look out of place.



Fig 3. Initial sketch designs for the new dwelling (HAD & Co, 2021)

- 3.5 Following a refusal of a previous planning application for the same development description- changes have been made to the design and access of the proposed dwelling to address the concerns of the consultees and the Local Planning Authority.
- 3.6 The way the reasons for refusal have been addressed are as follows:
- 1- Design & Position- Reduced the size, altered position, and relooked at the design
 - 2- Neighbour Amenity- Removed the overlooking balcony features, re-positioned the building
 - 3- Highways- more consideration has been given to the vehicular access, parking, and front garden with boundary treatment design

- 3.7 The new design keeps to the client's ideas and brief, whilst also considering a more in keeping design for the street scene using materials and style reflecting local vernacular, removing the features that would affect the neighbours privacy and moving the position of the building whilst also considering the accessibility of vehicles onto site, parking and the design of the front garden with driveway area.



Fig 4. Previous submitted dwelling design (HAD & Co, 2021)

4. DESIGN

- 4.1 Reasons for the proposal are to create a new and bigger dwelling to replace the existing dwelling. It is hoped the proposed design will improve the quality, capacity, and capabilities of the family dwelling here and compliment the surrounding dwellings on Hillingdon Road whilst also displaying a new and sustainable design standard for home-building in this area of Manchester.
- 4.2 As well as the physical appearance of the building taking on a modern approach, the way to power, heat and use the building will also use current sustainable practices and systems such as installing an Air Source Heat Pump (ASHP), using under-floor and infrared heating, installing heat recovery units for the showers and using a "fabric first" method for its construction to lessen the reliance on energy consuming and high-carbon fuel resources.
- 4.3 Sustainable drainage will also be incorporated in the design, with permeable paving or permeable tarmacadam to the external hardstanding and rainwater harvesting and collection installed to the down spouts. This will alleviate any excess water run and potential surface water flooding as well as help reduce load on existing drainage infrastructure through natural water infiltration. Percolation tests will also be carried out to the rear garden to check for the suitability of installing a soakaway for the surface water discharge. General household foul drainage will follow the existing drainage on site and go to municipal drainage/sewer system.
- 4.4 An approximate one metre gap is provided on either side of the property to allow access to the rear garden and provides an easy route for the household bins, it also helps to ease any potential terracing effect along the street scene.
- 4.5 The building has been redesigned and repositioned on site with the primary aim not to overshadow or overlook the neighbouring dwellings using the 45° angle rule and removing the previous protruding balcony feature, whilst also keeping the client's requirements and desires of building a larger dwelling.

