



SUNDERLAND PEACOCK ARCHITECTS

320190297P

DESIGN AND ACCESS STATEMENT

**FOR THE PROPOSED CONSTRUCTION OF A
REPLACEMENT DWELLING**

AT

**34 PAINTER WOOD
WHALLEY OLD ROAD
BILLINGTON
LANCASHIRE
BB7 9JD**

FOR

MR AND MRS FLETCHER

Date: 27th March 2019
Our Ref: 5744
Author: SGH
Version: 1.01

1. Introduction

- 1.1. This Design and Access Statement provides supplementary and explanatory information in support of a planning application.
- 1.2. The application relates to:
The demolition of a detached single dwelling with integral garage and the construction of a replacement single dwelling with integral garage.

2. Analysis of the Context of the Site and Its Surroundings

- 2.1. Site Location:
34 Painter Wood, Whalley Old Road, Billington, Lancashire, BB7 9JD.
- 2.2. Site Description:
The application site features a detached two storey dwelling centrally located in the plot surrounded by garden, lawn and patio areas.
- 2.3. Site Topography:
There is a natural fall in the land from the rear to the front boundary (South to North).
- 2.4. Site Boundaries:
Trees, hedges and shrubs to varying heights and density occupy the North East, South and West boundaries of the site. The North (front) boundary is relatively open onto Whalley Old Road.
- 2.5. Existing Buildings within the site:
The existing building is two storey with the principal living accommodation at upper ground floor level, with an integral garage and store at lower ground floor level. The building was erected circa 1950s, render and brick detailing, large picture windows and low mono-pitch roofs that are mainly finished with felt.
- 2.6. Site Surroundings:
The site is bounded on two sides with private detached dwellings and fronts onto Whalley Old Road. The rear of the site backs onto steep grassland.
- 2.7. Extended Site Vicinity:
34 Painter Wood is one of four architect designed houses situated on Whalley Old Road dating from the 1950s. Once uniform in appearance the properties have been extended out and up. Most recently number 40 Painter Wood added a second storey to the rear of the property and a ground floor extension.
- 2.8. Construction Materials Common to Adjoining and Surrounding Buildings:
The properties along Whalley Old Road cover a wide spectrum external walls being constructed with facing brick, rendered brick / block, timber cladding, natural and artificial walling stone, roofs being constructed with natural slate blue slate, natural stone, proprietary tiles, windows manufactured in timber and uPVC and rain water goods formed in cast metal and uPVC.

2.9. Public Rights of Way:

There is a public right of way along the North East boundary separated from the main site by mature trees, hedges and shrubs.

3. Design Concept

3.1. Scheme:

The scheme has been designed following a survey and analysis of the site, its constraints and its surroundings. The survey and analysis concludes that in the immediate and surrounding vicinity there is a mixture of buildings varying in period, design styles, form, scale and construction materials. The original building is of a contemporary design with low mono pitch felt roofs and the design intent has been to respect this architectural approach with the proposals, and to develop this and to use the latest building techniques and finishes.

3.2. Use:

The application is for a direct one to one replacement dwelling.

3.3. Amount:

The proposed replacement dwelling will occupy the same position on the site as the existing building with the principal living accommodation still being spread over the upper ground floor. The proposed scheme will result in an increase in the existing gross internal floor area of the upper ground floor level from approx. 125 sq.m to approx. 164 sq.m, with the additional floor area all being located to the rear of the existing building.

The new garage floor level will be lowered to make this a more usable space to meet contemporary requirements, and a new main entrance will be created next to the garage that will access a stairwell with utility space off this.

The proposed new dwelling also incorporates a first floor element that is set back from the line of the original building, and this will accommodate three bedrooms and the house bathroom. This part of the house will appear subservient to the scale and massing of the original building having been set back into the site (and this was considered to be proportionate with the existing building and site during the pre-application stage). The side and rear walls of this element of the building would be finished using a dark grey profile metal cladding system, with standing seams. The front elevation of the first floor aspect would be fully glazed and this would be set back into this form, behind vertical louvres which would provide privacy and detail to the elevational treatment, which was referred to as a positive approach in the pre-application response given.

3.4. Layout:

The layout represents the conclusions of a number of discussions with the clients and also following pre application advice from Ribble Valley Borough Council to ensure an acceptable comprise which meets the design brief for a sustainable family home suitable for modern day living, whilst respecting the existing surrounding area and adjoining properties.

3.5. Scale:

Although the proposed replacement dwelling is larger than the existing building, its scale is appropriate to provide the level of accommodation which is essential for the clients' family and living standard.

The natural fall across the application site has provided an opportunity to provide a new building with the ground floor level to match the existing while providing additional accommodation on a new Upper Floor. This design principle has enabled the required accommodation to be achieved while providing a street scene which is proportionate and in keeping.

3.6. Landscaping: (Planting)

It is proposed that an element of soft landscaping in the form of planting beds and trees will be introduced following reconfiguration of the building footprint within the site area.

3.7. Landscaping: (Surfaced)

The width of the existing tarmac drive will be extended to accommodate modern cars and an enhanced turning/off street parking area will be added close to the existing integral garage.

4. Appearance

- 4.1. The replacement dwelling as per the application is the conclusion of analysis of the site, surrounding area, discussions with the clients and applying comments and addressing concerns raised by the planning officer in the pre-application report.

The external appearance of the replacement dwelling is respectful of the original 1950s contemporary design and will create a new building that will represent high quality innovative design of the modern era, which will sympathetically enhance the appearance of the site and its surrounding.

It sits comfortably within the generous site area and as can be seen from the street scene on Drg 5744-08B despite it being partly two storey to the rear it does not have a grand or overbearing feel in relation to the adjoining properties due to the increased elevation of the adjoining properties.

4.2. Materials:

4.2.1. Walls:

Block render / Glass / Dark grey metal cladding with standing seam detail. Vertical Cedar cladding to Lower Ground Floor side elevation and louvres to Upper Floor.

Natural stone to form the plinth to the lower ground floor walls.

Aluminium profile surrounds to windows and door openings.

4.2.2. Roof:

Grey waterproof membrane - Aluminium profile edges – Grey metal cladding with standing seam detail.

4.2.3. Rain Water Goods:

Dark grey aluminium gutters and rain water pipes (where visible).

4.2.4. Windows:

Dark grey Aluminium.

4.2.5. External Doors:

Dark grey Aluminium doors.

4.2.6. Balcony:

Clear toughened glass balustrading.

4.2.7. Drive:

Tarmacadam finish.

5. Access

5.1. Motor vehicle, cycle and pedestrian access is via Whalley Old Road with the point of access into the site remaining as existing.

5.2. Whalley Old Road is capable of accepting all types of emergency vehicles.

5.3. The integral garage element of the proposal will be retained as is.

5.4. The proposal of a one for one direct residential replacement will not result in any intensification of vehicular movements to and from the site and therefore there will be no detrimental impact from the development on highway safety.