

TOWN AND COUNTRY PLANNING ACT 1990  
(AS AMENDED)

PLANNING STATEMENT

Retrospective application for the change of use from C3 to C4  
(Small Scale HMO)

8 HUTTON GROVE, LONDON N12 8DT



**RTPI**

mediation of space - making of place

**Members of the Royal Town Planning Institute**

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## CONTENTS

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- 1 SITE AND SURROUNDINGS
  - 2 PROPOSAL
  - 3 RELEVANT PLANNING HISTORY
  - 4 PLANNING POLICY AND GUIDANCE
  - 5 PLANNING ASSESSMENT
  - 6 CONCLUSION
- 

## APPENDICES

- 1) Evidence from Prime City Lets
- 2) Transport Statement

## 1 SITE AND SURROUNDINGS

- 1.1 The application site is a semi-detached residential property located on the northern side of Hutton Grove.
- 1.2 The surrounding area is residential with a mixture of family houses and flats and has a Public Transport Accessibility Level (PTAL) 3.
- 1.3 The site is not listed or located within a Conservation Area.
- 1.4 The site is located in Flood Risk Zone 1

## 2 PROPOSAL

- 2.1 The proposals seek planning permission for:  
  
`Retrospective application for the change of use from C3 to C4

## 3 RELEVANT PLANNING HISTORY

- 3.1 None

## 4 PLANNING POLICY AND GUIDANCE

- 4.1 MHCLG's National Planning Policy Framework (2021)
- 4.2 MHCLG's National Planning Practice Guidance (2021)
- 4.3 GLA's London Plan (2021)
- 4.4 Barnet Local Plan (2012)
- 4.5 Adopted Standards for Houses in Multiple Occupation (2022)

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## 5 PLANNING ASSESSMENT

### Principle of development:

- 5.1 Policy D3 (Optimising site capacity through the design led-approach) of the London Plan requires all development to make the best use of land by following a design-led approach that optimises the capacity of sites by ensuring that development is of the most appropriate form and land use for the site.
- 5.2 Part D of London Plan policy H9 (Ensuring the best use of stock) states that Boroughs should take account of the role of houses in multiple occupation (HMOs) in meeting local and strategic housing needs and where they are of a reasonable standard they should generally be protected. The supporting text in paragraph 4.9.4 of this policy refers to HMOs as being an important part of London's housing offer and reducing pressure on other elements of the housing stock.
- 5.3 Paragraph 3.4.1 of the London Plan Housing Supplementary Planning Guidance refers to HMOs as strategically important housing resources, providing flexible and relatively affordable accommodation through the private market. It also emphasises the role of HMOs in supporting labour market flexibility and reducing pressure on publicly provided affordable housing in London.
- 5.4 The proposed HMO property provides affordable accommodation to those in the area while also contributing to the variety of housing variety in the area.
- 5.5 With respect to HMOs, paragraph 10.3.2 of the Council Development Management Policies states:
- "HMOs are an important source of low cost, private sector housing for students, those on low incomes and those seeking temporary accommodation"

- 5.6 Furthermore, Barnet local plan policy DM09 states that 'The council will seek to retain existing HMO provided that they meet an identified housing need. Proposals for new HMO will be encouraged provided that they meet an identified need, can demonstrate that they will not have a harmful impact on the character and amenities of the surrounding area, are easily accessible by public transport, cycling and walking and meet the relevant housing standards for HMO'
- 5.7 As mentioned previously, the site has a PTAL Level of 3 and is close to the following:
- Several bus stops on Ballards Lane are less than 5 minutes from the site.
  - North Finchley bus terminal is a 4-minute walk from the site offering a variety of buses to destinations around London.
  - West Finchley underground station (Northern Line) is 0.63 miles away from the site (around a 10-minute walk).
  - Finchley Underground Station is also a short bus ride away from the application site.
  - Several bus stops on Ballards Lane are less than 5 minutes from the site.
- 5.8 It is considered that the mixed character of the area suitably justifies an HMO at the application site in addition to the range of transport options for the tenants.
- 5.9 Please find evidence attached in APPENDIX 1 from Prime City Lets which provides further information demonstrating why the HMO is required in the area.
- 5.10 In light of the above the proposed development is considered to be acceptable in principle.