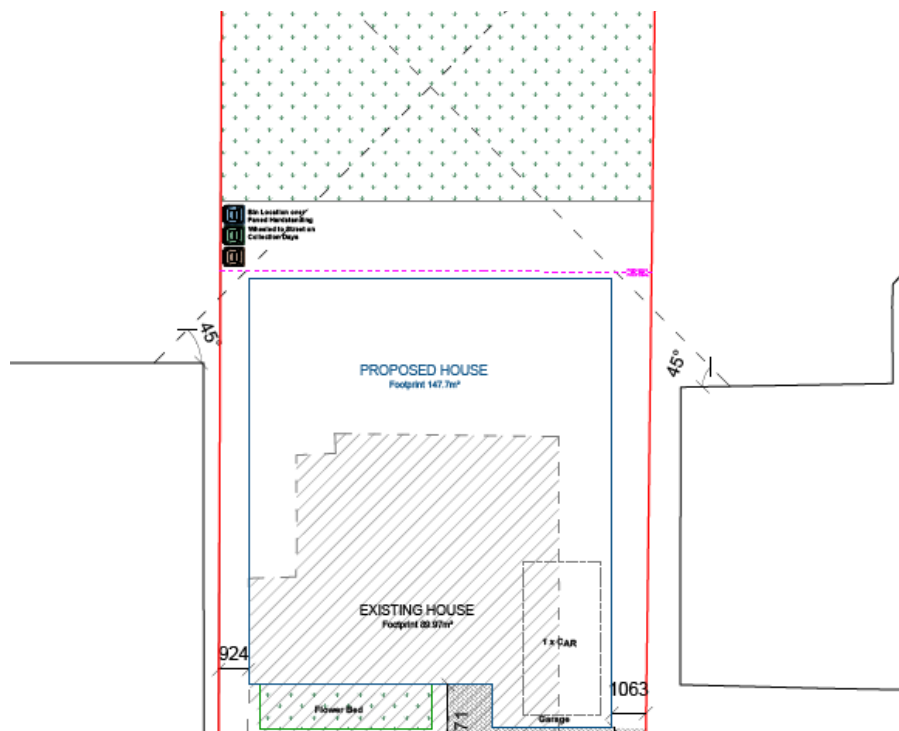


Fig 5. 45° rule sketched out for new design (HAD & Co, 2022)

4.6 USE

The existing use is not to change, and the proposed building will be used to house a similar sized family that this site is capable of supporting. Due to the immediate residential surroundings, any other use outside of housing would not be appropriate for this site.

4.7 AMOUNT AND LAYOUT

The amount of development will be like-for-like as one dwelling will be replacing one other. The additional development of the front garden will enable the proposed dwelling to host a safer and more private driveway improving the access for parking on site as well as the surrounding Highway safety.

The number of rooms is in proportion to the site and with the square-style footprint and central access, the layout allows for all four corners to be utilised and provide similar sized double bedrooms and comfortable living spaces. The new four-bedroom dwelling will also include an integral garage and separate spice kitchen as well as other luxuries such as walk-in-wardrobes and ensuites that a house of this size deserves.

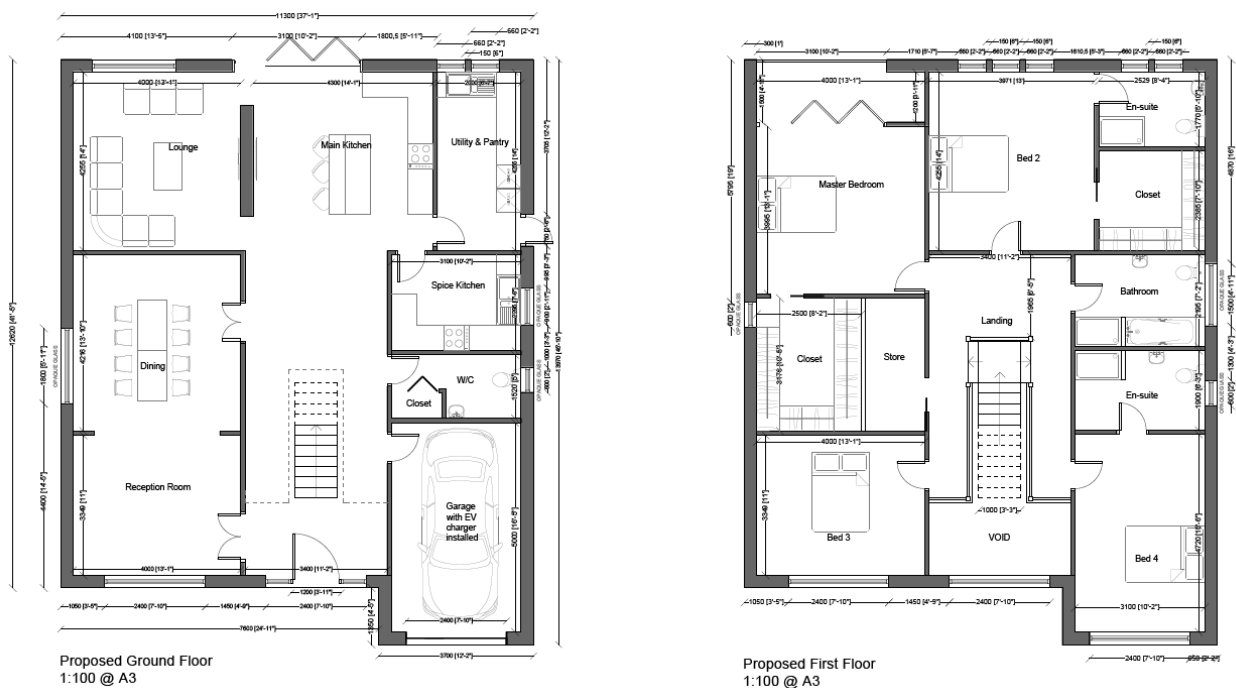


Fig 6. Plan layout for new design (HAD & Co, 2022)

