

50062

# DESIGN & ACCESS STATEMENT

35, Windermere Avenue, Ruislip HA4 9RG

Oliver Mills  
24-04-2023



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## 1.0 Introduction

### 1.1 General

This Design and Access Statement (DAS) has been prepared by PUUC Architectural Design Solutions on behalf of the client. This document has been produced in support of a planning application for 35, Windermere Avenue, Ruislip.

### 1.2 The Applicant

The applicant is Harshal Talati, who owns the dwelling privately.

### 1.3 Site Description

The site is the Southernmost of a series of twelve semi-detached bungalows on a residential street. The land area measures 550m<sup>2</sup>; the existing bungalow measures 148m<sup>2</sup>. The site is enclosed on three sides by a combination of timber and wire fences, with the fourth side opening onto the public pavement.

### 1.4 Application Drawings

The following drawings have been submitted as part of the planning application and listed below:

50062 - 04 - 01 Location Site Block Plans

50062 - 04 - 02 Existing Floor Plans

50062 - 04 - 03 Existing Elevations

50062 - 04 - 04 Proposed Floor Plans

50062 - 04 - 05 Proposed Elevations

## 2.0 Context



Figure 1: Site Location Plan

### 2.1 Local Context

The site is located within a residential area of Eastcote, in the outer areas of Ruislip, Greater London. The local residential form is dense, but regularly interspersed with generously sizeable parks and woodlands. Nearby is the Eastcote Underground Station, and behind the property is Newnham Junior School. The nearest junction of the A40 is 3.0 miles from the property, providing links to the City of London to the East, and the M40 and M25 to the West.

## 2.2 Contextual Photographs



*Figure 2: Adjacent properties on Windermere Avenue, of the same type.*



*Figure 3: A maintenance entrance to Newnham Junior School playing field; No.35's property boundary on the right.*



## 3.0 Site Analysis

### 3.1 Existing Site

The bungalow, of inter-war construction, initially followed the same design as the other 11 bungalows on Windermere Road, involving an L-shaped block which forms a highly dominant front bay on the property's frontage. The property was considerably extended in 1999 on the side and rear, resulting in a square form with a symmetrical hipped roof. Materials used are identical to those of the original bungalow and so the impact of the development is pleasing. A further extension, in the form of a rear conservatory, took place in 2006. A detached garage, pre-dating the original extension scheme stands at the Southern extremity of the garden. A gentle slope runs across the site, necessitating several steps from the conservatory door to ground level.



*Figure 4: View of front elevation and driveway.*



*Figure 5: Rear and side elevations; the entirety of the structure visible (except for the conservatory) forms the 1999 extension.*



### 3.2 Access

A private driveway runs directly from the public highway to the front of the bungalow. The opening from the public highway is relatively obscured by hedges and walls, so holds some natural privacy. A double gate between the left of the house and the property boundary leads to the rear garden and is of sufficient width for a car. A clearly-defined driveway runs thereon to the aforementioned garage, although the driveway's long-term disuse is evident.



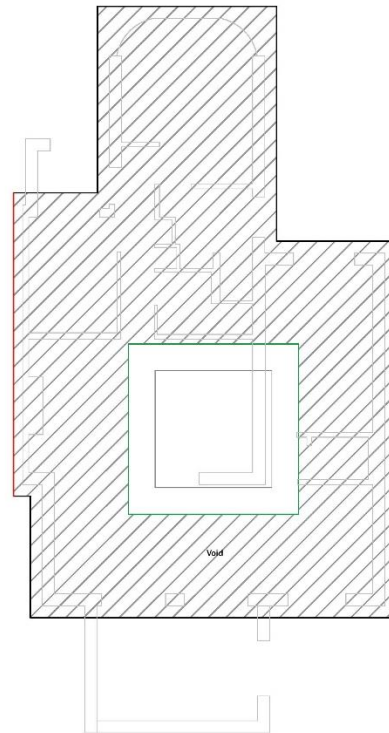
Figure 6: Existing rear garage.