Compliance with HMO Standards:

- 5.11 The Council's adopted HMO standards for rooms with shared cooking facilities state that the minimum size allowed is 10m<sup>2</sup>.  
The proposed room sizes are as follows:

- Bedroom 1 – 19.6m<sup>2</sup> = Compliant
- Bedroom 2 – 11.7m<sup>2</sup> = Compliant
- Bedroom 3 – 19.6m<sup>2</sup> = Compliant
- Bedroom 4 – 11.7m<sup>2</sup> = Compliant
- Bedroom 5 – 11.6m<sup>2</sup> = Compliant

- 5.12 In addition to this, as required for HMOs with 5 or more occupants, each room has its own personal washing facilities by way of a sink with access to hot and cold water.
- 5.13 There is also one set of kitchen facilities which also satisfies the HMO standards which states that one set of kitchen facilities would be allowed for a maximum of 5 occupants. The kitchen area also complies with the minimum standard for kitchens of 6m<sup>2</sup> with a size of 7.4m<sup>2</sup>.
- 5.14 In addition to this, 4 of the 5 rooms are also stacked vertically above one another which ensures where practical that bedrooms do not overlap on living rooms, kitchens and bathrooms on other floors.
- 5.15 It should also be noted that the application site has held an HMO licence throughout its time operating as an HMO.

Character and Appearance:

- 5.16 Policy DMO1 'Protecting Barnet's Character and Amenity' states that the Council expect development to be based on an understanding of the local area's characteristics which should respect the appearance, scale, mass, height and patterns of surrounding buildings, space and streets.
- 5.17 It should be noted that the proposal does not incorporate any external alterations to the property.
- 5.18 Hutton Grove is a well-established residential area with a mixture of flats and family dwellinghouses.
- 5.19 Given the mixture of residential accommodations in the immediate area, it is considered that the HMO would be a harmonious addition.

Impact on neighbouring amenities:

- 5.20 Policy DM01 of the Barnet local plan also states that new developments must respect neighbouring property's amenities.
- 5.21 Given the relatively low number of a maximum of 5 occupants, it is considered that the small-scale HMO would not generate a harmful level of noise and disturbance that would adversely impact neighbouring residents.
- 5.22 Additionally, it is considered that the proposed HMO would not generate noise levels above those associated with that of a single-family dwelling house.

Transport and parking:

- 5.23 Please see the attached transport statement in APPENDIX 2 which concludes that there would be no adverse impacts from the proposal on the area's transport and parking.

Refuse and recycling storage:

- 5.24 Refuse and recycling storage is located in the front garden area ensuring it is accessible from the main property and the highway for collection.

Fire Safety:

- 5.25 Fire alarms have been installed throughout the proposed HMO and each room has a 'break glass' to manually raise the alarm system. In addition to this, fire extinguishers have also been provided.
- 5.26 Furthermore, guidance notes are placed throughout in case of an emergency to safely guide tenants to the evacuation point.

## 6 CONCLUSION

- 6.1 The proposed HMO would provide affordable accommodation with acceptable living standards in an accessible location without harming the neighbouring amenities and character of the area. The document found in APPENDIX 1 demonstrates a need for the HMO in the area.
- 6.2 The submitted Transport Statement found in APPENDIX 2 at the end of this statement concludes that the proposal would not have any adverse impacts on the Transport and Parking in the area.
- 6.3 Considering the above assessment, we respectfully ask that planning permission is granted.



# APPENDIX 1

Evidence from Prime City Lets



HMO – 8 Hutton Grove N12 8DT

We have been managing HMO properties since 2015 and 8 Hutton Grove N12 8DT is in a catchment area for a high demand for HMO properties.

Our assessment is that there is a need for HMO's in the area surrounding 8 Hutton Grove N12 8DT. We have more demand for HMO properties than supply is available and as a result the area is under resourced for HMO's. The rooms are constantly let with no vacant periods and this proves the need for such accommodation. The area includes a number of educational establishments such as Colleges and students who want to be located in the local area in typically more affordable shared housing.

