

C&A CONSTRUCT

33 Renters Avenue Road, London, NW4 3RD

Design and Access Statement

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Date: August 2021

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1. INTRODUCTION

This Design and Access Statement has been prepared and submitted in support of a planning application to seek full planning approval to refurbish and redevelop the residential units at 33 Renters Ave, NW4 3RD, in a proposal to develop three flats accessed from the existing entrance, while also extending and refurbishing the existing properties 33 and 33A. In their current form, these two properties provide a single flat of a 2 bed property in 33, and 33A is a HMO containing 3 beds.

2. SITE

2.1 Context and History

- The site is situated within a residential road in the area of Hendon. The road is made up of residential dwellings.
- On the west boundary of the site there is a public path that is called Capital Ring Walk that goes into Hendon Park.
- The east boundary of the site is attached to the property at number 35
- The site has vehicular access and parking for 3 cars currently, which will be retained.
- At the rear of the site is the London underground Northern line that runs from Brent Cross to Hendon Central station
- The site is of no particular historical or architectural interest within the local area situated within a Conservation area nor is it a listed building.
- The development is not within the vicinity of a heritage building and would not affect any neighbouring conservation area.
- As you can see from the image below currently number 33 has no gabled roof, what we propose is to carry on the gabled roof and roof extension from 35 onto 33 and carry on over to the new first floor extension and roof extension.

2.2 Existing Photos



Figure 1: Photos 1, and 2 of the existing north-western elevation of the property.

