

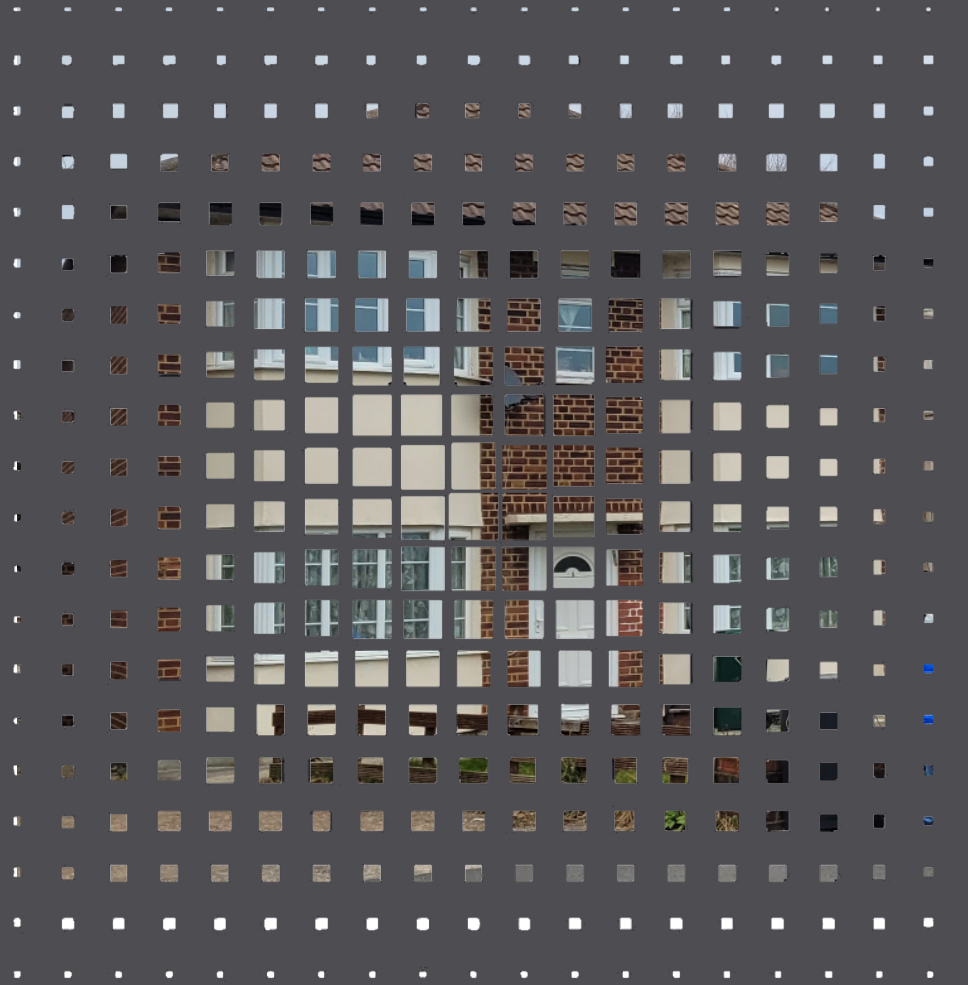
DESIGN & ACCESS STATEMENT

Planning Application

The Spinney

25 Granville Road

N12 0HR



W G A WGARCHITECTS LTD
ARCHITECTS · PENSEIRI

Contents

1	Introduction	01
1.1	About Us	
1.2	Scope of Document	
1.3	Aim of Document	
1.4	References	
2	Planning	02
2.1	Planning History	
2.2	Planning Policy	
2.3	Site Use	
3	Landscape	03
3.1	Topography	
3.2	Green & Blue Infrastructure	
3.3	Ecology	
4	Site Analysis	04
4.1	Site Location	
4.2	Planning Context	
4.3	Tenant Analysis	
4.4	Surrounding Land & Building Use	
5	Movement & Infrastructure	06
5.1	Road Hierarchy & Access	
5.2	Public Transport	
5.3	Utilities & Infrastructure	
6	Waste Strategy	07
6.1	Strategy Overview	
6.2	Detailed Strategy	
7	Parking Strategy	08
7.1	Policy	
7.2	Sustainability Mitigation	
7.3	Electric Vehicles	
7.4	Bikes	
8	The Design Proposal	09
8.1	Design Principle	
8.2	Design Response	
8.3	Quantum	
8.4	Conclusion	



1 Introduction

1.1 About Us

WGArchitects Ltd are a firm of architects based in South Wales and London working nationally. The two Directors are qualified Architects and members of the RIBA since 1987. The firm is a continuation of a partnership that was formed in 1999

The practice has successfully completed projects ranging from Commercial Business Parks, large scale nursing homes to private homes and Housing Association estates.