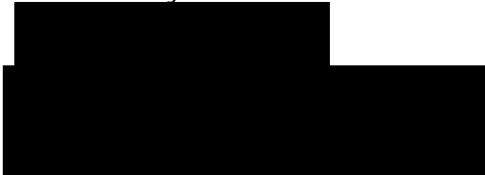
Nearby Colleges, Business School and Accountancy training and shopping centres below reflects this demand for suitable HMO properties.

Middlesex University  
Brent Cross Shopping Centres  
Woodhouse College  
Finchley College  
Commonwealth College of Excellence  
Britannia School of Academics  
London School of Business & Accountancy

Regards

Ross Mair MBA, PGDip, BA

Managing Director  
Prime City Lets



Address: 5th Floor, 167-169 Great Portland St, London W1W 5PF

# APPENDIX 2

## Transport Statement



**TRANSPORT AND TRAFFIC  
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**PROPOSED CONVERSION TO  
HOUSE IN MULTIPLE OCCUPATION  
8 HUTTON GROVE, NORTH FINCHLEY, LONDON N12**

**TRANSPORT STATEMENT**

**BY**

**C M VEASEY CMILT MCIHT**

**NOVEMBER 2023**

Transport and Traffic Consultancy is a trading name of The Transport and Traffic Consultancy Limited, a company registered in England.

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**PROPOSED CONVERSION TO  
HOUSE IN MULTIPLE OCCUPATION  
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**CONTENTS**

	<b>Page</b>
1 Introduction	1
2 Site, Surroundings and Access	1
3 The Development	2
4 Assessment	2
5 Conclusions	3

Figure 1: Site Location

Figure 2: Site and Surroundings

Figure 3: Site and Public Transport Network

Figure 4: Site and London Cycle network

## 1 INTRODUCTION

- 1.1 This statement addresses the transport implications of the proposed conversion of the family house at no 8 Hufton Grove, North Finchley, London N12 to a house in multiple occupation (HMO) for 5 people.
- 1.2 This statement should be read in conjunction with the scheme drawings and other submissions in support of the development.

## 2 SITE, SURROUNDINGS AND ACCESS

- 2.1 The site location is shown in Figure 1 and its immediate surroundings in more detail in Figure 2. The site lies off the north side of Hufton Grove, close to the A598 Ballards Lane, in the immediate hinterland of North Finchley town centre. The site is occupied by a two storey semi detached house with a paved forecourt which is used to park two cars, and a private side passageway to the back of the property.
- 2.2 Hufton Grove is part of a network of predominantly residential local back streets off the west side of Ballards Lane. The predominant built form is two-storey terraced or semi-detached housing of apparently late Victorian or Edwardian origin, with small front gardens and longer back gardens, but with some later infill or redevelopment, including a modern lowrise flats development, with on-site parking, on the south side of Hufton Road opposite no 8.
- 2.3 The Ballards lane is a traditional built-up single carriageway main road lined by a mix of various housing types, shops and other commercial premises. The A598, of which it forms part, runs from the A41 at West Hampstead to the A1000 at North Finchley.
- 2.4 A controlled parking zone (CPZ) operates 9am – 5pm Monday – Saturday in Hufton Grove and the surrounding area, including on Ballards Lane.
- 2.5 The site is within a short walk of the wide range and large number of shops and other services and facilities, and possible sources of employment, nearby in North Finchley town centre, including a large Waitrose supermarket just round the corner in Ballards lane, and parades of small shops and other services on the opposite side of Ballards Lane.
- 2.6 The site in relation to the public transport network is shown in Figure 3. The site is well served by public transport, with:-
  - High frequency all-day daily London bus services 82,182,125 and 221 plus night bus services N13 and N20 running along Ballards Lane calling at stops less than 5 minutes walk from the site.
  - High frequency all-day daily bus service 134 and 263 calling at stops on Kingsway about 5 minutes walk from the site; the 134 service also running through the night.
  - The well served West Finchley underground station on the Northern Line High Barnet branch, 1Km /0.62 mile, ie less than 10 minutes walk from the site.
  - The even better served Finchley Central underground station, the junction of the Northern Line High Barnet and Mill Hill East branches, accessible by a short bus ride.