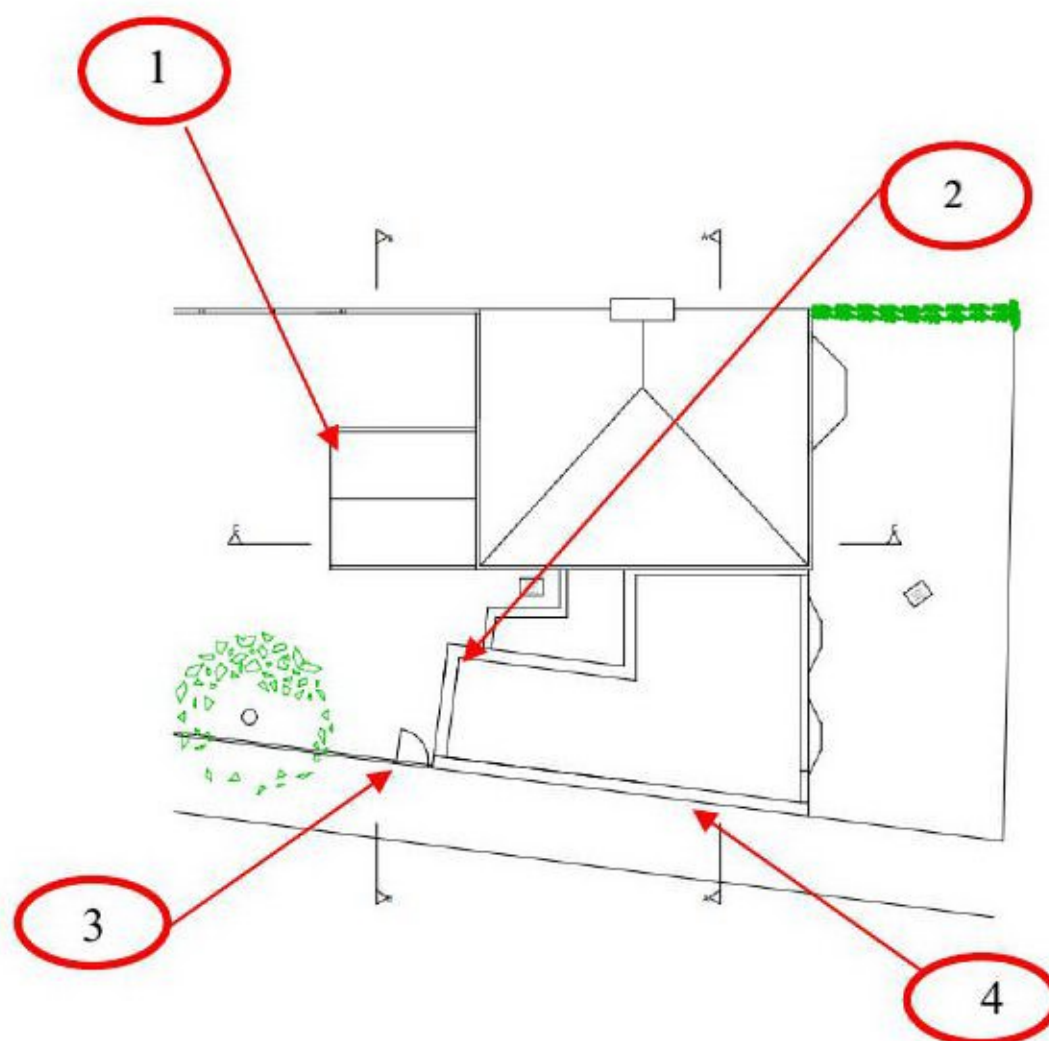


Figure 2: Photos 3 and 4 of the existing north-eastern elevation of the property.

2.3 Site Location



Figure 3: Existing OS map of the subject site



Figure 4: Aerial View of the subject site

3 DESIGN DEVELOPMENT

3.1 Proposal

Currently the building Layout is ill considered, wasteful and visually unappealing and the building fabric is, in many areas, in a state of disrepair.

The overall design of the build is in keeping with the current design of the rest of the residential road. The development seeks to generate a more contextually appropriate appearance of the property - currently the property feels incomplete and unfinished.

The design of the building façade and massing have been developed after close inspection of the local characteristics of similar approved developments and house extensions in the immediate area.

This residential project seeks to optimise the development potential within a restricted site, and new residential properties to this area in addition to a wholesale and ecologically minded refurbishment of the existing properties at 33 and 33A Renters Avenue. Externally, the proposal will greatly improve on an extremely disordered visual impact of the existing building.

The new dual aspect residential properties will be developed with careful regard to the London plan, the Local Barnet Plan and building regulation requirements, representing extremely eco-friendly and comfortable spaces that explore efficient use of space with a flexible open plan design ethos.

The proposed area schedule of the development as follows:

3.1 Barnet Local Plan Relevance

“This includes building new homes as well as protecting the existing dwelling stock for those whose needs are changing, such as families seeking larger dwellings, or homes for smaller households including older people who want to downsize and move to housing that can help meet care and support needs.”

The existing homes do not allow for larger families at the moment, the proposed design will provide enough space for a redesigned flat at 33 which will stay a 2 bed property and 2 new flats at 33a for a total of 3 flats at 33a. They will provide 3 bed properties. This is in keeping with Barnet’s local plan and strategy to provide larger housing for families.

“Access to a good housing environment in childhood is also important for physical and mental development. Barnet’s Children and Young People’s Plan highlights that within a Family Friendly Barnet, children and young people will be afforded a good standard of living within housing that is safe and affordable.”

The family currently renting 33 is looking for more space, they have agreed with the landlord to extend their contract at a favourable price. This means the provision of a larger dwelling for the family of 1 adult and 3 children will be of exceptional importance.

“Purpose built shared living accommodation as an alternative to Houses in Multiple Occupation (HMO)”

Policy HOU02 Housing Mix

“Barnet dwelling size priorities are: a) For market homes for sale and rent – 3 bedroom (4 to 6 bedspaces) properties are the highest priority, homes with 2 (3 to 4 bedspaces) or 4 bedrooms (5 to 8 bedspaces) are a medium priority. b) For Affordable Homes (see Policy HOU01 and supporting text): i. the smallest 2 bedroom property in this tenure is required to provide a minimum of 4 bed spaces in accordance with the residential space standards in Table 9 ii. 2 and 3 bedroom properties are the highest priority for homes at Low Cost Rent. iii. 3 bedroom properties are the highest priority for homes at a London Living Rent. iv. 2 bedroom properties are the highest priority for homes at an Affordable Rent / Low Cost Home Ownership.”

Currently the leasehold property provides one 2 bed, 4 Person dwelling at 33 and a 3 double bed rooms in a flat-share at 33A.

3.2 Area Schedule

Directly addressing the Barnet Local Plan development ethos, this project will provide living accommodation of the highest priority for Barnet, as shown in figure 3 below.

33 Renters Avenue	GIA	33 Renters Avenue	NIA	Bedspaces
GF:	149	Flat 1 (33)	89	3B,5P
	149	Flat 1 (33A)	77	3B,4P
1 ST :	41	Flat 2 (33A)	86	3B,5P
Loft:		Flat 3 (33A)	86	3B,5P
TOTAL	339	TOTAL	324	

Figure 5: The proposed areas of the design proposal, showing that this exactly aligns with the reference to Barnet’s local plan above.