1.2 Scope of Document

WGArchitects Ltd. have been commissioned by the freeholders comprising of all the leaseholders operating as The Spinney Granville Road Limited to look at this property with a view of improving the accommodation and adding additional flats

1.3 Aim of Document

Many design decisions tend to be internalised especially with the continued accretion of personal design experience. This document attempts to make those decisions explicit and thus to inform the design process.



1.4 References

National Design Guide MHCLG 2021
Nationally Described Space standards DCLG 2015
Wheelchair Housing Design Guide Habinteg 2008
Building for a Healthy Life UDG 2021

London Plan 2021
London Plan Guidance
London Plan 2016 Housing SPG March 2016

Barnet Local Plan Core Strategy DPD Sep 2012
Barnet - SPD: Residential Design Guidance 2016
Barnet - SPD Sustainable Design & construction 2016
Barnet - SPD Planning Obligations April 2013
Barnet Household Recycling and Waste Policies 13/9/18

All drawings prepared from existing plans provided by Client. Limited on site measurements have been taken to confirm their accuracy or otherwise and WGArchitects Ltd take no responsibility if decisions are based on areas or measurements that are later found to be inaccurate.

2 Planning

2.1 Planning History

There may be further records in archives.
There is no planning history available on line.
The title deed dates to 1946.

The relevant planning history for adjacent properties is:-

23 Granville Road
C04300A 8/3/73 3 storey flats
C02669L 12/3/86 Roof Extension Flat 6

6 The Spinney
C187 11/5/65 single storey side extension

27a Granville Road
C16200/05 22/3/05 rear extension

2.2 Planning Policy

The following policies from the Local Plan 2016 are thought to be relevant:-

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

Policy CS1: Three Strands

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 impact... We will seek the highest standards of urban design in order to generate development proposals of landmark quality and create an accessible safe and attractive environment for people who live in, work in or visit Barnet's areas of housing and economic growth

Policy CS4: Providing quality homes and housing choice in Barnet seeking to ensure a mix of housing products in the affordable and market sectors to provide choice for all households... 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.

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.*

All development should maximise the opportunity for community diversity, inclusion and cohesion and should contribute to people's sense of place, safety and security.

Other Policies that have been considered:-

Policy CS9 Providing safe effective efficient travel

Policy CS11 Improving Health and wellbeing in Barnet

Policy CS12 Making Barnet a safer place

2.3 Site Use

The existing 20th Century building is a two storey purpose built block of four single bed flats built prior to 1948. The building is symmetrical front and side so entrance to the ground floor flats is from the front and rear and the upper floor flats share an entrance from the side. While there is a right of way over the alleyway to the side there is no space for parking associated with the property.

3 Landscape

3.1 Topography

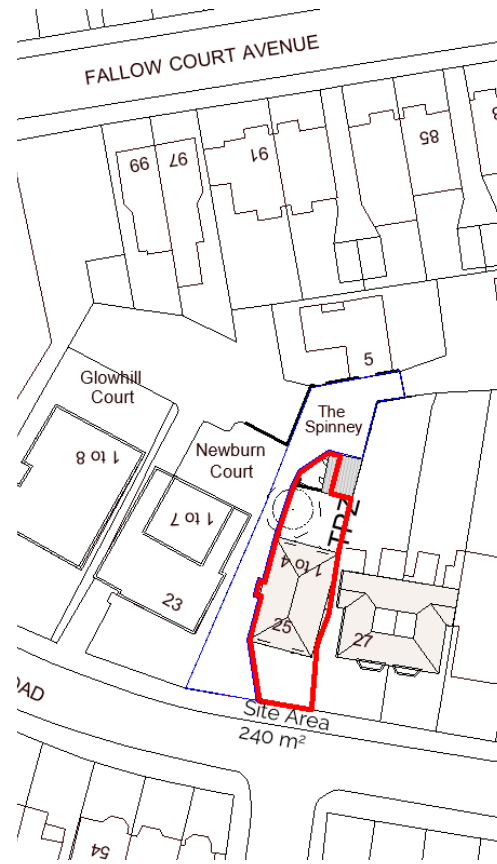
The address is in the northern part of Barnet off the main road connecting Finchley and North Finchley. Granville Road connects Ballards Lane A598 with Fallow Corner, the site of the Cottage Hospital known now as Finchley Memorial situated off the High Road A1000

The site and surroundings are flat. The houses to the site's right are semi detached. No. 35 & 37 are probably Edwardian with high ceilings and a large outrigger, 31 & 33 and 27 & 29 are early interwar (lower) two storey buildings with crown roofs. To the left of The Spinney are two, three storey brick blocks of flats plus a set back roof extension, all flat roofed, that replaced garages in the 1970's There is a large parking yard at the back accessed through an arch in the building that adjoins the access site.