- 2.7 This good accessibility is somewhat understated in the site's PTAL 3 rating (medium accessibility), though close to a PTAL 4 area, produced by the conservative TfL Webcat assessment system which excludes the train services at West Finchley as beyond the arbitrary cutoff walk distance embedded in the PTAL methodology. In the real world West Finchley station would be perceived by most people of no more than ordinary fitness as well within reasonable walk distance.
- 2.8 The site in relation to the designated London Cycle Network (LCN) is shown in Figure 4. A designated LCN route runs along Ballards Lane though no specific cycle facilities look to have been implemented along it, in contrast to nearby LCN route 6 along the High Road where there are advisory cycle lanes and cycle logos along both sides of the carriageway. The generally light traffic in local roads and the flat or gently undulating terrain are also conducive to cycling.
- 2.9 The site thus has good accessibility by all relevant non-car travel modes, and the proposed dwellings would thus be well placed to attract occupants who would not need or wish to own cars even if they could afford to, particularly in the light of the recent extension of the London Ultra-Low Emission Zone (ULEZ) throughout outer London including this area, which will make car ownership and use even more unaffordable for many people.

### 3 THE DEVELOPMENT

- 3.1 The building will be converted internally to provide single room dwellings for 5 people with communal facilities. Secure covered cycle storage/ parking facilities will be provided for one cycle per dwelling. The forecourt will be retained unaltered and available on a 'first come first served basis' for parking by any of the residents who have the use of a car or equivalent vehicle.
- 3.2 All deliveries and other servicing including refuse/ recycling collection will be from the highway, as for most other existing dwellings in this and adjacent streets. The refuse/ recycling bins will be kept, as currently, on the open passageway along the eastern boundary of the site, close to the highway.