4.8 SCALE

Considering the incline in topography along this part of Hillingdon Road, the proposed house has been designed to be of a similar scale and height to the dwellings on either side with the aim to create uniformity and cohesion between the buildings. To lessen the dominance of the structure along the street scene, the hipped roof style has been replicated to soften the overall appearance and height of the building along the street scene.

The positioning of the proposed dwelling has changed from the current standing, where the front of the building has been pushed back in line with the building line of no.32. This results in an adequately sized front garden with an easily accessible driveway allowing space for at least two cars with a third being housed inside the integral garage. This meets the minimum required standards set by Bury SPD11 - HT2/5.



Fig 7. Street scene and scale comparison for new design (HAD & Co, 2022)

4.9 LANDSCAPING

Although the footprint of the proposed dwelling will be slightly larger than that of the existing building, it will still leave an exceptionally large garden to the rear meaning more than 60% of the entire site will still be available for external residential space. The rear garden will be landscaped by the client following the completion of the new house- it is proposed there are to be now changes to the rear garden that would need to be considered as part of this planning application.



Fig 8. Existing front garden & dropped kerbs (Google Street View, 2016, edited 2022)

The front external area currently forms a large expanse of paved driveway that is fully exposed onto the pavement with two areas of dropped kerb either side of the site. This allows cars to access onto the site from either side with no clear indication or features to show where vehicles can enter or exit causing a hazard for pedestrians and other road users. To resolve this, it is proposed to erect a small brick wall along the front boundary using similar materials to the main house, adding one vehicular access to the right hand side leading to the garage location secured by an electric sliding metal gate, and another separate smaller pedestrian access to the left hand side to offer an alternative route should the driveway gate be closed, also secured by a manual swinging metal gate to match the sliding gate. The height of the new front wall and gates will be no taller than 1.2m allowing clear visibility splays for both pedestrians and those in vehicles entering and exiting the site.

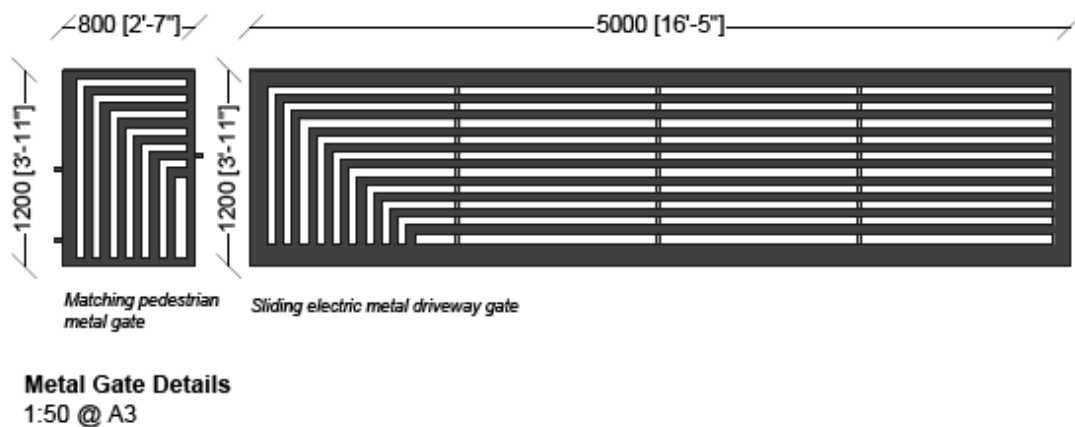


Fig 9. Proposed metal gate designs (HAD & Co, 2022)

The rest of the area will be landscaped to provide a partial area of hardstanding for the cars to park and manoeuvre onto, which will use a permeable finish- this will also lead to the main entrance into the building and connect to the pedestrian access to the left-hand side. The rest of this area will either be paved in a contrasting finish or be soft landscaped to the client's preference. There will also be a decorative area of planting and flower beds immediately outside the reception room window to soften the area and bring some life to the development. The client also has the option to add more planting in other areas of the new front garden and the side boundaries.