The Gross External Area, which is the total area of the development including the external building fabric is **395m²**.

4 PRECEDENT STUDIES

Ref: W13873/04

35 Renters Avenue London NW4 3RD

Alteration to roof including hip to gable end and rear dormer window to facilitate a loft conversion

Status: Lawful

Gabled roof and loft conversion.

The planning application we will be submitting will be to replicate what has been done to num 35. The proposal includes a gabled roof that will match up with the current one at 25 creating a seamless look that will enhance the character of the building.



Figure 6: View of the neighbouring dormer extension at 35 renters Avenue

Ref: 21/4072/FUL

59 - 61 Renters Avenue London NW4 3RD

Two storey rear extension to both properties

Status: Pending

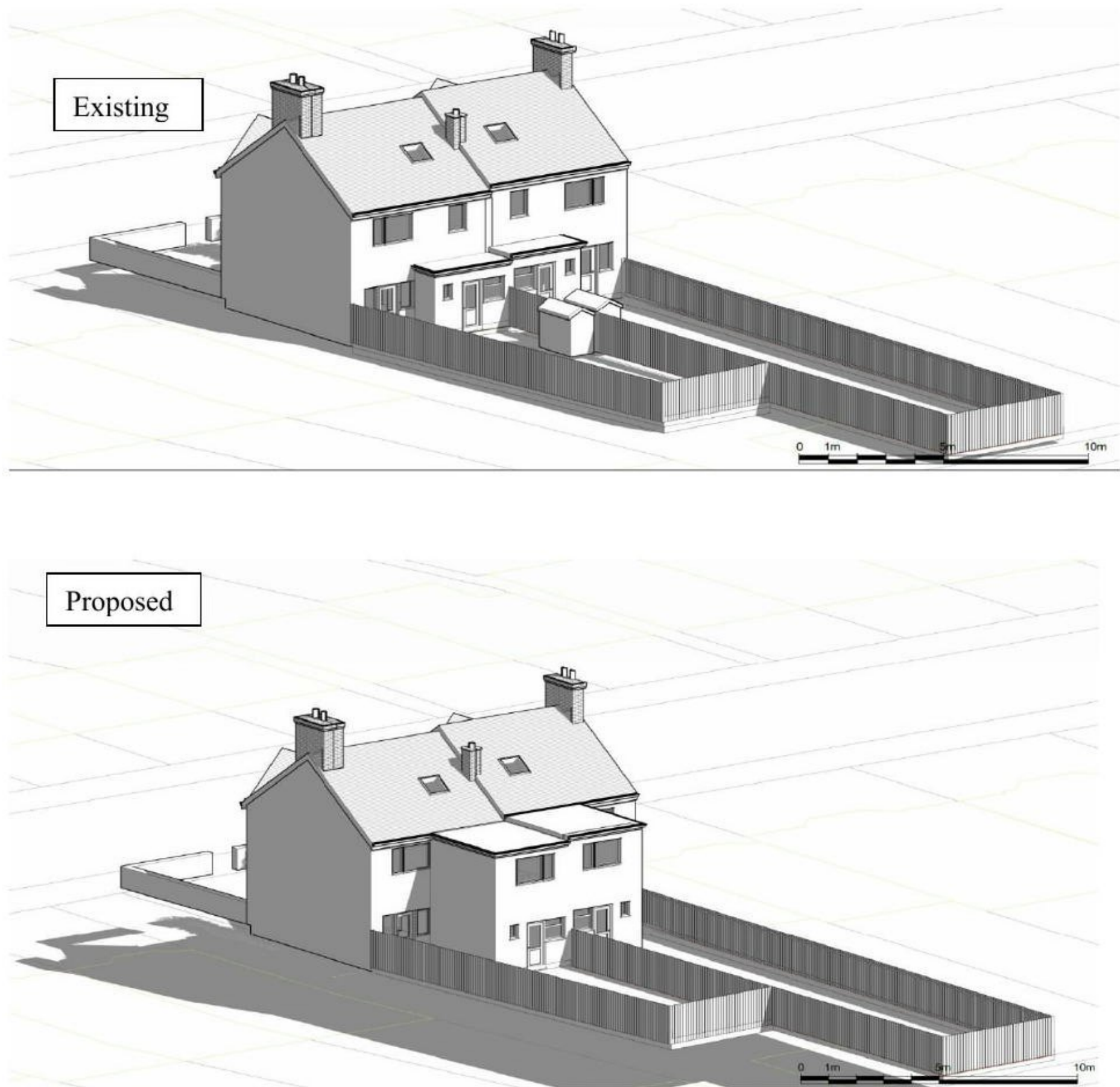


Figure 7: Existing and proposed models of 59-61 Renters Avenue.

