



**The Demolition of the Existing Property and Provision
of a New, Five Bedroom Residential Dwelling**

2A Western Avenue, Brent Cross, London, NW11 9HH

1. Introduction

- 1.1 This submission has been prepared on behalf of Motty Vogel in support of a full application for the site known as 2a Western Avenue. It should be read in conjunction with the accompanying technical drawings.
- 1.2 The application site is located on the southern side of Brent Street close to its junction with the A406 North Circular Road. The existing site is made up of a single storey residential dwelling. The proposal for the site seeks to demolish the existing property and erect a new five bedroom residential property across lower ground, ground and first floor.
- 1.3 This document contains details regarding the proposed scheme including how the proposal is considered to be in accordance with planning policy and guidance at national, regional and local levels.

2. The Site and Surroundings

- 2.1 The application site is a single storey bungalow at the corner of Western Avenue and the A406. The lower part of Western Avenue is characterised by bungalows consistently spaces of similar size, scale and design which complement each other and the character of the area.
- 2.2 The site is not located within the Green Belt, a Conservation Area or any Area of Outstanding Natural Beauty (AONB). The site is located within Flood Zone One which has a low probability of flooding. The site is not a listed building nor are there any in the immediate surrounding area. The site has a Public Transport Accessibility Level (PTAL) of 4, which is classified as 'Good'.

3. Relevant Planning History

- 21/3865/HSE – Single-Storey side extension. Roof extension involving side dormer window to both sides, rear dormer window and 2no side facing roof lights to both sides. Decision Pending
- C06032F/06 - Demolition of existing bungalow and construction of a new dwelling with accommodation on the lower ground floor and roofspace, involving dormer windows to both sides and rear. Provision of 1 off street parking space. Approved 24 August 2006.
- C06032E/05 - Single storey side extension. Creation of a first floor with dormer windows to front, side and rear (Alteration to previously approved planning permission C06032D/05 dated 05.09.05). Refused 4 November 2005.

- C06032D/05 | Single storey side extension. Creation of a first floor with dormer windows to rear and side. Approved 7 September 2005.
- C06032C/03 | Construction of first floor and loft floor (incorporating side and rear dormer windows) to both properties to provide additional residential floorspace. Refused 16 July 2003.

4. Pre-Application Submission

4.1 We have previously engaged with the Local Planning Authority for the demolition of the existing property and erection of a three-storey building providing a total of four self-contained residential units (Ref. 20/0413/QCD). The Officers' conclusion is detailed below and the application has been amended to reflect the recommendations of the LPA.

It is considered that a proposal to introduce flats in this location would not be in keeping with the established character of single dwelling houses in the surrounding area and would therefore be contrary to local planning policy.

Furthermore, the proposed three-storey building would be incongruous in the context of the single-storey bungalow-style properties on this section of Western Avenue. The proposal would therefore be detrimental to the local character and street scene.

Although officers would not support the proposals for the reasons above, it is considered that a proposal for a replacement single dwelling, being no more than two-storeys in height, could be supported in this location. Such a proposal, in accordance with the recommendations made in section 6 regarding scale, footprint and massing, would be an acceptable form of development in principle and could provide an improvement to the existing building and the visual amenities of the site.