4.10 APPEARANCE

The detached design allows window openings on all sides of the proposed dwelling, maximising natural daylight to enter all rooms and providing good natural ventilation throughout the dwelling. Those windows on the side elevations will host obscure glazing to protect the neighbours' privacy; most of these will also serve bathrooms where a view out is not necessary. Window and doors will be anthracite grey/black to create contrast to the 'Limestone White' render and compliment the dark grey rustic brick accents and roof tiles.

The proposed materials have been chosen to closely follow those used on neighbouring properties along Hillingdon Road in texture and type:

Existing Walls: red/brown brick, render, timber cladding, terracotta tiles, pebble dashing



Existing Roofs: brown concrete tiles, terracotta clay tiles, blue/grey tiles, flat felt roofing



Existing Boundary Treatments: brick kerb, planting, hedges, brick walls



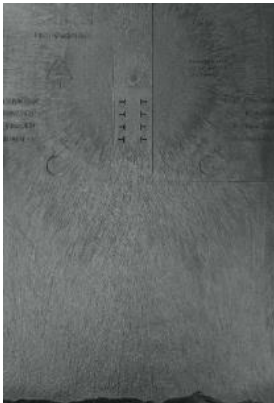
Proposed Walls: K-rend silicone TC 30 Thin Coat Render in Limestone White



Olde rustic dark grey bricks, or similar



Proposed Roof: CUPA 5 Dark Grey Slate Roof Tiles



Proposed Windows/ Doors: Anthracite/black aluminium frames, triple glazed or acoustic double glazing



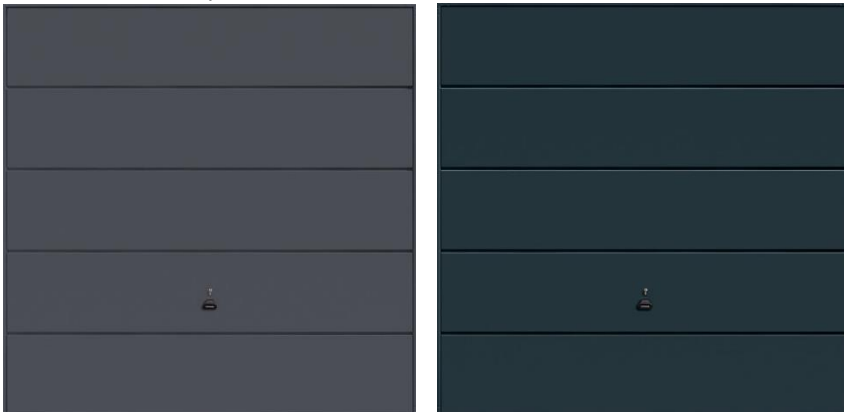
Proposed Boundary Wall: dark grey brick to match the house



Proposed Driveway Gates: modern style metal electric sliding gate, powder coated dark grey/black



Proposed Garage Door: steel panel Ascot garage door slate grey (or anthracite to match windows)



Looking at the footprints of the surrounding houses on the OS map- it can be seen there is a pattern formed where the properties have part of their front face protruding out further than the rest of the building line. No.34 also mimics this design feature and hosts the garage entrance within its protruding element. The garage is also located on this side to utilise the larger existing dropped kerb for vehicular access onto the site.



Fig 10. Footprint pattern along Hillingdon Road, (HAD & Co edited, 2022)

The roof shaped has also been amended to not only help keep the building in scale with the neighbouring properties but to continue the varying roof line and pattern of hipped roofs and sloping profiles when viewed from the street.



