



## **PLANNING STATEMENT**

**Part single, part two storey side and rear extension and associated rebuilding of roof to include 1no. Front dormer window, 1no.rear dormer window and 1no side dormer window and rooflights. Formation of basement with associated front, side and rear lightwells. New front porch. Erection of an outbuilding in the rear garden. Provision of off street parking and cycle storage. Conversion of the property to 4no. self-contained flats.**

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**34 Ravenscroft Avenue, London, NW11 8AU**



## 1. Introduction

- 1.1 UPP Architects & Town Planners have been instructed by the applicant, to prepare and submit a full planning application at the site known as 34 Ravenscroft Avenue, London, NW1 8AU. This planning statement should be read in conjunction with the accompanying architectural plans.
- 1.2 This statement should be read in conjunction with the following associated submission documents:
  - Application Form
  - CIL Form
  - Architectural Plans
    - Existing set
    - Proposed set
- 1.3 This application seeks planning permission for the erection of a part single, part two storey side and rear extension and associated rebuilding of roof to include 1no. front dormer, 1no.rear dormer window and 1no side dormer window and rooflights. Formation of basement with associated front, side and rear lightwells. New front porch. Erection of an outbuilding in the rear garden. Provision of off street parking and cycle storage conversion of the property to four self-contained flats. The proposed development will optimise the residential potential of the site. The proposal is an enhancement to planning permission 23/3072/FUL which was granted on 8 September 2023.
- 1.4 This statement will seek to demonstrate that the proposed development is in accordance with planning policy on the local, regional and national levels and should therefore be granted planning consent from the Local Authority.

## 2. The Site and Surroundings

- 2.1 The application site relates to a detached corner property located on the north-east side of Ravenscroft Avenue, at the junction with Wentworth Road, which is predominantly residential in character. The property is two storeys in height. Although the original roof has been removed, the property has most recently functioned as a single-family dwelling.



- 2.2 The surrounding properties on the road are characterised by similar semi-detached and detached properties with generous plot sizes allowing for off-street parking for two cars to the front and private amenity space to the rear. Many of the surrounding properties have been converted into flats adding to the mixed character of the area. Purpose built flatted developments such as Ravenscroft Court as well as the Croft Court Hotel add to the mixed character of the area.
- 2.3 The site is located within the London Borough of Barnet. The site is not located within the Green Belt, a Conservation Area or any Area of Outstanding Natural Beauty (AONB). The property is not listed and there are no listed buildings within the curtilage of the site. The site is located within Flood Zone One which has a low probability of flooding. The site is not a listed building. The site has a Public Transport Accessibility Level (PTAL) of 4, which is classified as 'good'.

### 3. Relevant Planning History

#### Application Site:

- 3.1 24/0011/NMA | Non materials amendment to planning permission 23/3072/FUL dated 08/09/2023 for `Conversion of the property to 4no. self-contained flats including part single, part two storey side and rear extension and associated rebuilding of roof to include 1no.rear dormer window and 1no side dormer window and rooflights. Formation of basement with associated front, side and rear lightwells. New front porch. Erection of an outbuilding in the rear garden. Provision of off street parking and cycle storage.` Amendments include installation of a through floor lift from ground to first floor levels and an internal lift from the ground to basement levels. Pending consideration.
- 3.2 23/4609/FUL | Conversion of the property to 4no. self-contained flats, including part single, part two storey side and rear extension and associated rebuilding of roof to include 1no. rear dormer window and 1no. side dormer window and rooflights. Formation of basement with associated front, side and rear lightwells. New front porch. Erection of an outbuilding in the rear garden. Provision of off street parking and cycle storage. Refused (19/12/2023)