5. The Proposal

- 5.1 The proposal for the site seeks to demolish the existing bungalow and erect a new three storey building across lower ground, ground and first floors which would accommodate a five bedroom property. The proposal would seek to improve the existing quality of accommodation which is provided at the site.
- 5.2 The proposal would provide a good standard of internal amenity space for future occupiers which would exceed the minimum guidance set out in the London Borough of Barnet's Local Development Framework as well as the Department for Communities and Local Government (DCLG) Technical Housing Standards.
- 5.3 The proposed residential unit will be dual aspect providing natural light, ventilation as well as outlook to future occupiers and will be accessed via the proposed entrance located on the front elevation of the building with a central stair core providing access to every level. The application site benefits from a large rear garden and it is proposed that the new dwelling will benefit from an area of private amenity space totalling 175 square metres.
- 5.4 In terms of car parking, the London Plan states that sustainable residential travel should be encouraged through the promotion of car-free development, the use of car clubs, flexible working and active travel (walking and cycling). Given that the site has a PTAL rating of 4 and its proximity to local public transport, the Council should consider that the minimum/no car parking should be provided. As part of our proposal, we have sought to provide two, off-street car parking spaces which is based on the current arrangement at the site. It is proposed that a total of 4 cycle parking spaces will be provided for the new dwelling and will be located in an enclosed cycle storage area located at the rear of the site.
- 5.5 Dedicated refuse and recycling facilities will be provided for the new residential unit in a dedicated, secure storage area. This would be located on the front elevation of the property. The enclosed unit is sited away from any adjacent habitable room(s) and is located close to the site boundary to ensure easy access for collection.

6. Planning Policy

6.1 The Local Development Framework for the application is as follows:

- London Plan (2021)
- Barnet Local Plan (2012)
- Barnet Development Management Policies (2012)

National Planning Policy Framework (NPPF)

- 6.2 The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.
- 6.3 The National Planning Policy Framework (NPPF) was published on 19th February 2019. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.
- 6.4 Section 5 of the NPPF provides guidance in relation to Delivering a Sufficient Supply of Homes, with Paragraph 59 stating that “to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay”.
- 6.5 The NPPF states that “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities ... being clear about design expectations, and how these will be tested, is essential for achieving this”. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.
- 6.6 Paragraph 117 states that “planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land”.

London Plan (2021)

- 6.7 The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20 to 25 years and the Mayor's vision for Good Growth. The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Borough's Local Plans must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably, which the London Plan sets out.
- 6.8 GG2 - Making the Best Use of Land; *"To create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must:*
- A) Enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites*
 - B) Prioritise sites which are well-connected by existing or planned public transport*
 - C) Proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling*
 - D) Applying a design-led approach to determine the optimum development capacity of sites*
 - E) Understand what is valued about existing places and use this as a catalyst for growth, renewal, and place-making, strengthening London's distinct and varied character*
 - F) Protect and enhance London's open spaces, including the Green Belt, Metropolitan Open Land, designated nature conservation sites and local spaces, and promote the creation of new green infrastructure and urban greening, including aiming to secure net biodiversity gains where possible*
 - G) Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth*
 - H) Maximise opportunities to use infrastructure assets for more than one purpose, to make the best use of land and support efficient maintenance".*
- 6.9 GG4 - Delivering the Homes Londoners Need; *"To create a housing market that works better for all Londoners, those involved in planning and development must:*
- *Ensure that more homes are delivered*

- *Support the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable*
- *Create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing*
- *Identify and allocate a range of sites to deliver housing locally, supporting skilled precision-manufacturing that can increase the rate of building, and planning for all necessary supporting infrastructure from the outset*
- *Establish ambitious and achievable build-out rates at the planning stage, incentivising build-out milestones to help ensure that homes are built quickly and to reduce the likelihood of permissions being sought to sell land on at a higher value”.*

6.10 D3 - Optimising Site Capacity Through the Design-Led Approach; *“All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site’s context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2 Infrastructure requirements for sustainable densities), and that best delivers the requirements set out in Part D.*

Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 Infrastructure requirements for sustainable densities. Where these locations have existing areas of high density buildings, expansion of the areas should be positively considered by Boroughs where appropriate. This could also include expanding Opportunity Area boundaries where appropriate.

In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 Small sites”.

6.11 D4 - Delivering Good Design; *“Design and access statements submitted with development proposals should demonstrate that the proposal meets the design requirements of the London Plan.*

The design of development proposals should be thoroughly scrutinised by borough planning, urban design, and conservation officers, utilising the analytical tools set out in Part B, local evidence, and expert advice where appropriate. In addition, boroughs and applicants should

make use of the design review process to assess and inform design options early in the planning process”.