These buildings are set at an acute angle to the site following the turns in Granville Road. The buildings opposite are terraced mostly built in the interwar period. In between the the road behind, Fallow Court Avenue (which comprises of semi detached houses) and The Spinney on Granville Road, there are two bungalows no.5 & no.6 The Spinney, accessed via this site. They are likely to have been built at the same time as 1-4 The Spinney.

There is an outbuilding at the rear with a garage serving one of the bungalows and storage areas belonging to The Spinney. There are lawns front and back being part of the ground floor flats' domain. There is a young Yew tree in the garden behind The Spinney

The existing ground floor GEA measures 100 m² in a plot measuring 240 m², giving a plot coverage of 34% ignoring the outbuilding and not including the access drive.



3.2 Green & Blue Infrastructure

The existing surface water drainage is to the main sewer. The roof area is increased slightly which will increase outflow, proposals will need to be designed in detail under a planning consent condition.



Wex Classic 32mm Timber Nestbox



RSPB Sparrow terrace nest box



RSPB Classic Bird Box - FSC Certified

3.3 Ecology

The site is urban. There is potential to increase the diversity on the site with inclusion of a small water feature, Hibernacula, strategic small holes in the boundaries to connect neighbouring gardens (hedgehog highway) and inclusion of built-in bird nesting boxes and bat boxes below the eaves of any new extension.



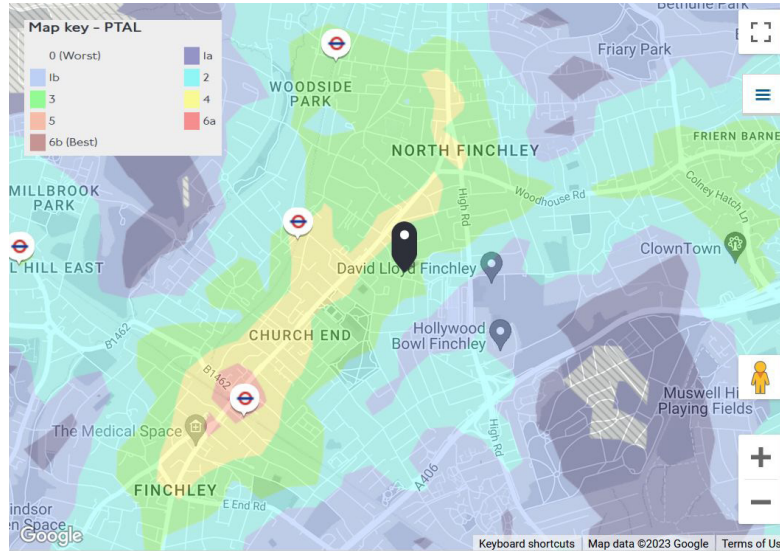
4 Site Analysis

4.1 Site Location

The site is urban with good public transport connections to Central London and nearby Town Centres. There are well served bus stops very close to the site. It has a PTAL rating of 3

There are doctor's surgeries, schools, recreation parks and shops all within a five to ten minute walk. Major supermarkets are 10-20 minutes by bus