Figure 7: Existing vehicular access and gates to the side of the property.

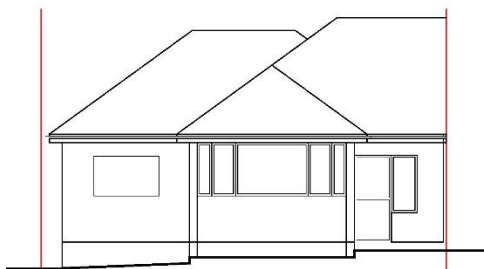


EXISTING GROUND FLOOR PLAN  
1:100



EXISTING FIRST FLOOR PLAN  
1:100

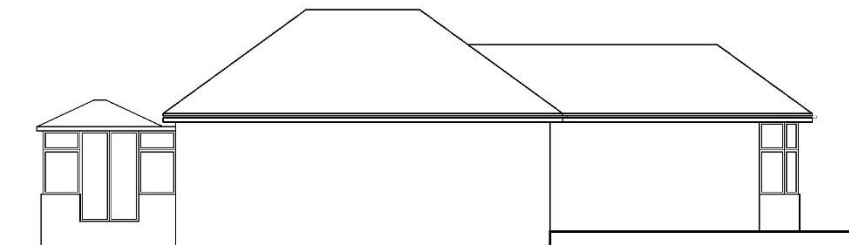
*Figure 8: Existing Ground Floor and Loft Plan*



EXISTING FRONT ELEVATION  
1:100



EXISTING REAR ELEVATION  
1:100



EXISTING SIDE ELEVATION  
1:100

*Figure 9: Existing Elevations*



## 4.0 The Proposal

The proposal selectively extends the existing bungalow into exterior regions which are presently underused. The client has expressed that the side driveway is redundant, this space being taken for two new bedrooms, with utility room and toilet, accessed off the kitchen. This extension also runs into the kitchen, adding extra space in what is presently a very narrow room. A further extension widens the original front bay, increasing the area of two existing bedrooms.

The proposed extensions bring the building line approximately parallel with the West boundary, albeit with an allocated margin of no less than 1000mm for a foot passage to the rear garden. The existing frontal building line shall not be extended upon, and the surrounding natural enclosure flanking the road entrance shall largely eliminate any effect of increased massing on the street environment.

### 4.1 Use

The proposal maintains the existing bungalow's use as a private family dwelling. Only the use of the detached garage shall change, with the driveway leading to it being removed.

### 4.2 Amount

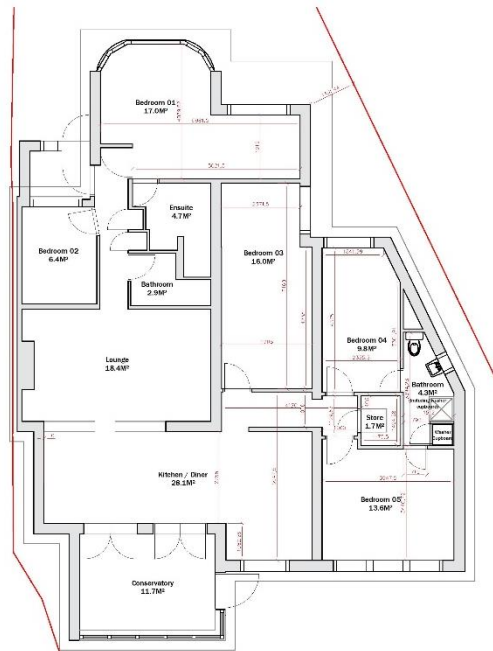
The proposal involves the addition of two bedrooms (9.8m<sup>2</sup> and 13.6m<sup>2</sup>); a combined shower room and utility room (4.3m<sup>2</sup>), shared between the two aforementioned bedrooms; and a food store (1.7m<sup>2</sup>). The existing main bedroom shall be extended from 11.9m<sup>2</sup> to 17.0m<sup>2</sup> and the secondary bedroom within the existing 1999 extension from 11.4m<sup>2</sup> to 16.0m<sup>2</sup>. The area of the kitchen, owing to a small extension integral to the new bedroom block and the removal of the existing store, has been increased from 23.3m<sup>2</sup> to 28.1m<sup>2</sup>. The overall extension scheme amounts to a GIA increase of 43.8m<sup>2</sup>.

