



34 Hillingdon Rd, Whitefield,
Manchester M45 7QN

Planning Statement

Demolition of existing C3
Dwelling house with the
replacement of new 4-
bedroom C3 Dwelling
house

Oct 2021

Prepared by HAD

Contents

1. INTRODUCTION:.....	2
2. SITE.....	2
3. PROPOSAL	3
4. CONSIDERATIONS	4
5. SUMMARY	6
7. CONCLUSION	6

1. INTRODUCTION:

This planning Statement is to accompany the planning application for 34 Hillingdon Road, concerning the following proposed development: 'Demolition of existing dwelling C3 with the replacement of a new dwelling C3'. This building is currently a 2 storey, 3-bedroom dwelling and is proposed to be replaced with a 2-storey building with an reachable loft, 4-bedroom dwelling.



Fig 1. Existing dwelling (Google Maps, 2021)

2. SITE

The existing site is a detached two-storey dwelling and is currently sits along Hillingdon Rd, in a residential area. Surrounding houses differ in elevation and all dwelling on this road consists of their own private front and rear garden with additional street parking.



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

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

This proposal consists of a two-storey dwelling C3 with an available loft and 4 bedrooms located on the first floor. This proposed design will accommodate a larger family compared to the existing dwelling C3, with the open living plan on the ground floor and larger bedrooms. In addition to the parking in the front garden/driveway and on-street parking there will be an indoor garage for a more security. All finishes and colours proposed will be keep a monochrome aesthetic for a more modern look. The proposed aesthetic aims to resembles and matches the same some of the other newer developments on the street as well as the adjacent dwelling; 36 Hillingdon Road. There existing street scene has limited cohesion with many dwellings taking on an individual aesthetic in terms of style, roof type and material finish, this enable for more design freedom to that met the clients need and goals but also respected existing proportions.



Fig 3. Proposed 3D front elevation (HAD, 2021)

4. CONSIDERATIONS

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 family dwelling and compliment the surrounding dwellings on Hillingdon Road.

Sustainable drainage will be incorporated in the design, with permeable paving CBPP, to alleviate any excess water run and potential surface water flooding as well as help reduce load on existing drainage system through natural water infiltration. General household drainage will go municipal drainage/sewer system.

1 metre gap is provided on either side of the property to allow access to the rear garden and easy route for the household bins, it also helps to ease the terracing effect. The building has been designed with the primary aim not to overshadow the neighbouring dwellings, using the 45° angle rule, this allows sufficient amount of natural lighting to enter neighbouring dwellings, refer to figure 4. Taking in account of the size of the proposal and its relation to neighbouring properties.

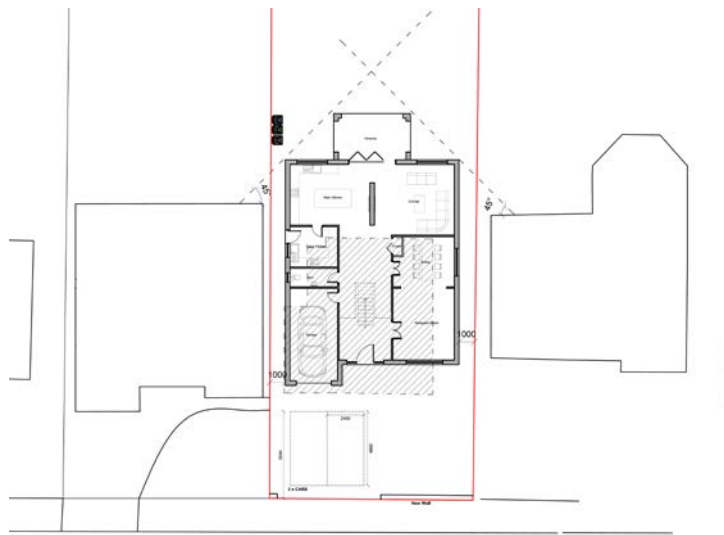


Fig 4. Proposed footprint (HAD, 2021)



Fig 5. Street Scene Elevations (HAD, 2021)

Considering the incline in topography within the area we have designed the building to be of a similar to the dwellings on either side of the site with the aim to create uniformity and cohesion between the buildings. With the positioning of the proposed dwelling on the site, results in adequately sized front and rear gardens, as an outcome of this there is an opportunity for parking on the property and in the indoor garage that's meets the minimum required standards set by Bury SPD11- HT2/5. Hillingdon Road consist of on street parking on both sides which creates a narrower road, providing the client with their own indoor parking space and dedicated drive will lessen the need to park on the roadside as well as being create a more secure option.

The detached design allows window openings all sides of the proposed dwelling, maximising natural daylight to enter all the room and good ventilation throughout the dwelling. Windows and doors will be anthracite grey/black to create contrast to the white render and compliment the Staffordshire slate blue brick accents.

Along with this planning statement, the following documents have been submitted as part of the planning application to cover and show all the above consideration:

- Application form
- Plans and elevations
 - o HAD3344-01: Location plan (1:1250) and Site Plan (1:500)
 - o HAD3344-02: Existing Ground Floor (1:100) and Existing First Floor (1:100)
 - o HAD3344-03: Existing Elevations- Front, Rear and Side (1:100)
 - o HAD3344-04: Proposed Ground Floor (1:100) and Proposed First Floor (1:100)
 - o HAD3344-05: Proposed Elevations- Front, Rear and Side (1:100)
 - o HAD3344-06: Proposed Site (1:200)
 - o HAD3344-07: Existing Street Scene (1:200)
 - o HAD3344-08: Proposed Street Scene (1:200)

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

5. SUMMARY

Based on the planning policies we believe that the new development will provide the client and the neighbouring buildings a safe and considerate addition to the area. Additionally, with the similarities to the existing neighbouring building to the south of the proposed dwelling it proves this proposed design will be a suitable dwelling. The proposal respects its surroundings, matching the scale of other buildings on the street scene as well as using high quality materials to match. As a new development this proposed building will create a higher standard of accommodation, which will stand the test of time. Giving the site a new lease on life. The scheme plans to have an overall positive effect on the Whitefield area in terms of design and living.

7. CONCLUSION

Following the clients brief, readily available design guidance, planning policies and pre-app advice; the proposed development has been designed with the end user in mind. The idea of the proposed project is to ensure comfortable and modern living. The proposal is designed to add a modern and functional space with many new elements matching the neighbouring dwelling. Therefore, the proposal will help to improve the immediate area and provide additional residential properties for wide range of potential residents.