The catchment area for the site is North London-wide



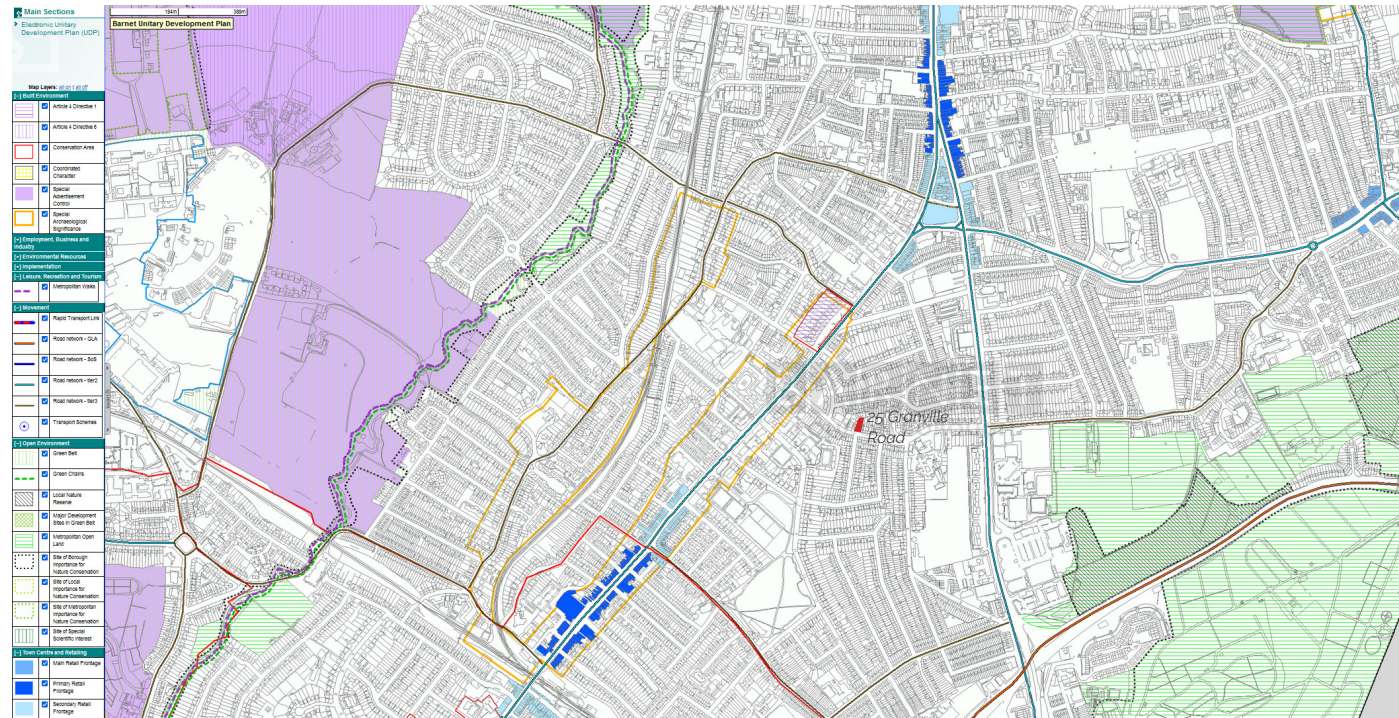
4.2 Planning Context

The site is suitable for continuing in C3 class use. The proposal is to increase the size of the existing flats at the rear and add a floor to the property with two 1p studios increasing the bed spaces from 8 (four 1b/2p flats) to 10

4.3 Tenant Analysis

According to the Local Plan Core Strategy, Barnet's population is growing. The research from Mosaic finds *“two significant groups in Barnet – ‘career professionals living in sought after locations’ and ‘educated, young single people living in areas of transient populations.’ According to Mosaic these groups make up 56% of Barnet households.”*

Accordingly, the likely tenants are from these groups



4.4 Surrounding Land & Building Use

The area is mainly residential - blocks of flats, terraces of smaller 2 bed houses and larger semi detached houses, with some smaller houses infilling historic gaps. The Spinney is an early example of this.

In the immediate area, there is great variety in the architectural treatment of the built form.

Parking is predominantly off the street, and consequently there is a low usage of parking spaces.

The address is close to Finchley Memorial Hospital which has ample parking and Finchley Reform Synagogue which has intermittent use and parking need.



View of The Spinney



5 Movement & Infrastructure

5.1 Road Hierarchy & Access

Ballards Lane is a busy main road linking Finchley and North Finchley. Granville Road is used as a link to the A1000 High Road that connects to East Finchley, to Summers Lane that leads to Southgate and as access to Finchley Memorial Hospital and the Synagogue.

