

Planning, Design & Access Statement

Supporting the conversion of an existing Duplex over the first & Second floor, 2 Bedroom flat into a Small HMO C4 classification containing 5 Rooms for 5 separate individual Persons, by way of an additional rear Velux window.

117 Station Road, London , NW4 3SN

22 March 2024

1. Introduction

1.1 This planning application seeks the Supporting the conversion of an existing Duplex over the first & Second floor, 2 Bedroom flat into a Small HMO C4 classification containing 5 Rooms for 5 separate individual Persons, by way of an additional rear Velux window.

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 4 Self Contained flats commercial, situated over three floors.

It is a 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 1 x vehicle parking spaces and a rear garden area which is contains communal garden spaces for the flats. 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 It is proposal is for the flat to be converted into a large HMO of C4 classification by way altering the internal layout and the creation of a rear Velux window

The remaining flats will remain unchanged.

3.2 The proposed dormers or small and sympathetic in nature and comply with the current local boroughs planning guidelines.

3.3 The proposal would provide shared space of a kitchen/Dinner. There will be six private rooms for six individuals, all done to a high standard and all containing En-suites.

3.4 The existing parking spaces will be retained to the front of the property and a bicycle storage have already bin provided, in addition sevral parking serveys have been undertaken of the area over many years all stating that there is sufficient parking spaces for further developments. In addition a non-vehicle tenancy should be considered due to the highly accessible nature of the site there is limited requirement for car parking provision.

4. Relevant Planning History

4.1

- [Conversion of the existing single dwelling flat into 2no. self-contained flats](#)

Flat 4 117 Station Road London NW4 4NL

Ref. No: 22/3206/FUL | Received: Fri 17 Jun 2022 | Validated: Fri 17 Jun 2022 | Status: Withdrawn

- [Erection of a rear outbuilding](#)

117 Station Road London NW4 4NL

Ref. No: 22/0267/192 | Received: Wed 19 Jan 2022 | Validated: Thu 20 Jan 2022 | Status: Lawful

- [Conversion of the existing dwelling into 4no. self-contained flats. Associated parking, cycle parking, refuse and recycling store and amenity space](#)

117 Station Road London NW4 4NL

Ref. No: 21/5074/FUL | Received: Mon 20 Sep 2021 | Validated: Tue 12 Oct 2021 | Status: Approved subject to conditions

- [Part single, part two storey side / rear extension and roof extension involving rear dormer window](#)

117 Station Road London NW4 4NL

Ref. No: 21/2484/HSE | Received: Tue 04 May 2021 | Validated: Wed 05 May 2021 | Status: Approved subject to conditions

- **Conversion of the existing dwelling into 2no self-contained flats**

117 Station Road London NW4 4NL

Ref. No: 21/1766/FUL | Received: Mon 29 Mar 2021 | Validated: Mon 29 Mar 2021 | Status: Approved subject to conditions

5. Planning Policy

5.1 Houses used as a small HMO occupancy fall under the C4 classification use class.

5.2 Under Article 4 introduced into the borough it was deemed that this current scheme would require planning permission.

5.3 Since the introduction of the Article 4 restricting permitted development rights for the conversion of Single dwelling properties in to HMO classification. There has been a dramatic shortfall, in modern, affordable, and viable co-inhabiting properties and as a result such a scheme is in demand.

5.4 This is confirmed by a letter supporting this proposal by a local agent.

5.5 This proposal provides the council in keeping up with demand in the local area for high standards properties which complies with all planning policies and provides a more affordable way of living for students and young professional.

5.7 PPG3 makes clear that policies in development plans should set maximum levels of parking and that there should be no minimum standards (para 52). The key aim of this is to promote sustainable transport choices. Given the proximity to bus services, the tube station. We feel that the property is in a highly sustainable location and therefore propose two vehicle parking space plus bike racks for 4 bikes.

5.8 The recent application 23/4330/FUL which has been granted establishes that the principal for the change of use from a single dwelling flat into an HMO is acceptable on Station Road.

6. Conclusion

6.1 The proposed conversion of the flat 4 at 117 Station Road seems to be the only way to maximise the full potential of this site, without undertaking any external changes to the building.

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

6.2 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.