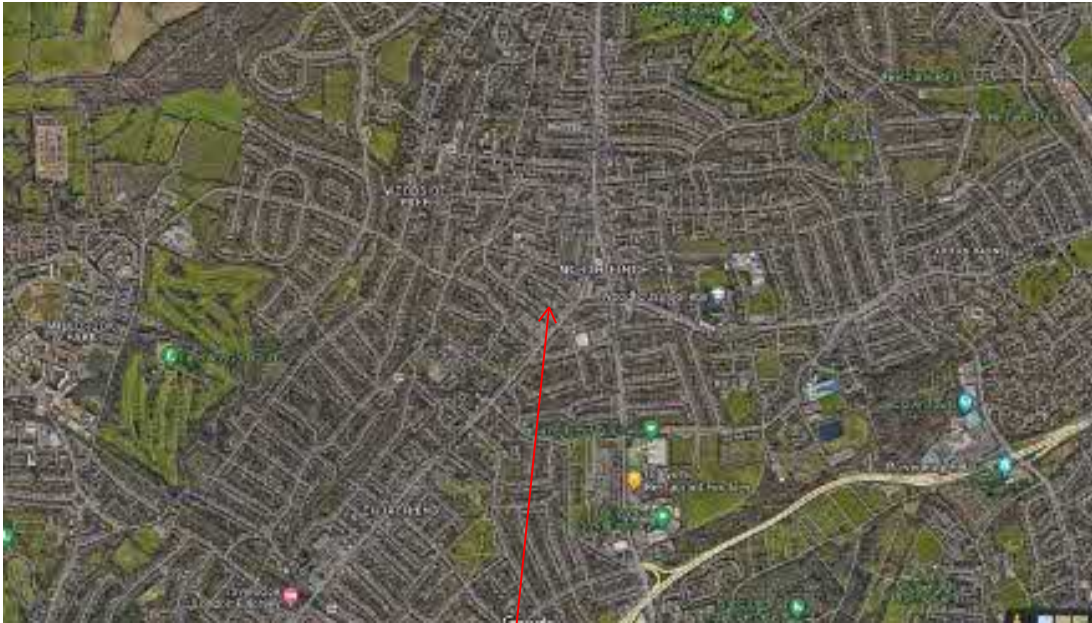
### 4 ASSESSMENT

- 4.1 Such a small HMO conversion in such a built-up area with such good access by non-car means would be very likely to be occupied largely if not wholly by non car-owning residents, but even if not would be extremely unlikely ever to have more than one or two of its 5 residents owning or having the use of a car or equivalent vehicle.
- 4.2 It can therefore be safely concluded that the proposed development will have absolutely negligible, if any, impact on motor traffic or parking conditions on the highway.
- 4.3 At the same time, such a small development housing just 5 people will also have negligible impact on local public transport passenger loadings.
- 4.4 The development will include satisfactory provision for secure cycle parking/ storage.

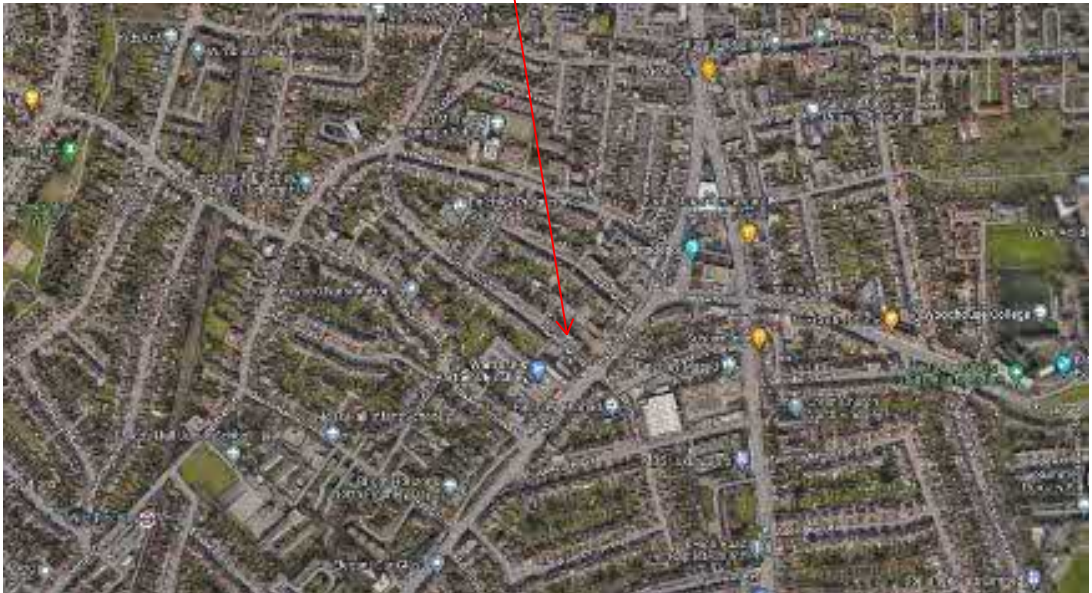
## 5 CONCLUSIONS

- 5.1 The proposed development is in a highly sustainable location with good access by non-car means, and is therefore well placed to attract occupants who would not need or wish to own or use cars or other motor vehicles even if they could afford to.
- 5.2 The development includes satisfactory secure cycle parking/ storage provision, and secure refuse/ recycling bin storage.
- 5.3 The development can be satisfactorily serviced from the highway, as are most existing dwellings in the area.
- 5.4 The development will result in absolutely negligible impact on local parking or traffic conditions, and on public transport passenger loadings.
- 5.5 There is therefore no transport reason why the development should not be permitted, and no reason why residents of the development should not be allowed to buy resident parking permits for on-street parking if any of them own or have the use of a motor vehicle.