This two storey extension will be similar to the proposed development we are providing. The extension will be comparable to number 33 and will provide needed extra space for a disabled access lavatory on the ground floor of the property. The two storey rear extension will not overlook or interfere with any of the neighbouring buildings.

The new two storey extension will be an acceptable height and bulk, matching the original height of 33 and not obscuring the view from the public path to Hendon park.

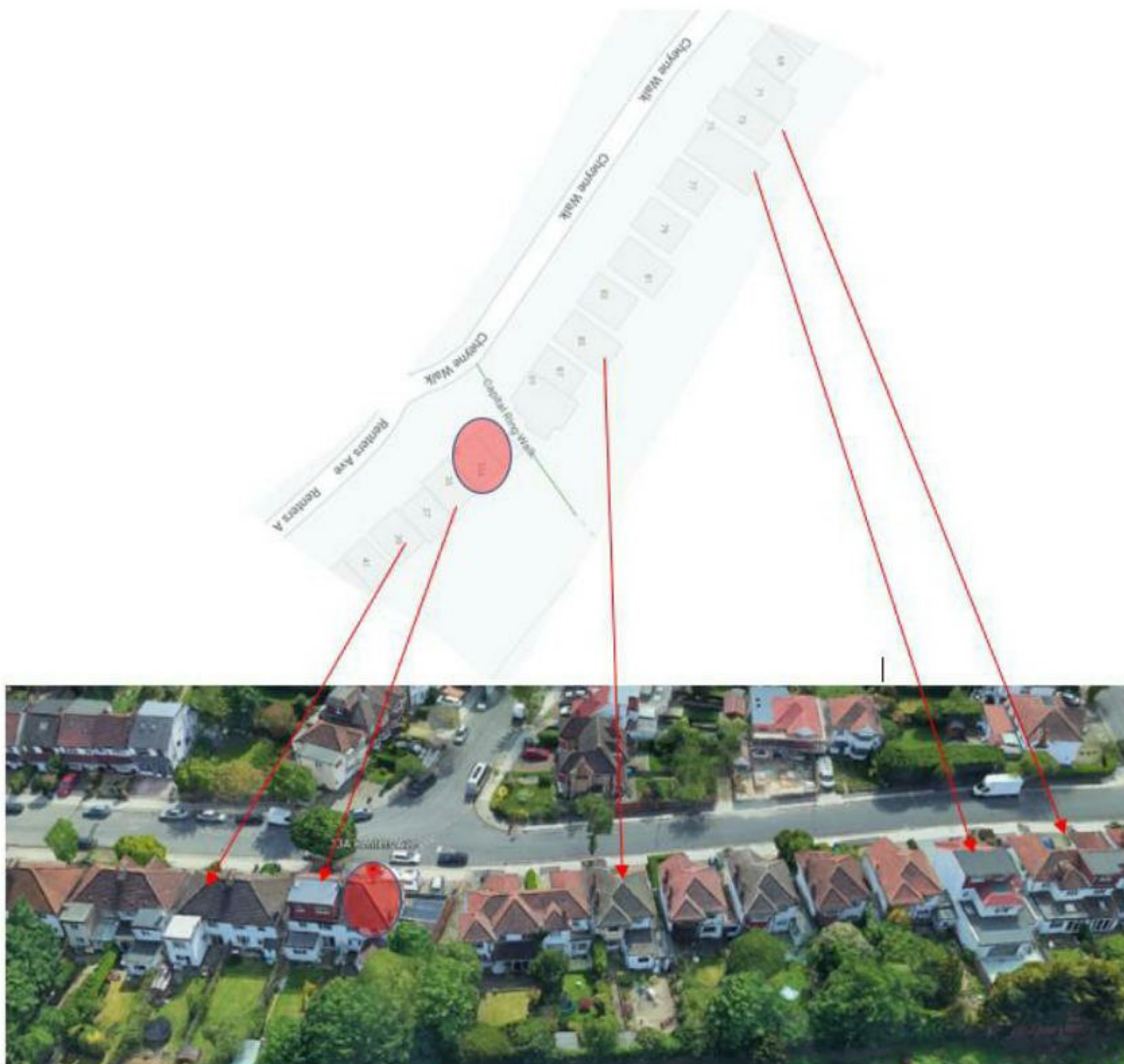


Figure 7: Locations of the numerous other examples of developments in the area.