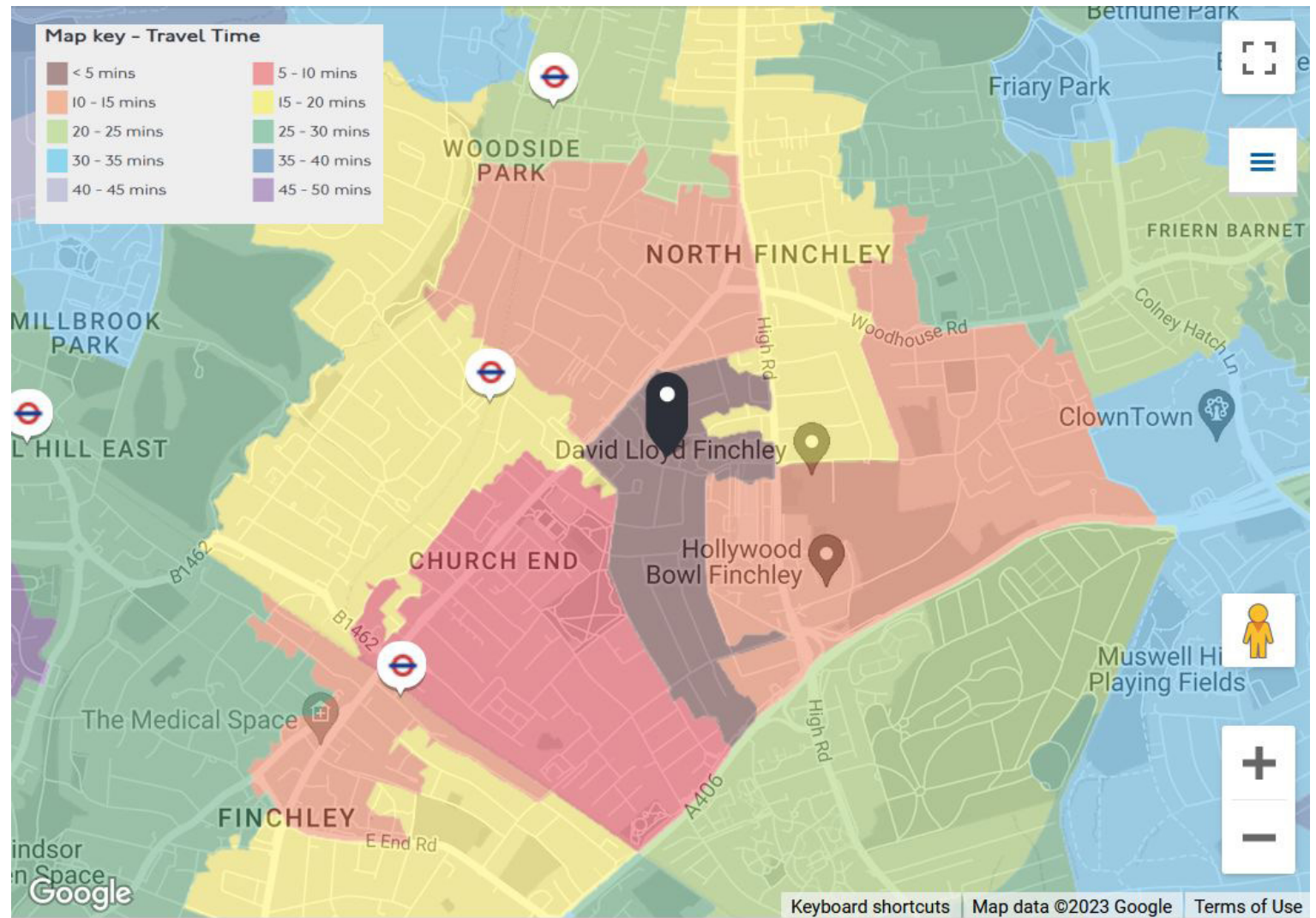
There are bike friendly streets adjacent to the site leading to North Finchley and other locations, the ride into Central London is for keen cyclists.

5.2 Public Transport

There are good bus routes every 7-10 minute linking town centres, tube and rail stations.

5.3 Utilities & Infrastructure

Water, electricity and gas use will be upgraded, the aim is to reduce reliance on gas. There is good fibre broadband available.