- 3.3 23/3404/CON | Submission of details of condition 4 (Subdivision of amenity space) 6 (Demolition Construction Management and Logistics Plan) 8 (Refuse/recycling storage) 12 (Piling Method Statement) pursuant to planning permission 22/3812/FUL dated 26/04/2023. Approved (14/09/2023)
- 3.4 23/3072/FUL | Conversion of the property to 4no. self-contained flats including part single, part two storey side and rear extension and associated rebuilding of roof to include 1no.rear dormer window and 1no side dormer window and rooflights. Formation of basement with associated front, side and rear lightwells. New front porch. Erection of an outbuilding in the rear garden. Provision of off street parking and cycle storage. Approved (08/09/2023)
- 3.5 22/3812/FUL | Part single, part two storey rear extension and associated rebuilding of roof to include 1no.rear dormer window and 1no side dormer window and rooflights. Formation of basement with associated side and rear lightwells. New front porch. Provision of off street parking and cycle storage. Conversion of the property to 4no. self-contained flats. Approved (26/04/2023)
- 3.6 22/1047/FUL - Redevelopment of existing site into 2no single family dwelling houses. Part single, part two storey rear extension and associated rebuilding of roof to include 1no.rear dormer window and 1no side dormer window and rooflights. Formation of basement with associated side and rear lightwells. New front porch. Provision of off street parking and cycle storage. Approved.
- 3.7 21/4991/HSE - Part single, part two storey rear extension following demolition of the existing storage unit/garage, associated alterations to roof including removal of 1no.rear dormer window and insertion of 1no. rear rooflight. New front porch. Formation of basement with associated side and rear lightwells. Approved (16/11/2021)
- 3.8 21/2616/HSE - Part single, part two storey rear extension following demolition of the existing storage unit/garage. New front porch. Approved (11/08/2021)
- 3.9 19/0038/FUL - Conversion of existing dwelling into 2no dwellinghouses. Single storey rear extension following demolition of existing garage. Extension to roof including 1no dormer to side roofslope, 1no dormer to adjacent side roofslope and alterations to existing rear dormer and removal of 1no rooflight to front roofslope. External alterations including reinstating of front entrance door and alterations to fenestration. Associated landscape

works including installation of brick fencing. Associated amenity space, parking, refuse/recycle store, and cycle store. Approved (16/07/2019)

- 3.10 F/00187/13 - Demolition of link between existing garage and main house and construction of a part single and part two storey extension with main hipped roof adjustment. Roof extension including 3no. dormer windows and 5no. rooflights to facilitate loft conversion and associated refurbishment works. Approved (12/03/2013)

## 4. The Proposal

- 4.1 The application seeks full planning permission for the erection of a part single, part two storey rear extension and associated rebuilding of roof to include 1no. front dormer and 1no.rear dormer window and 1no side dormer window and rooflights. Formation of basement with associated side and rear lightwells. New front porch. Provision of off street parking and cycle storage conversion of the property to four self-contained flats.
- 4.2 The proposed conversion will create 4 residential units with a net increase of 3 units on site. The schedule of areas provides details of the proposed units:

Unit Number	Unit Type	Unit Size (sq.m)
1	3b6p	153
2	3b5p	153
3	3b4p	98
4	3b4p	85

Figure 1 – Schedule of Areas

- 4.3 Units 1 and 2 will be located on the basement and ground floors and benefit from private amenity space measuring 45 and 47sqm respectively which will encompass part of the existing rear garden. Units 3 and 4 are located on the first and second floor levels and will also have shared amenity space at the rear of the garden totalling 65sqm. An outbuilding which will be used as a gym for future residents will be installed in the rear garden. It should be noted that the size of the garden does not include the cycle storage area.
- 4.4 The proposal will retain a good standard of internal and external space for future occupiers which would exceed the minimum guidance set out in the Department for Communities and Local Government (DCLG) Technical Housing Standards. The property has also been designed to ensure all units are dual aspect allowing for good levels of outlook, ventilation and daylight.
- 4.5 All units will be accessible from an entrance at the front of the property either on Ravenscroft Avenue or Wentworth Road, creating an outward appearance of the property functioning as a single-family dwelling. A communal hallway will provide access to all units. Cycle storage will be located in the respective rear gardens. Refuse storage for the units is located to the front of the property for easy access for residents and refuse collection. Four off-street parking spaces will be provided for the units allowing for reduced impact on on-street parking.

## 5. Planning Policy

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

- The National Planning Policy Framework (NPPF)
- The London Plan (2021)
- Barnet Core Strategy (2011)
- Barnet Development Management Policies (2013)

## National Planning Policy Framework (NPPF)

- 5.2 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.
- 5.3 The NPPF has a presumption in favour of sustainable development. This is highlighted in the opening chapters of the document which states that:  
“The purpose of planning is to contribute to the achievement of sustainable development.”
- 5.4 There are principally three aspects which define sustainable development and these are based on the associated economic role, the social role and the environmental role. In terms of the economic aspect, the right amount of land has to be made available where there is a demand to support growth. The social role is focused on providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment. The environmental role involves the protection of the natural, built and historic environment. The NPPF goes on to stipulate:  
“achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways.”
- 5.5 The NPPF promotes early consideration of transportation in order to maximise the potential for sustainable transport (paragraph 104). This includes maximising opportunities for walking, cycling and public transport.

- 5.6 Chapter 12 is titled 'Achieving well-designed places' and sets out 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."
- 5.7 The NPPF recognises that "where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to the development (paragraph 130)." Furthermore, the NPPF stipulates in paragraph 131 that "great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in the area."