- 6.12 D5 - Inclusive Design; *“Boroughs, in preparing their Development Plans, should support the creation of inclusive neighbourhoods by embedding inclusive design, and collaborating with local communities in the development of planning policies that affect them.*

Development proposal should achieve the highest standards of accessible and inclusive design. They should:

- 1) Be designed taking into account London’s diverse population*
- 2) Provide high quality people focused spaces that are designed to facilitate social interaction and inclusion*
- 3) Be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment*
- 4) Be able to be entered, used and exited safely, easily and with dignity for all*
- 5) Be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.*

Design and Access Statements, submitted as part of development proposals, should include an inclusive design statement”.

- 6.13 D6 - Housing Quality and Standards; *“Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.*

Qualitative aspects of a development are key to ensuring successful sustainable housing. Table 3.2 sets out key qualitative aspects which should be addressed in the design of housing developments.

Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part B in Policy D3 Optimising site capacity through the design-led approach than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.

The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste.

Housing developments are required to meet the minimum standards below which apply to all tenures and all residential accommodation that is selfcontained.

Private Internal Space

- 1) Dwellings must provide at least the gross internal floor area and built-in storage area set out in Table 3.1.*
- 2) A dwelling with two or more bedspaces must have at least one double (or twin) bedroom that is at least 2.75m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide.*
- 3) A one bedspace single bedroom must have a floor area of at least 7.5 sq.m. and be at least 2.15m wide.*
- 4) A two bedspace double (or twin) bedroom must have a floor area of at least 11.5 sq.m..*
- 5) Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (If the area under the stairs is to be used for storage, assume a general floor area of 1 sq.m. within the Gross Internal Area).*
- 6) Any other area that is used solely for storage and has a headroom of 0.9- 1.5m (such as under eaves) can only be counted up to 50 per cent of its floor area, and any area lower than 0.9m is not counted at all.*
- 7) A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. Any built-in area in excess of 0.72 sq.m. in a double bedroom and 0.36 sq.m. in a single bedroom counts towards the built-in storage requirement.*
- 8) The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.*

Private Outside Space

9) *Where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 sq.m. of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq.m. should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m. This does not count towards the minimum Gross Internal Area space standards required in Table 3.1”.*

6.14 D10 - Basement Development; *“Boroughs should establish policies in their Development Plans to address the negative impacts of large-scale basement development beneath existing buildings, where this is identified as an issue locally”.*

6.15 H1 - Increasing Housing Supply; *“Table 4.1 sets the ten-year targets for net housing completions that each local planning authority should plan for. Boroughs must include these targets in their Development Plan Documents (Enfield’s 10 year target is 12,460)”.*

6.16 H2 - Small Sites; *“Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to:*

- 1) *Significantly increase the contribution of small sites to meeting London’s housing needs*
- 2) *Diversify the sources, locations, type and mix of housing supply*
- 3) *Support small and medium-sized housebuilders*
- 4) *Support those wishing to bring forward custom, self-build and community led housing*
- 5) *Achieve the minimum targets for small sites set out in Table 4.2 as a component of the overall housing targets set out in Table 4.1.*

Boroughs should:

- 1) *Recognise in their Development Plans that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites*
- 2) *Where appropriate, prepare site-specific briefs, masterplans and housing design codes for small sites*
- 3) *Identify and allocate appropriate small sites for residential development*
- 4) *List these small sites on their brownfield registers*
- 5) *Grant permission in principle on specific sites or prepare local development orders”.*

6.17 H10 - Housing Size Mix; *“Schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, applicants and decision-makers should have regard to:*

- 1) Robust local evidence of need where available or, where this is not available, the range of housing need and demand identified by the 2017 London Strategic Housing Market Assessment
- 2) The requirement to deliver mixed and inclusive neighbourhoods
- 3) The need to deliver a range of unit types at different price points across London
- 4) The mix of uses in the scheme
- 5) The range of tenures in the scheme
- 6) The nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity
- 7) The aim to optimise housing potential on sites
- 8) The ability of new development to reduce pressure on conversion, subdivision and amalgamation of existing stock
- 9) The need for additional family housing and the role of one and two bed units in freeing up existing family housing.

