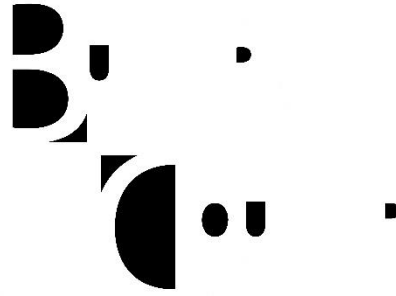


DESIGN & ACCESS STATEMENT



Bulmer + Counter Architects

SITE ADDRESS

51 Finch Lane
Bushey
WD23 3AJ

1.0 PROJECT

1.1 This application is for a part single storey, part two storey side extension, first floor side extension, part garage conversion, new driveway and internal alterations to a semi-detached family dwelling.

2.0 CONTEXT

2.1 The property is located on the eastern side of Finch Lane towards the junction with Homefield Road and Spring Crofts.

2.2 The front of the dwelling is on Finch Lane and the rear of the dwelling is on Homefield Road. Currently no parking is provided at the front of the dwelling. The rear of the dwelling has a dropped kerb and double gated access to the rear garden from Homefield Road. The rear garden is fully paved to provide vehicle parking from the gated access.

2.3 The property is not located within a Conservation Area.

2.4 The building is constructed of brickwork, white cladding and pebble dash render, with a pitched tiled roof and is surrounded by dwellings of similar style, scale and design. With many of the dwellings being matching pairs of the same style.



Fig 1. Aerial View



Fig 2 Front View of 51 Finch Lane



Fig 3 Front View of 51 Finch Lane showing neighbour no.53



Fig 4 Front View of 51 Finch Lane showing neighbour no.51





Fig 5 Front View of 51 Finch Lane showing neighbour no.53



Fig 6 Rear View of 51 Finch Lane showing neighbour no.49



Fig 7 Rear View of 51 Finch Lane showing neighbour no.53

3.0 THE PROPOSED WORK

The proposed work consists of a part single storey, part two storey side extension, first floor side extension, part garage conversion, new driveway and internal alterations to a semi-detached family dwelling.

Included in the work will be internal alterations to provide new facilities and improved living spaces.

3.1 GROUND FLOOR

The proposed ground floor plan looks to modernise the current layout, creating a space more suitable for modern family living. The existing ground floor is relatively cut off from the rear garden and the new plan looks to create an open-plan Kitchen/Living/Dining area with bifold doors to the rear garden. As part of this work the existing garage area is converted and the rear of the property is squared off.

The current single storey element of the dwelling sees some changes, including a new Study to the front of the dwelling. The utility space is retained, and a WC space is provided with adequate space for accessible access.

In contrast to this open-plan space the front Reception room is retained in order to keep a private and more intimate room on the ground floor.

3.2 FIRST FLOOR

The existing first floor consists of three bedrooms and a family bathroom.

The proposed first floor creates a four-bedroom dwelling, with master ensuite and family bathroom.

The bedrooms have been carefully considered in terms of their layout to ensure adequate storage space is provided and daylight is received to all rooms. A solar tunnel is also provided to the landing area to daylight is provided to the centre of the plan. The staircase position also allows some of this daylight to be reflected to the inner most area of the ground floor plan, thus reducing the need for artificial lighting.

3.3 ROOF

The proposed roof matches the existing pitch and looks to replicate the detailing of the existing property.

The existing ridge height of the property is to remain as existing.

The proposed first floor side extension will be 705mm lower than the existing ridge in order to look subservient to the existing dwelling.

The flat roof to the front of the dwelling will be increased in height slightly in order to provide a better ceiling height within the hallway and proposed study, which otherwise would be approx. 2.1m. This also allows for a new warm roof insulation to improve the thermal performance of the dwelling.

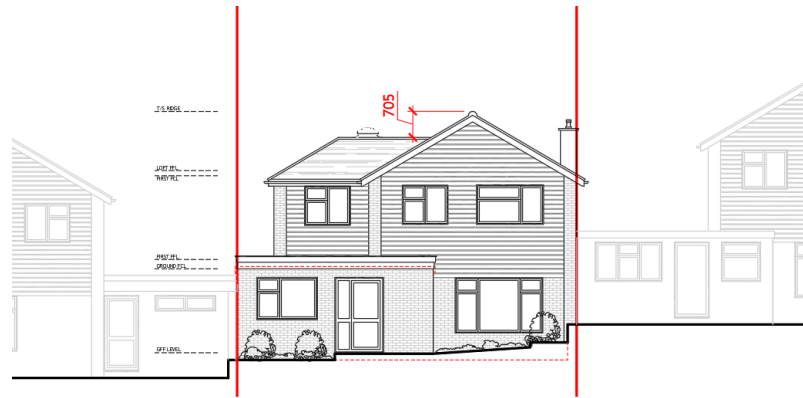


Fig 8. Proposed ridge to be subordinate to the existing dwelling

3.3 EXTERNAL LANDSCAPE

The existing rear landscaping has an abundance of hard landscaping with little to no soft landscaping on the property. This is partly due to the garage being accessed from the rear and as a result the previous owner of the property fully hard landscaped this rear garden.