## London Plan (2021)

- 5.8 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 20-25 years and is part of the statutory development plan for London. The relevant planning policies are:
- 5.9 Policy 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:*
- *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*
  - *prioritise sites which are well-connected by existing or planned public transport*
  - *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*
  - *applying a design-led approach to determine the optimum development capacity of sites*
  - *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*



- *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*
- *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."*

5.10 Policy 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.”

5.11 Policy 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, sub-division 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.”

5.12 Policy T5 – Cycling – “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 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.”

- 5.13 Policy 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.”

#### Barnet Local Plan – Core Policies

- 5.14 Policy CS NPPF – 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). We will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in Barnet. 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”.*
- 5.15 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. The key diagram sets out the areas where we expect housing and economic growth”.*
- 5.16 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.”*

5.17 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”.*

5.18 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)*

5.19 Policy DM01 – Protecting Barnet's Character and Amenity; *All development should maximise the opportunity for community diversity, inclusion and cohesion and should contribute to people's sense of place, safety and security”.*

*A. All development should represent high quality design which demonstrates high levels of environmental awareness and contributes to climate change mitigation and adaptation.*

*B. 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.*

*C. Development proposals should ensure attractive, safe and, where appropriate, vibrant streets which provide visual interest, particularly at street level and avoid blank walls.*

*D. Development proposals should create safe and secure environments and reduce opportunities for crime and minimise the fear of crime.*

*E. Development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.*

*F. Development proposals for lighting schemes should not have a demonstrably harmful impact on residential amenity or biodiversity.*

*G. Development proposals should retain outdoor amenity space having regard to its character.*

5.20 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”.*

5.21 Policy DM17 – Travel Impact and Parking Standards; *“Road Safety - The Council will ensure that the safety of all road users is taken into account when considering development proposals and will refuse proposals that unacceptably increase conflicting movements on the road network or increase the risk to vulnerable users. Parking Management - The Council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be:*



- 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom);
- 1.5 to 1 space per unit for terraced houses and flats (2 to 3 bedrooms); and
- 2 to 1.5 spaces per unit for detached and semi-detached houses and flats (4 or more bedrooms)".

## 6. Policy Considerations

### Principle of Development

6.1 The principle of development is mainly established in relation to Policy DM01 Development Management Policies. Policy DM01 states that the conversion of dwellings into flats in roads characterised by houses will not normally be appropriate. Ravenscroft Avenue is characterised by a mixture of single family-dwellings and flatted development. There are a number of examples on the street (as demonstrated by a Council Tax Band search) where the property has been converted into more than one unit as detailed below.

- 21 units – Wohl Lodge
- 3 units – no 1
- 2 units – no 3
- 5 units – no 25
- 4 units – no 29
- 4 units – no 35
- 4 units – no 37
- 4 units – no 48
- 4 units – no 54
- 5 units – Chesterfield Court

6.2 This demonstrates that Ravenscroft Avenue is characterised by a mixture of property types and in turn, the Council should look favourably on the proposed application. Therefore, flatted development has been considered acceptable on the street previously and compliant with Policy DM01. It is considered flatted development on the street,

maintaining the outward appearance as single-family dwellings is viewed as acceptable and therefore there is a principle for flatted development on the site.

- 6.3 The proposed development will create a net increase of four dwellings on site making an incremental contribution to Barnet's wider housing targets. In addition, the conversion of an underutilised single-family dwelling to flats will make better use of the site with more affordable options in a sustainable location owing to the varied dwelling mix on site.

## Design

- 6.4 As part of the proposal, a part single, part two storey side and rear extension and associated rebuilding of roof to include 1no. front, 1no.rear dormer window and 1no side dormer window and rooflights, formation of basement with associated front, side and rear lightwells and new front porch, together with a new outbuilding are to be added to the property. It should be noted that these extensions have previously been approved as part of planning permission 23/3072/FUL and this consent is still extant. Therefore, the LPA has accepted this aspect of the development in terms of its size, siting, bulk and design.
- 6.5 The main difference between this application and the previous consents is the increase in size of the outbuilding and the addition of a front dormer window. It is proposed that the outbuilding will increase by approximately 1.3 metres in width and 1.5 metres in depth to improve the quality of the external amenity space and create a more usable gym that can be used by several residents at a time. The design of the outbuilding remains the same as previously consented and it is only the additional area to be considered. Given that the outbuilding is located in the rear of the garden away from the neighbour, it is not considered to result in any additional harm to the character of the area.
- 6.6 In terms of the front dormer, the proposal has been designed to be modest in size and symmetrically placed so as not to overly dominate the appearance of the building. It is noted that there are a number of front dormers in the immediate vicinity. This includes Nos 1-5, 2-22, 17-19, 35, 37, 42, 48 and 54 Ravenscroft Avenue as well as the Croft Court Hotel. These examples demonstrate that front dormer windows are prolific in the area and contribute positively to its character.



