



DESIGN AND ACCESS STATEMENT

REF: DA24005 – GLOUCESTER COURT GARAGES
SITE ADDRESS: GARAGES TO THE REAR OF 20-33 GLOUCESTER COURT, GOLDERS GREEN ROAD,
LONDON, NW11 9AE
DATE: FEBRUARY 2024
PROPOSAL: CONVERSION OF EXISTING GARAGE UNITS TO 1 BEDROOM APARTMENT

1. Introduction

1.1 This Design and Access Statement accompanies a planning application to convert two currently unused lock-up garages at the rear of 20-33 Gloucester Court (an L-shaped block of residential apartments on the corner of Golders Green Road and Gloucester Gardens) into a one-bedroom apartment.

1.2 The scheme will be designed and furnished to a high standard. The accommodation is anticipated to be attractive to key workers or young professionals who value the accessibility of the site and its proximity to local employment opportunities.

2. Site and Area Assessment:

2.1 Site Description and Existing Features:

The site comprises two vacant, single-story, flat-roofed brick garages with roller shutters and situated adjacent to similar garages behind Carmel Court. Access remains via the existing access road directly off Gloucester Gardens.

2.2 Surroundings

The surrounding area features a broad mix of purpose built apartment blocks, houses, hotels and other commercial buildings. More recent infill development can also be found. The site is located behind Gloucester Court which fronts Golders Green Road. The main road

Golders Green Road has a mixed character including residential, community and commercial uses. The site is within a short walk (c.200m) of a range of commercial uses which include



cafes/restaurants, takeaways, shops, pharmacies, doctors, hairdressers and other uses to meet the day to day need of residents.

3. Proposed Development:

3.1 Scale and Layout:

3.2 The proposal seeks to convert the garages into a single one-bedroom apartment for two occupants, adhering to National Space Standards with a minimum size of 50 square meters. The layout features a central entrance leading to a well-designed living space, bedroom, bathroom, and built-in storage. The apartment has plenty of natural daylight from windows to the front and skylights in the roof.

3.3 External Appearance:

3.4 The existing brickwork will be retained on three sides, while the roller shutter frontage will be replaced with brick infill and new window projections. The existing flat roof will be retained to avoid any unnecessary bulking of the existing built form and the roof will include three roof lights to add additional natural light.

3.5 Landscaping and Amenity Space

3.6 The existing landscaping arrangements, used for fire escape, parking, and refuse storage for Gloucester Court, will remain unchanged. While the proposal doesn't include dedicated outdoor space, the close proximity to shops, amenities, and public transport minimizes potential drawbacks for future residents. Additionally, the applicant is willing to contribute to local parks or green spaces through a Unilateral Undertaking, similar to the previously approved application (Ref F/02362/13, July 2013).

3.7 Access and Parking

3.8 The site is located approximately 800m to the North West of Golders Green Underground Station which is on the Northern Line and provides access to Euston Railway Station in 15 minutes. There are bus stops on Golders Green Road which are well-served by high frequency services including 83, 183, 210, 240, N5, N83 buses.



3.9 Given the excellent connectivity and walkability of the location, no car parking is proposed. However, cycle storage will be provided. The apartment will utilize the existing refuse storage facilities for Gloucester Court.

4. Planning Policy:

4.1 There are no site specific designations affecting the site. The site is located approximately 200m to the north west of properties designated as forming part of a Secondary Retail Frontage, and 450m to the north west of properties designated as forming part of a Primary Retail Frontage. The site is not within a conservation area, nor are there any nationally listed buildings in the immediate vicinity. The site is in Flood Zone 1 which is the lowest level of Flood Risk.

4.2 National Planning Policy Framework (NPPF): The revised NPPF sets out the government's planning policies and how these are expected to be applied. At the heart of the NPPF a presumption in favour of sustainable development which ensures that development is pursued in a positive way.

4.3 This proposal aligns with the local and national planning policies including the following highlights from the NPPF and local policies.

- Small sites: (Paragraph 70). Smaller developments can contribute significantly to housing needs and are often built quickly. Local authorities should prioritize suitable brownfield sites within settlements for these projects.
- Strong economy: (Chapter 6) the planning system should support economic growth, recognizing that poor environment and lack of housing can hinder investment.
- Healthy communities: (Chapter 8) Planning should aim for healthy, inclusive, and safe communities. Developments should prioritize safety, accessibility, and reduce crime and fear of crime.
- Sustainable transport: (Chapter 9) Prioritize pedestrian, cycling, and public transport access in new developments.
- Highways: (Paragraph 115) Development shouldn't be hindered on highway safety grounds unless there's a severe negative impact on the road network.
- Effective land use: (Chapter 11) efficient land use is crucial for meeting housing and other needs. Utilize previously developed land ("brownfield") whenever possible.



- Barnet Council Local Plan: Supports the conversion of suitable underutilized buildings to residential use to meet housing needs.

4.4 Achieving Sustainable Development

4.5 Sustainable Development Benefits:

- **Economic:** The conversion addresses the local housing shortage, creating a new dwelling and supporting the local economy. This aligns with ministerial statements encouraging housing provision and economic growth. Additionally, construction will generate job opportunities.
- **Social:** The new dwelling helps meet local housing needs and offers residents an accessible, well-connected location with easy access to amenities. This contributes to a vibrant community.
- **Environmental:** Reusing an existing building minimizes environmental impact compared to new construction. The sustainable location encourages residents to use sustainable transport options, further reducing the development's environmental footprint.

5. Conclusion:

5.1 By converting existing underused garages into a new dwelling unit, the proposal:

- Promotes the efficient use of land and avoids unnecessary Greenfield development, aligning with the NPPF (paragraph 11c).
- Contributes to addressing Barnet's housing shortage, aligning with the NPPF (paragraph 60) and Barnet Council's Local Plan (relevant policy).
- Encourages a sustainable lifestyle by providing a car-free dwelling in a highly walkable location with good access to public transport, amenities, and green spaces (including Princes Park), aligning with the NPPF (paragraph 65).

5.2 This well-designed and sustainable proposal revitalizes underused space into a new dwelling unit that addresses the borough's housing needs. It aligns with the NPPF and Barnet Council's local planning policies, contributing to sustainable development and promoting a car-free lifestyle. We are confident that this application will be considered favourably, allowing for its swift approval and implementation.