

Planning, Design & Access Statement

Supporting the creation of ground floor rear extension, partial ground floor side extension to create a separate entrance for the commercial and residential unit and the creation of an out building to incorporate an extra Physiotherapy Consultation Rooms. The creation of Bicycle stores and bin stores

118 Station Road, London , NW4 3SN

25 January 2023

1. Introduction

1.1 This planning application seeks the creation of ground floor rear extension, partial ground floor side extension to create a separate entrance for the commercial and residential unit and the creation of an out building to incorporate an extra Physiotherapy Consultation Rooms. The creation of Bicycle stores and bin stores

2. The Site

2.1 The site is located on Station Road, within the London Borough of Barnet.

2.2 The site is occupied by a commercial unit office space of E1 Classification on the ground floor, with an existing 3 bed self-contained flat on the first floor.

It is a semi-detached property, which is of a row varied functional and aesthetically looking properties on Station Road, in Hendon, London, NW4. Station Road runs between A5 & A41.

2.3 The existing property is three storeys in height, with front 2 x vehicle parking spaces and a large side/rear garden area which is only accessible via the commercial unit. The property has a traditional appearance, similar to some of other properties in the locality, and the materials comprise rendered brickwork and a tiled roof.

2.4 The land is in Flood Zone 1 (low probability), is not in a Conservation Area, nor does it feature a Listed Building or trees subject of a Tree Preservation Order (TPO).

Surrounding Area

2.5 The Site is situated in an area that is characterised predominately by residential properties of which many have already been converted into flats. The size and architectural design of properties within the locality of the site are varied, but the prevailing character is two and three storey residential properties, situated within good sized plots. The majority of properties in the area are similar to that of the application site, and comprise brickwork and tiled roofs.

Station Road has a mixed usage of commercial single dwelling houses, with a number of properties having extensions on the back of the house, large rear and side loft extensions and multiple unit (flat) conversions. The LBB therefore classifies this street as mixed-use, characterised by flats, and supports further flat conversions within this area.

The property is considered to be located in a sustainable area, close to amenities and public transport. Hendon Station and Main line Station is under 5 minute walk.

2.6 The property is located within a catchment area that supports a wider range of facilities and acts as the focus for a greater mix of uses including employment, local shops and community facilities. The proposed development is in compliance with both the spatial configuration and activity pattern of the wider district.

2.7 The nearby Hendon Way (A41) is a major arterial road linking to Central London to South East and Aylesbury and beyond to the North West. It also lies close to Junction 1 of the M1.

2.8 The property is surrounded by many parks and recreational grounds which lends well to providing a high standard of living for the residents of the LBB. It is within close proximity of several educational facilities for all levels of learning, and the nearest hospital is approximately 4 miles away at the Finchley Memorial Hospital.

Accessibility / Public Transport

2.11 The site is in easy reach of bus stops which are served by numerous routes including No's 83, 183, 653, 683 and N5. It also lies within walking distance of both Hendon Station (London Overground) linking Luton to Surrey via Central London, and Hendon Central (London Underground Northern Line) linking Central and South London and Barnet and Edgware.

Between them the public transport routes provide access to all parts of Central London (the City and West End), Central London Stations which serve the rest of the country as well as the surrounding areas of London.

3.0 Proposed Use

3.1 The proposed use of the site will not change.

3.2 The proposed rear extensions will add to the enhancement of the commercial unit and provide a more suitable and adequate layout.

The proposed rear extensions do not exceed 3m in height and will have limited impact to the neighbours amenities and is in keeping with the local boroughs planning guidelines.

The proposed side extension will act as the new entrance for the commercial unit. Leaving the front entrance for the sole use of the residential unit. This is a key aspect to the proposal and will ensure disturbance to the residential units will be reduced.

Both extensions small in nature and sympathetic to the neighbours amenity space and the character of the street scene. They also comply with the current local boroughs planning guidelines.

3.3 The outbuilding is proposed to incorporate additional office/surgery space for the commercial unit. The rear of the property is surrounded by much larger outbuildings and although these were done under permitted development. As a result of the existing surrounding outbuildings the proposed structure would not impact the amenity space of the surrounding neighbours.

The proposed outhouse would be built under the permitted development guidelines to ensure that the structure was in keeping with its surroundings and is modest in size when compared to neighbouring outbuildings and the size of the sites rear garden.

3.4 The proposal undertaken in this application is taken from a requested layout from a perspective tenant, who has detailed their requirements to enable the site to become a medical Hub for the community.

As the council is aware it has been very difficult to ascertain a tenant that will take the site in its existing size and status.

The proposal ensures that the site can continue to serve the community in a beneficial way.

3.4 The existing parking spaces will be retained to the front of the property and a bicycle storage will also be provided, to encourage a non-vehicle tenancy. It is considered that due to the highly accessible nature of the site there is limited requirement for car parking provision.

4. Relevant Planning History

4.1

- [Change of use of ground floor from a holistic doctor private part time practice to residential dwelling \(Retrospective Application\)](#)

118 Station Road London NW4 3SN

Ref. No: 23/1035/RCU | Received: Fri 10 Mar 2023 | Validated: Mon 13 Mar 2023 | Status: Refused

- [Change of use from doctors surgery \(Class E\(e\)\) on ground floor to 1no self contained flat \(Class C3\) \(Retrospective Application\)](#)

118 Station Road London NW4 3SN

Ref. No: 22/0343/RCU | Received: Mon 24 Jan 2022 | Validated: Tue 25 Jan 2022 | Status: Refused

- [Change of use to doctor's surgery.](#)

118 Station Road London NW4 3SN

Ref. No: W10894A | Received: Thu 02 Jul 1998 | Validated: Thu 02 Jul 1998 | Status: Approved subject to conditions

5. Conclusion

5.1 The proposal at 118 Station Road seems to be the only way to maximise the full potential of this site.

Due to its proximity on the street and its location to viable transport links, it should be considered that the proposal is deemed acceptable.

The proposal will refurbish this current unoccupiable dilapidated property, so it is able to provide a high standard office space for all professionals.

5.2 On the matter of parking, we note that the majority of kerb-side parking falls in the area falls within a controlled parking zone (CPZ) where a resident permit is required. Parking space is clearly at a premium in the surrounding streets. The proposal makes provision for two parking space within the site and other prospective occupiers would not be eligible for residents' permits. To my mind this is an arrangement which, when coupled with the location of the site within reasonable distance of both the city centre and a range of facilities, would discourage the ownership and use of private cars. Furthermore, the proposal makes provision for cycle storage in accordance with the Council's standards. This is in keeping with the aims of PPG3 to encourage sustainable transport choices.

6.3 We trust that the above information is sufficient for you to make a prompt and positive determination. Should you require any further information please do not hesitate to contact me.