5. SUSTAINABILITY

The sustainable performance of this scheme has been a central issue constantly considered during the design stage, and this has been elaborated on. Highlighted below are some of the foremost aspects of the scheme's sustainability agenda.

- The fabric design will both be extremely thermally efficient, and aim to achieve an excellent degree of air tightness in its built form.
- The building services and M&E at the scheme will all be inherently involved the environmental performance at the scheme.
- Grey water harvesting will be recommended to the client.
- waste water heat recovery will proposed to the client as a system whose upfront cost is quickly overcome by the financial savings that the specification of such systems provide.
- A 24m² Array of solar panels is proposed on the southwestern pitch of the extended tiled roof, this will be made up of a combination of new panels and existing units that are currently on site. The relocation of the existing panels from the flat roof on the western flat side of the property will greatly improve the efficiency because of their new location on the 35 degree pitched roof.

- The building fabric sizing – thickness of roofs, walls and separating floors, has been prepared giving consideration to typical construction details that may be used going forward.

We are giving careful consideration to the specification of the glass both in terms of thermal and acoustic performance and – the latter is mentioned because of our recognition of the potentially high ambient sound levels as a result of the train line on the northern side of the site and the busy A406 to the southeast.

6 USE/MANAGEMENT.

6a Use

The use of the building is to create new residential properties within the existing property.

The result of this is that the project has been carefully and clearly considered at an early stage, not only in terms of the obligations required with the planning submission but with factors that need not have been considered until a later stage, such as (to an extent) building regulation compliances.

6b Refuse, Recycling & cycle storage

The development will provide 8 240l wheeled bins and associated storage in the front garden on the boundary with 35 Renters Avenue to provide 2 bins per property (one for general waste and one for recycling).

There will be provision at the front of the property for the cycle storage of 4 bikes, and 3 car parking spaces.

Table 1: Residential Cycle and Car Parking Standards

Zone of accessibility to public transport	Residential car parking provision (maximum)	Residential cycle parking provision (minimum)
PTAL 6a, 6b and 5 areas	Zero maximum spaces per unit. On street permits will not be available for residents and businesses for new developments.	1 space per bedroom plus one space per dwelling.
PTAL 4 areas	0.5 maximum spaces per unit. On street permits will not be available for residents and businesses for new developments in controlled parking zones.	1 space per one-bedroom dwellings, 2 spaces per two or more bedroom dwellings. 1 visitor space per 10 units.
PTAL 3 areas	1 maximum space per unit	1 space per one-bedroom dwellings, 2 spaces per two or more bedroom dwellings. 1 visitor space per 10 units.
PTAL 2 areas	1.5 - 2 maximum spaces per unit	1 space per one-bedroom dwellings, 2 spaces per two or more bedroom dwellings. 1 visitor space per 10 units.
PTAL 1 areas	1.5 - 2 maximum spaces per unit	1 space per one-bedroom dwellings, 2 spaces per two or more bedroom dwellings. 1 visitor space per 10 units.

Differences to London Plan 2015 consolidated with alterations since 2011 and existing policy

The current policy is separated between different zones, the proposed are in line with London Plan (2015) by using PTAL areas. In all cases the car parking standards are more stringent than London Plan (2015) and existing policy. In particular, higher PTALs have a maximum of zero car parking. Cycle parking is more stringent than London Plan (2015) linking cycle spaces to the number of bedrooms plus an addition space to accommodate a dwelling with a double room.