Travel times on foot from the site

6 Waste Strategy

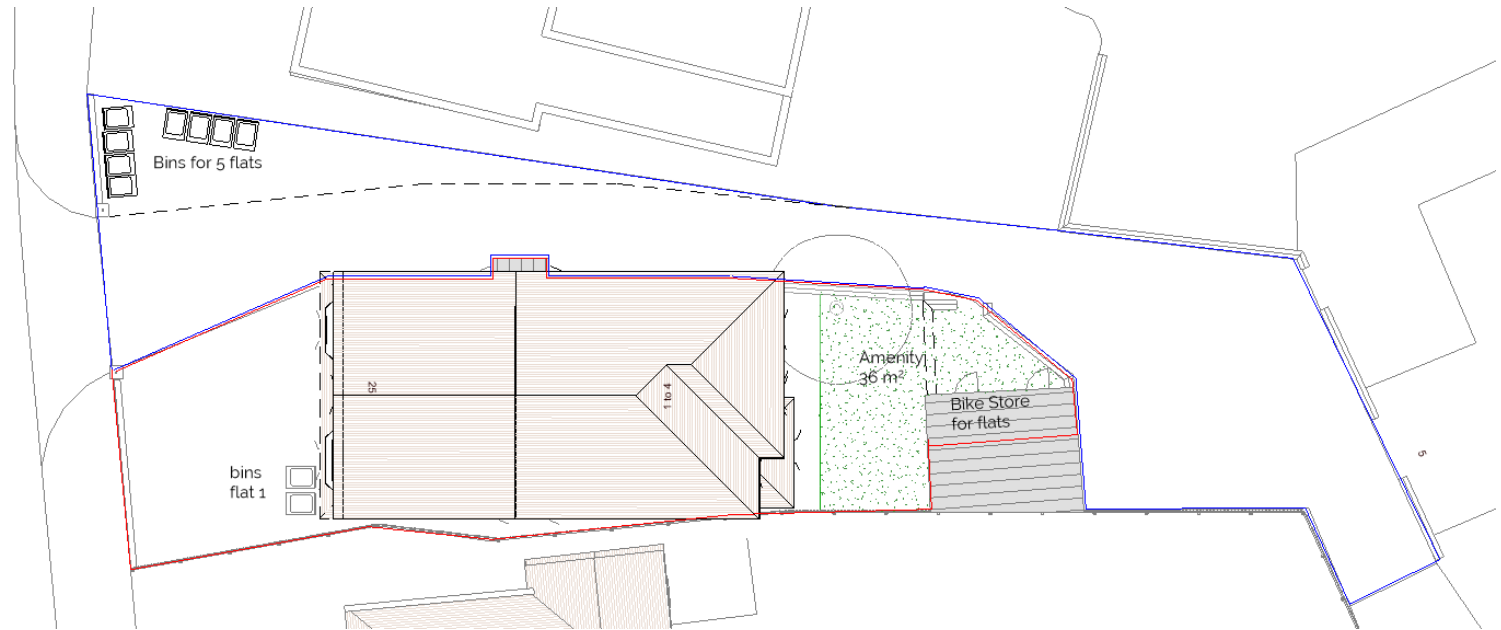
6.1 Strategy Overview

A Site Waste Management Plan will be provided for materials arising from the conversion construction works as a response to any planning consent condition.

Waste management in use starts from waste storage and segregation at the source i.e. within the kitchens and rooms.

Space is to be provided for Food waste, General waste and co-mingled dry recyclables at source.

In addition, green waste can be collected, if paid for by the tenants.



6.2 Detailed Strategy

Barnet's guidance ("Provision of Household and Waste Service" June 2021) would suggest that Flat 1 has a blue and black 240 ltr bin and flats 2, 3, 4, 5 & 6 share four blue and four black 240 ltr bins. Space has been allocated adjacent to the street for collection.

The internal storage is set at 60 ltrs for comingled waste and 40 ltr for residual and a 7 ltr caddy for food



7 Parking Strategy

7.1 Policy

The new London Plan (March 2021) gives a maximum parking standard. For this site in outer London with a PTAL of 3 and for one and two bed flats, the standard is a maximum of 0.75 space per dwelling

Bicycle parking policy is also in the London Plan and is set at 1 space for each of the Studios and for the 1 bed dwellings. There should be at least 1 visitor space.

7.2 Sustainability Mitigation

The maximum number of parking spaces allowed on the site would be 4.5. There is no parking available on site. Therefore if required by condition, the applicant can carry out a parking stress survey in support of a 'car free' development.

The address is in a highly sustainable location. The TIM mapping function on WebCAT for journeys from the site starting in the morning is shown opposite.

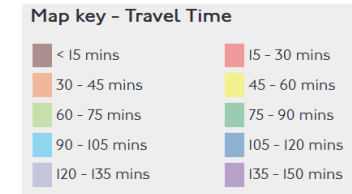
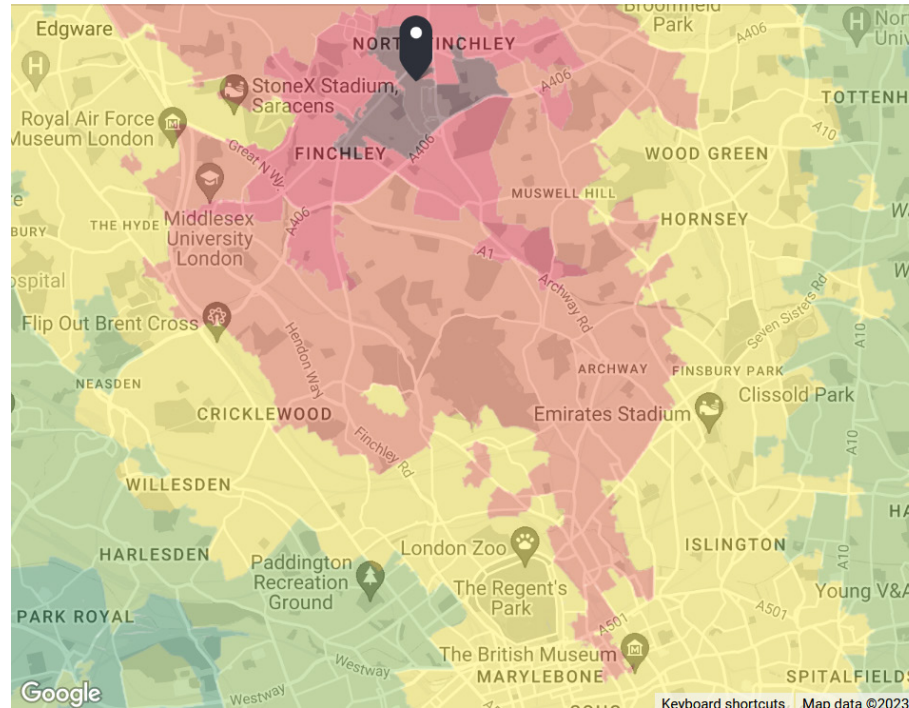
For the tenant, parking would be a factor in choosing to rent a flat. Public transport links to likely destinations for the targeted clients is good.