6.18 T1 - Strategic Approach to Transport; *“Development Plans should support, and development proposals should facilitate:*

- 1) *the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*
- 2) *the proposed transport schemes set out in Table 10.1.*

All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated”.

6.19 T5 - Cycling; *“Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*

- 1) *supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*
- 2) *securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two*

short 10.3 stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. 182 Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers”.

6.20 T6.1 - Residential Parking; *“New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.*

Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

- 1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset*
- 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.*

All disabled persons parking bays associated with residential development must:

- 1) be for residents' use only (whether M4(2) or M4(3) dwellings)*
- 2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling*
- 3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)*
- 4) count towards the maximum parking provision for the development*
- 5) be designed in accordance with the design guidance in BS8300vol.1*
- 6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface”.*

Barnet Core Strategy (2012)

- 6.21 Policy CS NPPF - The Presumption in Favour of Sustainable Development; *“When considering development proposals, we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF) ... Planning applications that accord with policies in Barnet’s Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise”.*
- 6.22 Policy CS1 - Barnet’s Place Shaping Strategy; *“Barnet’s place shaping strategy is to concentrate and consolidate housing and economic growth in well located areas that provide opportunities for development, creating a quality environment that will have positive economic impacts on the deprived neighbourhoods that surround them”.*

- 6.23 Policy CS4 - Providing Quality Homes and Housing Choice in Barnet; *“We will aim to create successful communities in Barnet by:*
- *Seeking to ensure a mix of housing products in the affordable and market sectors to provide choice for all households and enable Barnet residents to progress on a housing journey that can meet the aspirations of home ownership”.*
 - *Seeking a range of dwelling sizes and types of housing including family and lifetime homes that meets our identified housing priorities and does not undermine suburban character or local distinctiveness*
 - *Delivering a minimum affordable housing target of 5,500 new affordable homes by 2025/26 and seeking a boroughwide target of 40% affordable homes on sites capable of accommodating ten or more dwellings”.*
- 6.24 Policy CS5 - Protecting and Enhancing Barnet’s Character to Create High Quality Places; *“We will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high-quality design. Developments should:*
- *Address the principles, aims and objectives set out in the following national design guidance: By Design, Secured by Design, Safer Places, Inclusive Design, Lifetime Homes and Building for Life*
 - *Be safe, attractive and fully accessible*
 - *Provide vibrant, attractive and accessible public spaces*
 - *Respect and enhance the distinctive natural landscapes of Barnet*
 - *Protect and enhance the gardens of residential properties*
 - *Protect important local views from places within Barnet (as set out in Map 8)*
 - *Enhance the borough’s high-quality suburbs and historic areas through the provision of buildings of the highest quality that are sustainable and adaptable”.*
- 6.25 Policy CS14 - Dealing with our Waste; *“We will encourage sustainable waste management by requiring developments to provide waste and recycling facilities which fit current and future collection practices and targets”.*

Barnet Development Management Policies (2012)

- 6.26 Policy DM01 - Protecting Barnet’s Character and Amenity (Not Comprehensive);
- *All development should represent high quality design which demonstrates high levels of environmental awareness and contributes to climate change mitigation and adaptation.*

- *Development proposals should be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.*
- *Development proposals should ensure attractive, safe and, where appropriate, vibrant streets which provide visual interest, particularly at street level and avoid blank walls. Development proposals should create safe and secure environments and reduce opportunities for crime and minimise the fear of crime.*
- *Development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.*
- *Development proposals should retain outdoor amenity space having regard to its character.*
- *Loss of houses in roads characterised by houses will not normally be appropriate.*
- *Development proposals will be required to include hard and soft landscaping that:*
 - *Is well laid out in terms of access, car parking and landscaping;*
 - *Considers the impact of hardstanding on character;*
 - *Achieve a suitable visual setting for the building;*
 - *Provide an appropriate level of new habitat including tree and shrub planting;*
 - *Make a positive contribution to the surrounding area;*
 - *Contributes to biodiversity including the retention of existing wildlife habitat and trees;*
 - *Adequately protects existing trees and their root systems.*