### 4.3 Appearance

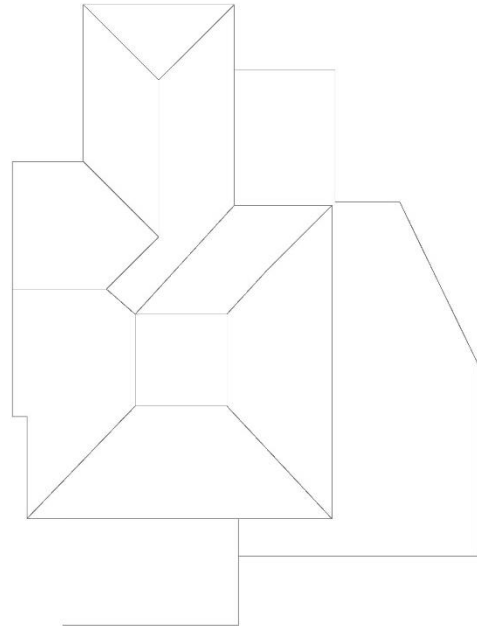
Previous extension work to the property has been faithful to the bungalow's original appearance, resulting in a much-extended property which continues to appear coherent and unified from street-level. This quality shall be continued in the proposed works; whereupon closely matching materials will be used. Whilst the proposed extensions are more complex in plan than the existing building, owing to the angled boundary it runs against, much of this is largely obscured by the West boundary. The front-facing elevation will be recessed from the existing front bay by one metre. The roofs will be flat, aligned with the existing eaves. This nature of roof design allows it to remain generally undetectable when viewed from the adjacent roadside, being screened by the existing bushes along the side boundary.

### 4.4 Access

The existing extent of off-street vehicle parking, with a capacity for three vehicles to the frontage and further driveways and detached garage to the rear, is no longer required by the applicant. The proposals will reduce the permanent parking spaces on the property from three to two. The side extension will close the vehicular access to the rear, however foot/service access will be maintained.

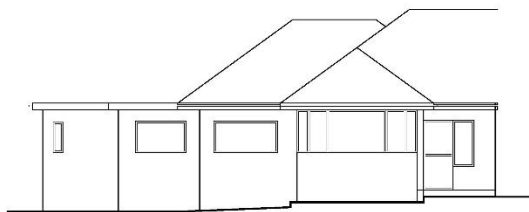


PROPOSED GROUND FLOOR PLAN  
1:100

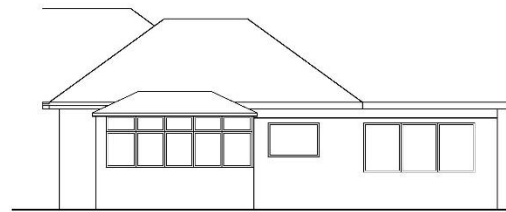


PROPOSED ROOF PLAN  
1:100

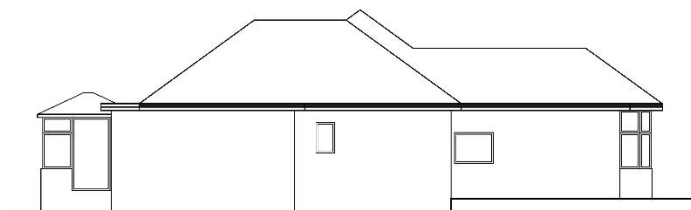
*Figure 10: Proposed Ground Floor and Roof Plan*



PROPOSED FRONT ELEVATION  
1:100



PROPOSED REAR ELEVATION  
1:100



PROPOSED SIDE ELEVATION  
1:100

*Figure 11: Proposed Elevations*