Figure 8: NSP PO Appendix 6 Cycle and car parking standards consultation version

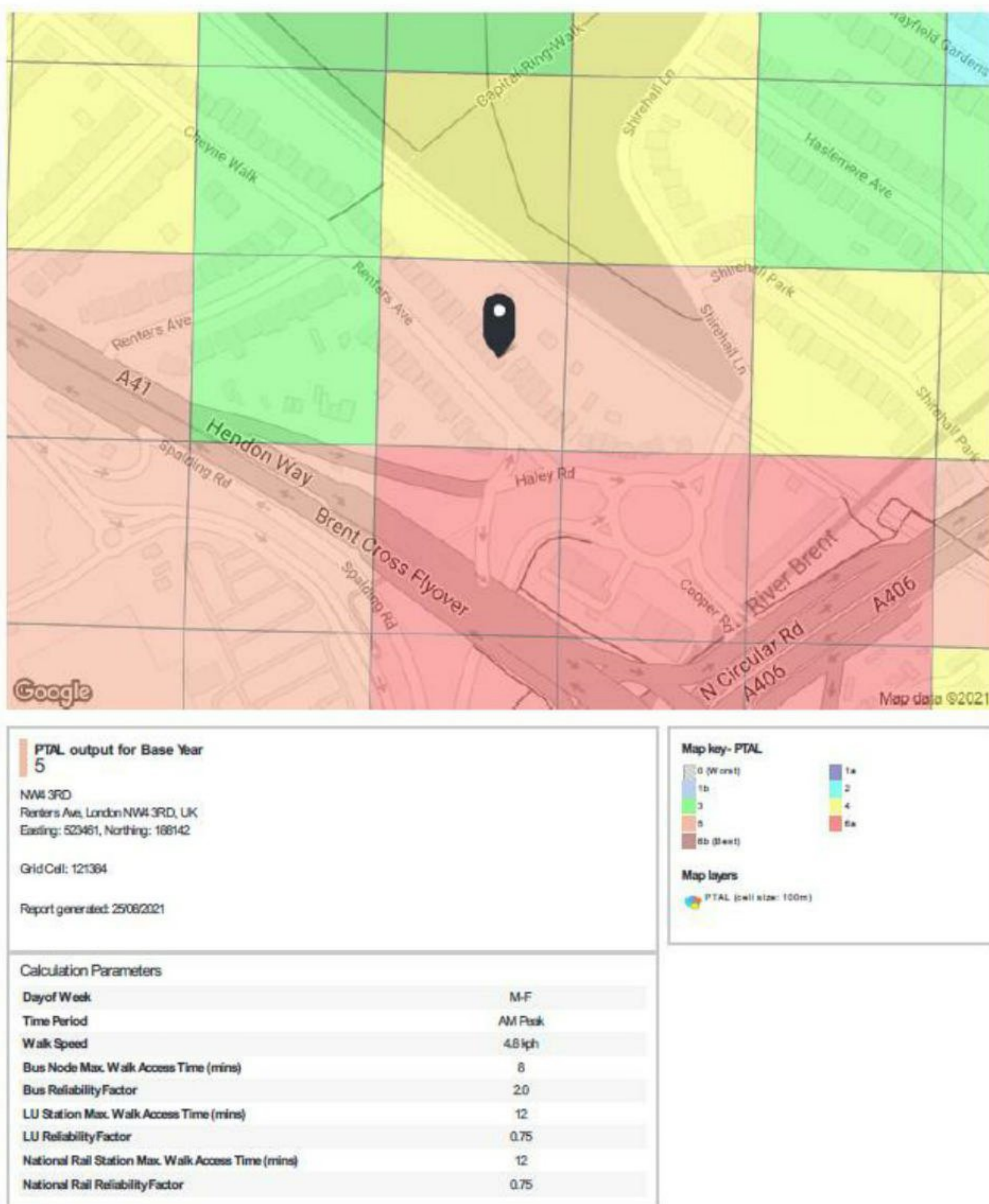


Figure 9: Locations of the numerous other examples of developments in the area.

7 IMPACT ON AMENITY :

The proposed development is on the north eastern side of the subject site and as such will have minimal affect on the daylighting of neighbouring properties. Overlooking has also been considered and the fenestration has been considered in such a way as to not allow any overlooking to be an issue on site.

8 ACCESS

8.1 Site Location

The site can be accessed from the road and has parking for several cars, the site also sits next to a public path which is where proposed access shall be for some of the dwellings.



Figure 10: Site location Ariel view and existing and proposed site plans

8.2 Public Transport

The site is within walking distance of multiple forms of public transport including bus and London Underground Transport.