6.27 Policy DM02 - Development Standards; *“Where appropriate, development will be expected to demonstrate compliance with the following national and London-wide standards supported by the guidance set out in the council’s suite of Supplementary Planning Documents”.*

6.28 Policy DM03 - Accessibility and Inclusive Design; *“Development proposals should meet the highest standards of accessible and inclusive design”.*

6.29 Policy DM08 - Ensuring a Variety of Sizes of New Homes to Meeting Housing Need; *“Development should provide where appropriate a mix of dwelling types and sizes in order to provide choice for a growing and diverse population for all households in the borough. Our dwelling size priorities are:*

- *For social rented housing – homes with 3 bedrooms are the highest priority*
- *For intermediate affordable housing – homes with 3/4 bedrooms are the highest priority*
- *For market housing – homes with 4 bedrooms are the highest priority, homes with 3 bedrooms are a medium priority”.*

7. Policy Considerations

Principle of Development

- 7.1 The proposal for the site seeks to demolish the existing bungalow and erect a new five-bedroom property across lower ground, ground and first floor level. The proposed dwelling will increase the quality of accommodation which is provided at the site.
- 7.2 The building proposed for demolition is not locally or statutorily listed nor located within a Conservation Area and therefore does not benefit from any planning protection which would prevent its demolition. Furthermore, the existing building is not of any architectural merit and adds little to the existing character of the area.
- 7.3 It has been established that residential development is appropriate in this location and would be compatible with the surrounding uses. The proposed replacement of the existing family-sized accommodation at the site is considered appropriate for this location and in turn, will ensure that the site's long-term residential use is continued.

Design

- 7.4 The proposed development has been sensitively designed to ensure that it remains in keeping with the existing properties located in the immediate surrounding area. The proposed design seeks to provide a high-quality building which will enhance the existing character and appearance of the area. The sites location on the corner of Western Avenue and the A406 allows the site to provide a development with an increased height which will not impact on the character of the area.
- 7.5 The proposed massing of the development has been set down through the provision of a lower ground floor. This enables the proposal to provide a total of approximately 115 square metres of floor space below ground and in turn, reduces the scale of the proposal which is visible above ground level. The sectional drawing shown at figure 1 demonstrates this as well as the proposed massing of the site in relation to the neighbouring property at No.2 Western Avenue.

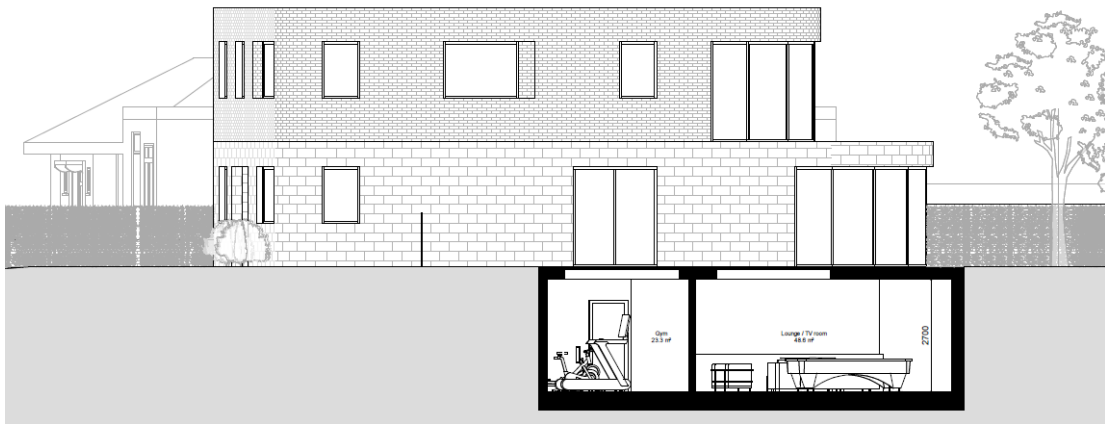


Figure 1 – A Screenshot of the Section Drawing for the Proposed Development at 2a Western Avenue