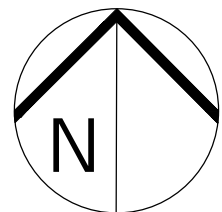
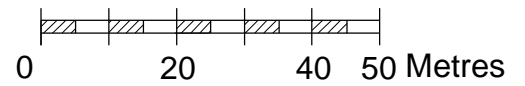
**THE SITE**



**Site Location**      **FIGURE 1**



Scale 1:1250



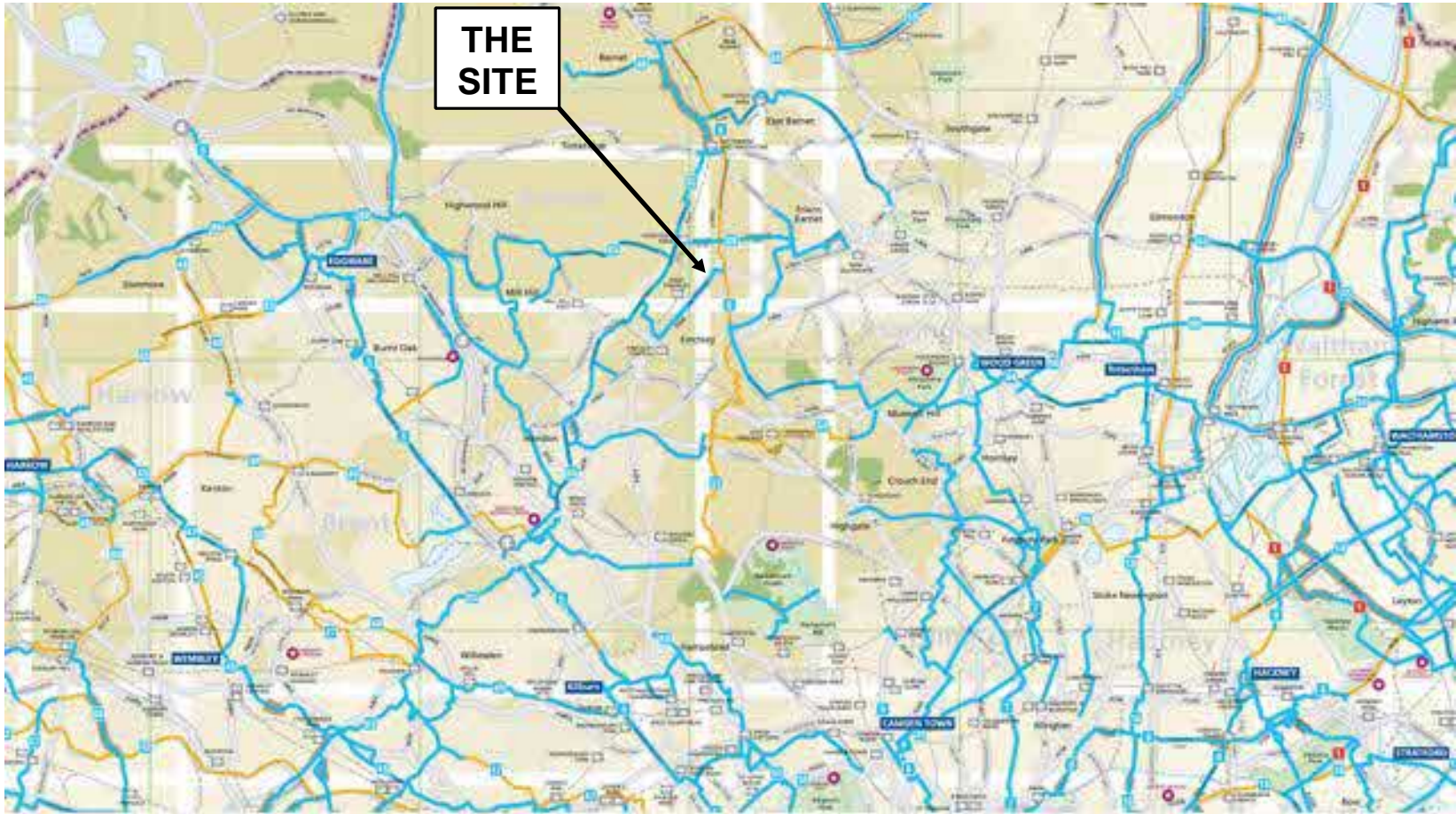
**Site and Surroundings** **FIGURE 2**



**FIGURE 3**

**Site and Public Transport Network**

**FIGURE 3**



**FIGURE 4**

**Site and London Cycle Network**

**FIGURE 4**