6.7 In view of the above, it is anticipated that the amendments and enhancement to the proposal, in comparison to the most recently approved iteration of the plans, will be considered acceptable from a design perspective.

### **Residential Amenity**

6.8 The proposal will provide high-quality units which will exceed the minimum internal space and external space standards set out within the London Plan and DCLG technical guidance. The duplex units will be equipped with kitchen / living / dining areas, bedrooms, bathrooms and storage to ensure all units are appropriate for modern living. It is proposed that the new dwellings will be dual aspect providing a good level of outlook, natural light and ventilation for the future occupiers with all habitable rooms containing windows of generous proportions.

6.9 Additionally, all units will have access to private or shared external amenity space including a gym which will meet both the London Plan and Barnet's Sustainable Design and Construction minimum space standards.

### **Neighbouring Amenity**

6.10 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.



- 6.11 The application proposal has been carefully designed to safeguard existing neighbouring amenity. As stated above, the extensions to the property and have already been approved as part of planning permission 23/3072/FUL and the LPA has considered that the proposal would not have an adverse impact on neighbouring amenity. The main differences between this application and the previous consent are the extent of the outbuilding and the front dormer window.
- 6.12 In terms of the outbuilding it is noted that the design remains the same and it is only the size and width which is increasing slightly. As the extension is located in the far corner of the garden away from the neighbouring residential properties and arguably in the least prominent area from a street scene perspective, it is considered that the impacts of the increase of the outbuilding on neighbouring amenity will be marginal. Turning to the proposed front dormer window it is considered that this is small in size and will only look onto the public highway and not any neighbouring property. It is noted that due to the orientation of No 57, there are no direct habitable rooms facing onto the front elevation of the application site. As a result, it is not anticipated that the proposed front dormer would have an adverse impact on neighbouring amenity.
- 6.13 In regard to noise and disturbance, it is considered the net increase of three dwellings will not cause undue impact on noise and disturbance for surrounding units. The property will appear as a single-family dwelling with all units accessible internally via communal hallways. This will result in less noise projected externally from comings and goings and will be contained internally. The property also has two street elevations on Ravenscroft Avenue and Wentworth Road so the new opening will be on roads which already has street access as commonplace. The proposed units have been stacked to ensure noise and disturbance between units is minimised and noise intensive uses such as kitchens are located above other units' kitchens. Furthermore, a large number of properties on Ravenscroft Avenue have been converted into four or five flats and they are not considered to cause undue noise and disturbance to surrounding occupiers.



## Transport and Highways

- 6.14 The application site has a PTAL rating of 4, which is classified as 'good'. The site is in close proximity to various forms of public transport on Golders Green Road and Finchley Road. Golders Green Underground Station is approximately 750m away from the application site and provides connections to the Northern Line alongside several bus services to north and central London.
- 6.15 It is proposed that 4no. off-street parking spaces will be provided via the existing dropped kerb to the front/side of the property accessed from Wentworth Road and a new one from Ravenscroft Avenue. The spaces have been designed to comply with the minimum size requirements and to accommodate safe access and egress without compromising neighbouring pedestrian or vehicular safety.
- 6.16 It is proposed that 8no. cycle storage spaces will be incorporated into the private rear amenity spaces as well as in the front garden. These spaces will be located in dedicated, enclosed storage areas.

### Refuse Storage and Collection:

- 6.17 Dedicated refuse and recycling facilities will be provided in a dedicated new bin store to the front of the site. The refuse storage is located in a dedicated, enclosed bin area allowing easy access for both future occupiers and refuse collection vehicles. The provision of a dedicated storage container will reduce visual clutter on the streetscene and integrate well into the re-designed front garden / driveway area.

## 7. Conclusion

- 7.1 The application site is well suited for extensions and residential conversion given the proliferation of flats in the immediate locality and the proposals are considered to enhance the wider street scene. This has already been established through the grant of



previous consents. It is not considered that the proposal will alter the dwelling mix in an inappropriate manner as the site is focused on larger sized units which are a priority in the borough.

- 7.2 The proposed amendments and enhancements to the plans have been designed in a sensitive manner to safeguard the appearance of the building and retain its intrinsic character. The additions, will provide much needed internal floor space which will be of benefit to the future occupiers of the residential units. Additionally, it has been demonstrated that the proposal will not result in any harm or adverse impacts on the residential and visual amenities of the immediate neighbouring occupiers.
- 7.3 It is therefore considered that this proposal would be compliant with national, regional and local policies.