Residential Amenity

- 7.6 The proposal provides a good standard of internal amenity space for future occupiers which would exceed the minimum guidance set out in the London Borough of Barnet Local Development Framework as well as the Department for Communities & Local Government (DCLG) Technical Guidance for Housing Standards. The floor to ceiling heights is above the national standards, with each floor having a minimum height of 3m.
- 7.7 The proposed residential unit will be dual aspect providing natural light, ventilation as well as outlook to future occupiers. The unit will be accessed via the proposed entrance located on the front elevation of the building, with a central stair core providing access to every level. The application site benefits from a large rear garden and it is proposed that the unit will benefit from an area of private amenity space totalling 175 square metres.

Neighbouring Amenity

- 7.8 As part of any planning application, it is important to ensure development proposals would not have an adverse impact on neighbouring amenity with regards to light, outlook or increased sense of enclosure.
- 7.9 The scheme has been designed in a manner that will allow for daylight and sunlight to be maintained to the adjoining properties. The main bulk and massing of the site is located at the rear of the site and therefore does not impact upon the adjoining neighbours. The proposed

ground floor has been designed so that it aligns with the rear elevation of the neighbouring property at No.2 Western Avenue, as demonstrated by the proposed ground floor plan. The first floor has been set back and staggered to reduce any impact the proposal has on the neighbouring property. Furthermore, given that the unit at No.2 is a bungalow, there would be limited impact to the property in terms of enclosure and loss of outlook.

- 7.10 Given that the proposal is located on the corner plot of Western Avenue and the A406 North Circular Road, it is considered that the scheme will not give way to a feeling of enclosure through an overbearing, overdevelopment of the site. The proposal is well screened from the North Circular by the existing planting/trees which line the eastern boundary of the site and in turn, this helps to reduce any noise pollution impact from the adjacent highway.

Highways / Refuse and Recycling

- 7.11 The application site is located in an area with a PTAL rating of 4, which is classified as 'Good'. The nearest pair of bus stops to the site are located within 400 metres of the site and provide access to services to Ealing, North Finchley, St Raphaels and Turnpike Lane. The nearest train station to the site, Brent Cross, is located approximately 350 metres to the south of the site, providing access to Northern Line services between Edgware and Morden.
- 7.12 In terms of parking, the London Plan states that sustainable residential travel should be encouraged through the promotion of car-free development, the use of car clubs, flexible working and active travel (walking and cycling). Given that the site has a PTAL rating of 4 and its proximity to local public transport, the Council should consider that the minimum/no car parking should be provided. As part of our proposal, we have sought to provide two off-street car parking spaces. A dedicated cycle storage area will be located at the rear of the site via the pedestrian access to the site.
- 7.13 Dedicated refuse and recycling facilities will be provided for the new residential units in a dedicated, secure storage area. The enclosed unit is sited away from any adjacent habitable room(s) and is located close to the site boundary to ensure easy access for collection.

8. Conclusion

- 8.1 It is considered that the existing building at the site fails to maximise the potential of the application site. The proposal would provide a contemporary building which would improve the vernacular of the existing street scene and help raise the standard of design in the area. The nature of the design of the building ensures that the proposal would not appear overly dominant or out of character with the surrounding street scene.
- 8.2 The proposed development would replace the existing dwelling and provide a high-quality residential development which would provide a good level of amenity for future occupiers, without prejudicing the amenity of existing neighbouring occupiers. The residential unit has been designed to ensure they are fully compliant with national, regional and local policy requirements and would not compromise the living standards of the existing neighbouring occupiers. It is therefore considered that the proposal is compliant with national, regional and local policies.