The proposal looks to provide parking to the front of the dwelling, and as part of this soft landscaping is proposed to soften the overall appearance of the dwelling, as well as provide some habitat for wildlife.

The rear garden will similarly be relandscaped, including the provision of soft landscaping to provide a rear garden more suitable for the applicant's young family.

3.5 MATERIALS

The proposed looks to match the materials of the existing.

3.7 SCALE

The scale of the dwelling has been proposed in order to be subordinate to the existing dwelling, particularly through the reduced ridge height.

The overall scale of the dwelling is similar to the approved application at no.49 Finch Lane (APP NO: 19/1153/HSE), which consisted of a first-floor side extension.



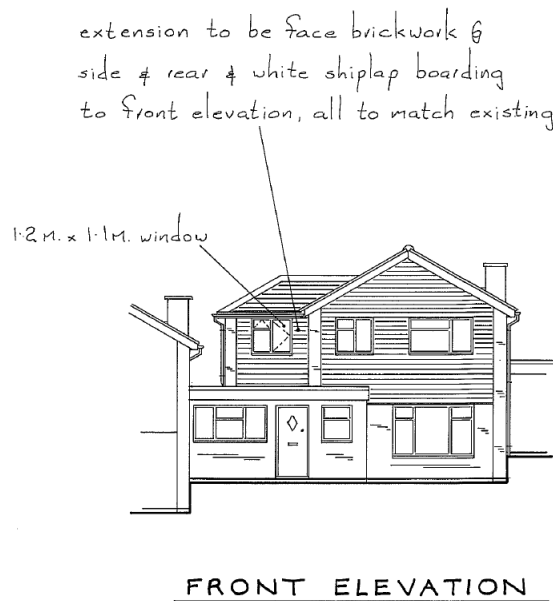


Fig 8. Approved first floor side extension at no.49 Finch Lane (19/1153/HSE)

This application was deemed acceptable, with the Planning Officer's Report stating;

- The extension will appear subservient as it is set down from the main ridge height
- This part of Finch Lane is characterised by similar houses along both a staggered and uniform building line, sited at an angle and stepped down from one another with generous separation distances at first floor level. Whilst the eaves of the proposed extension would be higher than the adjacent neighbours, the style would follow the existing pattern and design of development in the street described above.
- The extension is set in 1m from the boundary with number 51. Given the layout of the properties (described above), side extensions can only be built on one side of the house. A 1m set in would still maintain a sky gap between the properties and it is, therefore, considered the development would not result in a terracing affect to the detriment of the street scene.
- Overall, it is considered the impact of the development on the character and appearance of the area would not be detrimental and is acceptable in accordance with the above policies.

3.8 APPEARANCE

The proposed materials seek to be in keeping with the existing palette of the dwelling.

The appearance of new windows and doors has been considered in order to look appealing and in proportion to existing apertures.

3.9 PARKING

As a residential property of 4 bedrooms the car parking requirement for the dwelling is 3 spaces.

The proposal looks to provide 2 car parking spaces to the front of the dwelling on a new driveway.

The existing arrangement includes a dropped kerb to the rear of the dwelling and a fully hard landscaped garden to provide parking and access to the garage. Notably the garage would not meet minimum standards for garages, and therefore is debatable whether this can be considered as an existing car parking space.

Putting the garage to one aside, the current parking arrangements rely heavily on using the existing hard landscaped rear garden as parking.

As mentioned above this essentially means the property has no soft landscaping and desirable amenity space. As a result the intention is for the garden to be relandscaped to soften this amenity space, providing a garden more suitable for the applicant's young family.

As such the only car parking spaces for the dwelling will be provided on the front drive, which is overall a more functional arrangement.

Notably some other dwellings use the access from Homefield Road as there parking allocation, however due to the steep bank at the front of these dwellings no other option is available and thus are reliant upon vehicle access from the rear.

Overall, we would submit that two spaces for the dwelling would be acceptable due to;

- The two spaces proposed provide a better arrangement/access to the house
- Frees up quality amenity space for the dwelling, of which the current property is lacking
- The dwelling is well connected to public transport, including a bus stop within 0.2 miles (3-minute walk), which serves the 306 and 306A bus services.
- The dwelling is within walking distance of the various shops, restaurants, etc on Bushey High Street (0.5 miles, 11-minute walk)
- The gates to the rear would be retained for bicycle access to encourage other modes of transport



Fig 9. Existing hard landscaped rear garden and gated access.