Fig 11. Collage of roof shape pattern along Hillingdon Road, (Google Street View, Archibilty edited, 2022)

4.11 The following policies of the Bury Unitary Development Plan, National and Regional Government were considered relevant:

- SPD6 Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties.
- EN1/2 EN1/2 - Townscape and Built Design
- EN1/1 EN1/1 - Visual Amenity
- EN5/1 EN5/1 - New Development and Flood Risk
- EN7/5 EN7/5 - Waste Water Management
- EN7/3 EN7/3 - Water Pollution
- EN7/5 EN7/5 - Waste Water Management
- EN8 EN8 - Woodland and Trees
- EN8/2 EN8/2 - Woodland and Tree Planting
- H2/1 H2/1 - The Form of New Residential Development
- H2/2 H2/2 - The Layout of New Residential Development
- H2/3 H2/3 - Extensions and Alterations
- HT2/4 HT2/4 - Car Parking and New Development
- SPD11 Development Control Policy Guidance Note 11 - Parking Standards in Bury
- NPPF National Planning Policy Framework
- H1/2 H1/2 - Further Housing Development



Fig 12. New elevation design for proposed dwelling (HAD & Co, 2022)

5. ACCESS

5.1 INCLUSIVE ACCESS

- 5.1.1 This new build proposal has been designed with the future users in mind. This also extends to the provision of facilities and future adaptations the house may need to accommodate a person or persons that may have a disability. There is a ground floor WC provided which can be extended to include a shower in the future, and there is ample space on the ground floor to provide a bedroom should the need arise in the future. The kitchen can also be adapted to provide easy to reach and accessible units and appliances.
- 5.1.2 As part of the Building Regulations, threshold access, sockets, switches, and other vital controls for the property will be positioned to be accessible to all users. Further updates can be easily provided such as visual or audible aids to assist other disabilities should a resident need these in the future.
- 5.1.3 The property will be built to comply with Part M4(1): Category 1 "Visitable dwellings" of the building regs to accommodate disabled visitors to the property through provisions such as level threshold access, turning space for a wheelchair in the corridors and a ground floor WC. Due to the new construction methods that will be implemented, the property will be able to achieve Category 2 or 3 through additional works in the future should the need arise.

5.2 TRANSPORT LINKS

- 5.2.1 There is existing vehicular access and parking on site, and the proposal will retain the access whilst creating a clearer indication of where vehicles can exit and enter the site to improve Highway safety. There will also be a minimum of 3 car parking spaces included, one of which will be situated inside the garage. This garage will also be equipped with an Electric Vehicle charging point with additional cabling for extra charging points to be installed for other cars on site in the future.
- 5.2.2 The existing residential site already has well established links to other towns and cities as well as amenities close by to support this replacement family dwelling. There is also a bus stop just four properties up that can provide alternative transport links to other areas. This sustainable transport method can also link to other viable public transport options as a preferred option to travel.
- 5.2.3 Although there is not a dedicated cycle lane along Hillingdon Road, the highway is wide and quiet enough for someone to feel comfortable using cycling as a method of sustainable transport. The nearest bike-friendly main road is Ringley Road A667 to the North that also leads to other cycle-friendly routes.

6. CONCLUSION

- 6.1 Following the clients brief, readily available design guidance, local and national planning policies, and the immediate surroundings; the proposed development has been designed with the end user in mind that is also fitting with the local vernacular and street scene for this area. The new dwelling aims to bring a dated and dull small, detached property into the modern era with a schedule of internal spaces that are suited to the scale and nature of the site and the neighbourhood.
- 6.2 It uses an existing residential site and provides a sustainably designed building to highlight the new construction methods and highest quality internal systems for the future of housebuilding. The proposed changes to the front will also enhance the safety of the area by addressing the vehicular access in and out of the site.
- 6.3 All proposed building works will use high quality materials and comply with all current and relevant building regulations including the updated Part L: Conservation of Fuel and Power.
- 6.4 The proposal respects its surroundings and has taken inspiration from the scale, patterns, materials, and recurring features of the neighbouring properties to dictate this innovative design whilst also addressing the previous reasons for refusal.
- 6.5 The proposed development will not only be sustainable in its design and construction but will provide a larger standard of accommodation that will stand the test of time and give the site a new lease of life.
- 6.6 The scheme aims to have an overall positive effect on the Whitefield area in terms of design and living.



Fig 13. 3D Impression of proposed dwelling (HAD & Co, 2022)