There is no CPZ in place, on street parking use is low in the immediate area and the surrounding streets have a low volume of traffic.

7.3 Electric Vehicles

There is no parking on site. There is a lamp post outside no.27 Granville Road meaning a charging point could be fitted there. There are presently 2 points within 1/2 mile

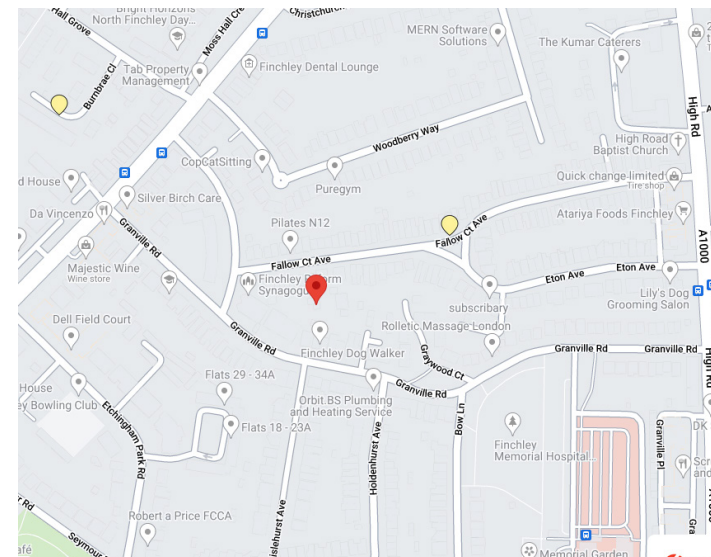
The external secure bike store will be provided with means to fit electric charging points.



7.4 Bikes

The flats will require 6 storage spaces as a minimum, which will be in the storage building and yard at the end of the rear garden. Electric charging points can be fitted in this location.

A visitors rack will be provided at the front.



8 The Design Proposal

8.1 Design Principle

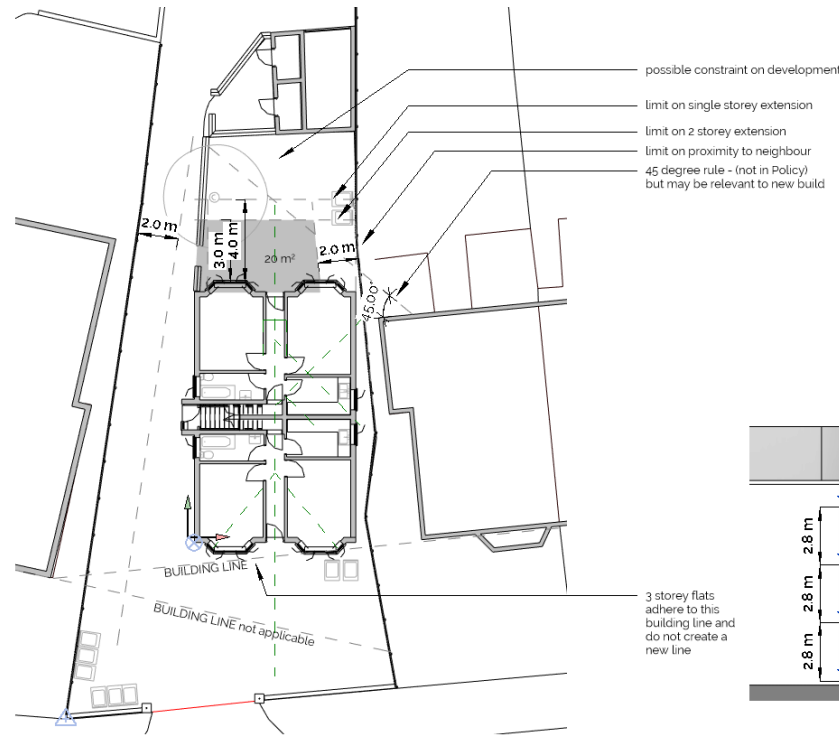
The drivers to extend the property are:-

- improve sub-standard space standards for the existing flats (all 1 bed at 41 sqm).
- provide finance for improvements in accommodation and quantity for thermal envelope improvements and the move away from gas fired boilers
- improve the bin and bike storage areas.