Fig 10. Two car parking spaces to be provided by the new driveway, with one space retained adjacent the rear dropped kerb. Creating three car parking spaces in total.

4.0 POLICY

The proposal is by no means limited to but interprets and addresses NPPF guidelines regarding the requirement of good design through the following considerations;

- Have regard to the local context and conserve or enhance the character, amenities and quality of an area
- Protect residential amenities by taking into account the need for adequate levels and disposition of privacy, prospect, amenity and garden space
- Make efficient use of land whilst respecting the distinctiveness of the surrounding area in terms of density, character, layout and spacing, amenity, scale, height, massing and use of materials
- Ensure buildings and spaces are, wherever possible, orientated to gain benefit from sunlight and passive solar energy
- Ensure that places, spaces and buildings are inclusion by being accessible to all potential users, including those with mobility difficulties
- Creating a visually attractive proposal through consideration of good architecture and appropriate landscaping.

With reference to Hertsmere Planning and Design Guide – Supplementary Planning Document, Part E ‘Guidance for residential extensions and alterations’:

- The proposed rear extension would not extend beyond the original building line
- Due to the orientation of the property the proposal will have no impact on the neighbour at no.49. The neighbour at no.53 will also see no impact ion the earlier parts of the day. The neighbour at no.53 will experience some impact due to the proposed extensions at around midday, but given the extension meet the depth of the existing dwelling and are lower in height than the existing dwelling the impact will be minimal.



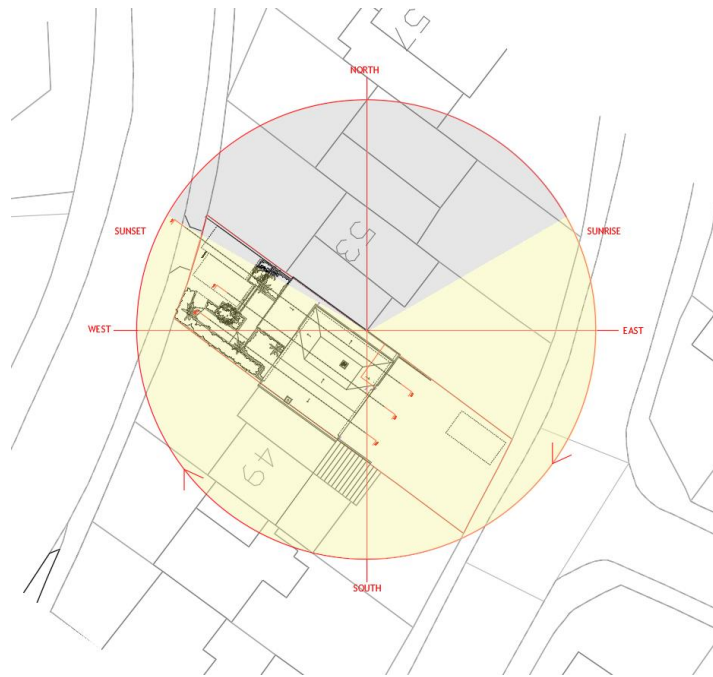


Fig 11. Sun path diagram

- The proposals do not result in a significant loss of garden space
- The design is proportionate to the existing dwelling in height, width and depth
- The width of the first-floor extension is significantly less than the existing dwelling
- Adequate car parking has been proposed for the number of bedrooms.
- The 1m gap to the boundary was previously approved at no.49 Finch Lane and is therefore deemed acceptable.

5.0 ACCESS AND AMENITY

- The property is likely to remain a private dwelling in perpetuity.
- The proposal provided car parking through a new driveway to the front of the dwelling.
- The proposed works seek to make use of garden amenity space through landscaping, patio and a strong visual relationship between inside and out.
- The proposal looks to make the existing fully hard landscaped rear garden a more desirable and useable garden through soft landscaping.

6.0 SUMMARY

- The proposed additions would have a significant beneficial effect upon the usability of the property, meeting the needs of the growing family.
- Due to careful design consideration the proposals would have no detrimental impact upon the amenity of immediate neighbours, or the wider community.
- Consideration has been given to the proposal in terms of position, dimensions and detailing.
- The proposed side extension would be in keeping with the original dwelling and would be similar to the approved extensions at no.49 (19/1153/HSE)
- The proposed additions would not appear out of scale or excessive, and therefore would not adversely affect the appearance, character or setting of the building.

Accordingly, we trust that this application may be viewed favourably.

Prepared by: Christopher Bulmer
Bulmer + Counter Architects

END