Brent Cross underground station is located 0.5 miles away which is a 10 mins walk. Hendon Central is 0.4 miles away.

The property is easily accessed by road being within striking distance of the A41 and the A406.



Figure 11: Local Bus Stops

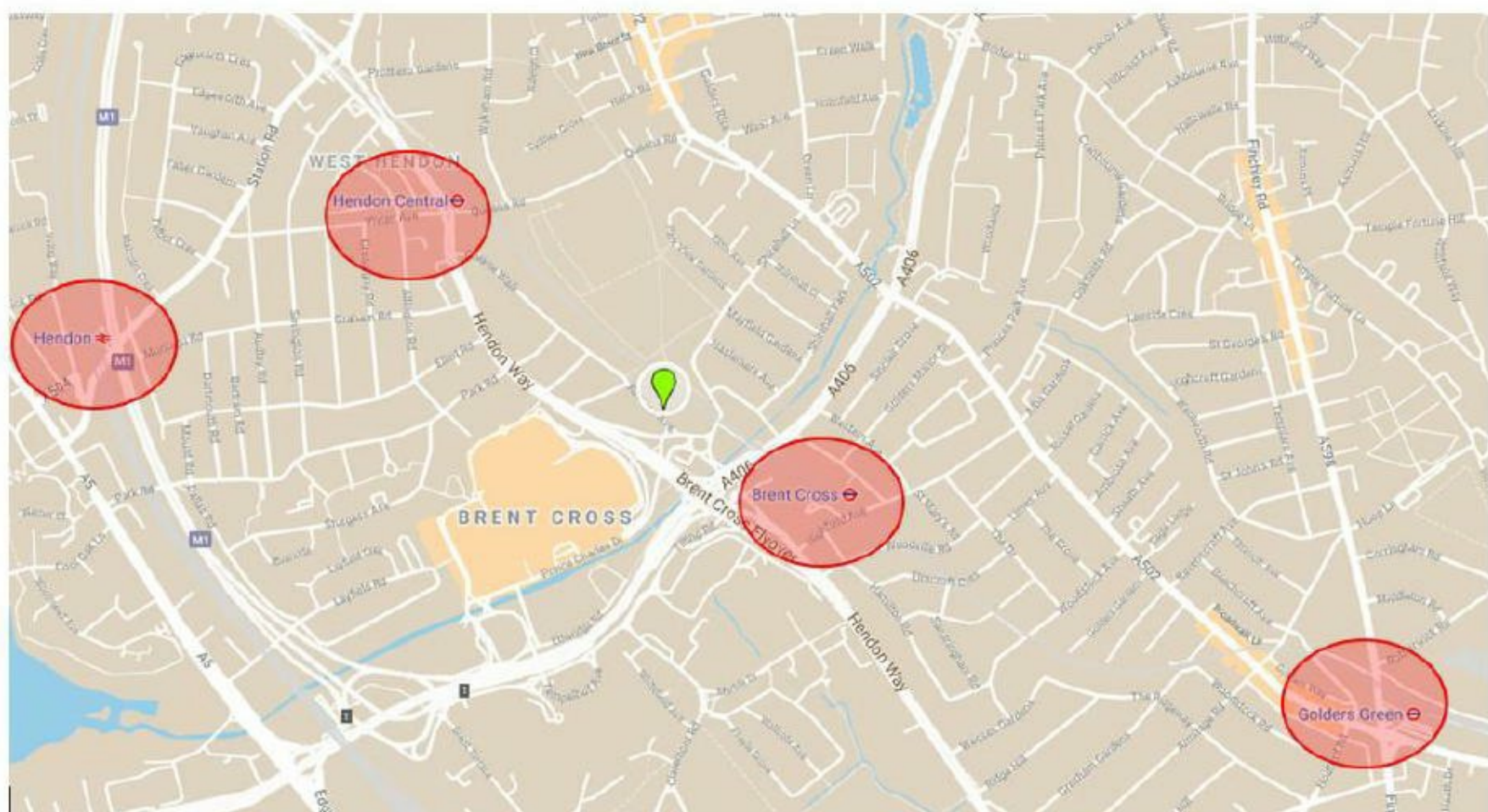


Figure 12: Local Rail and underground connections

8.3 Local amenities

The premises benefits from immediate access to the Brent Cross Shopping Centre which has a supermarket and many other shops.

9 SITE PHOTOS