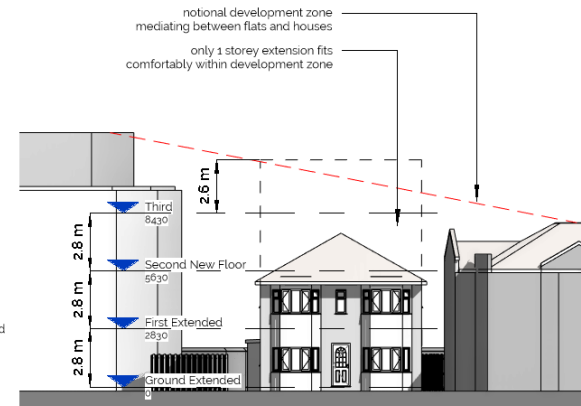
The available space to extend is to the rear. At the front there are two building lines but extending past that established by the two storey properties would require an asymmetric approach more suited to new build.

Additionally it is possible to extend up and to mediate between the heights of the older adjacent buildings and the new 3 storey flats.

The adjacent plans and elevations set out the development constraints



1 Plan - Development Constraints



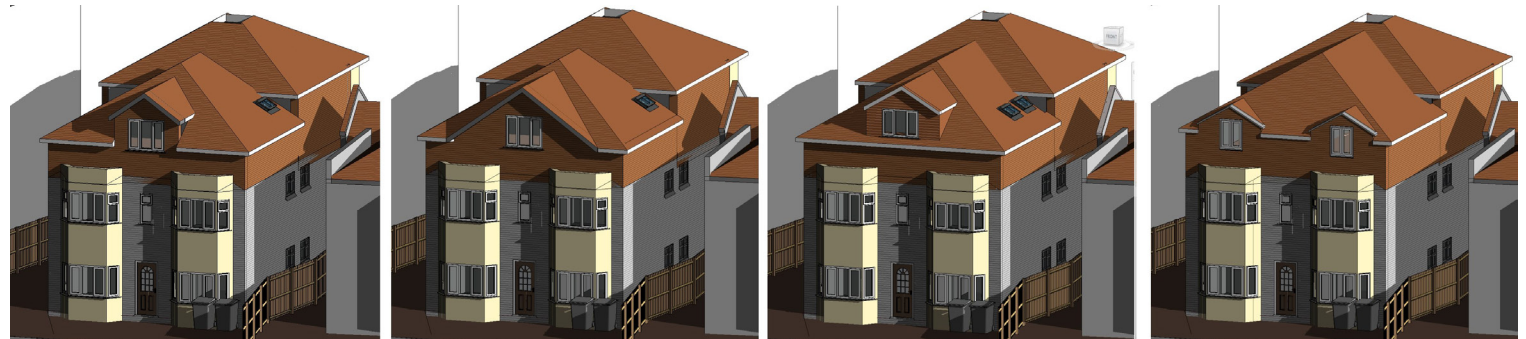
2 Elevation - Development Constraints

8.2 Design Response

After much discussion it was agreed with the client that an additional two stories would be hard to justify in relation to the setting. As the building is split into two front and back it was decided that the back could be higher than the front without any detrimental impact to the neighbours or the street.

The design developed with the front half having low eaves, reduced headroom and thus floor area to form a studio dwelling but the rear half being smaller on plan, having a higher eaves to achieve the floor area required for a studio dwelling.

The roof scape and front elevation was modelled a number of ways and evaluated.



8.3 Quantum

The accommodation proposed is:-

GF - headroom 2.6m

one 1b/2p flat (existing undersized)	41 m ²
one 1b/2p flat	55 m ²

1F - headroom 2.5m

one 1b/2p flat (existing undersized)	41 m ²
one 1b/2p flat	50 m ²

2F - headroom 2.5m for at least 75% of area

two Studios	each 40 m ²
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The existing gross internal lettable area is 164 m². The proposed GIA lettable is 267 m², an increase of 103 m²

The Ground Floor GEA has increased from 100m² to 116 m²

Six 1/2 person flats share 36 m² of amenity at the rear. In addition there is garden space at the front of the property.

Lockable brick built stores for 6 bikes is at the rear and space at the front for racks for lockable visitor bicycle parking.

There is no parking on site.

8.4 Conclusion

The internal arrangements of the altered and additional flats have been developed to meet space standards and the Building Regulations, in particular Part B the means of escape and Part M4(2) which now incorporate most of Lifetime Home Standards.

This Development provides quality additional accommodation to contemporary standards (see 1.4 and 2.2 above) but also enables a general uplift to the existing accommodation to make it more sustainable and in line with current policy and standards.

Additionally, the design comes from an analysis of the site and surroundings and a particular regard for policy CS5 concerning Barnet's character and placemaking.

The applicant wishes to produce a building that enhances the local character while producing high quality accommodation that is sustainable in its energy use and its location.

