

**LOCATION:** 51F Station Road, London, NW4 4PN  
**REFERENCE:** H/01236/13 **Received:** 25 March 2013  
**WARD(S):** West Hendon **Accepted:** 10 April 2013  
**Expiry:** 05 June 2013

**Final Revisions:**

**APPLICANT:** Mr Strom  
**PROPOSAL:** First floor extension to existing single storey building to facilitate an additional 2no. bedsits.

**RECOMMENDATION: Approve Subject to Conditions**

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans: Site plan; 1002\_02\_Existing plans RevB; 1002\_07-Entrance Elevations RevB; 1002\_04\_proposed plans\_00RevF; 1002\_05\_proposed plans\_01 RevE; 1002\_06\_proposed elevations RevF.

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

- 2 This development must be begun within three years from the date of this permission.

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

- 3 The materials to be used in the external surfaces of the building(s) shall match those used in the existing building(s).

Reason:

To safeguard the visual amenities of the building and surrounding area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

- 4 Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason:

To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

- 5 Prior to the occupation of the units, copies of Pre-completion Sound Insulation Test Certificates shall be submitted to the Local Planning Authority, confirming compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission).

Reason:

To protect the amenities of future and neighbouring residential occupiers in

accordance with policy DM02 and DM04 of the Adopted Barnet Development Management Policies DPD (2012).

**INFORMATIVE(S):**

- 1 i) In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant / agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.
- ii) In this case, formal pre-application advice was sought prior to submission of the application.

## **1. MATERIAL CONSIDERATIONS**

### National Planning Policy Framework

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The 'National Planning Policy Framework' (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The London Plan is recognised in the NPPF as part of the development plan.

The NPPF states that "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."

NPPF retains presumption in favour of sustainable development. This applies unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

### The Mayor's London Plan: July 2011

#### 3.5

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the development plan for Greater London.

The London Plan provides a unified framework for strategies that are designed to

ensure that all Londoners benefit from sustainable improvements to their quality of life.

Relevant Local Plan (2012) Policies:

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Both DPDs were adopted on 11th September 2012

Relevant Core Strategy Policies:

CS NPPF, CS1

Relevant Development Management Policies:

DM01, DM02m DM04, DM08, DM09 and DM17  
Supplementary Planning Document: Sustainable Design and Construction  
Supplementary Planning Document: Residential Design Guidance

Relevant Planning History:

**Site history for current landparcel :**

16201 - 51F Station Road, London, NW4 4PN

Case Reference: **H/01236/13**

W00067K - Retention of conversion of building at rear to multiple occupation, alteration to elevations and external staircase - Approved 25.05.99.

Consultations and Views Expressed:

Neighbours Consulted: 94                      Replies: 11  
Neighbours Wishing To Speak 1

The objections raised may be summarised as follows:

- Detrimental to the surrounding area.
- The additional floor would involve pollution, reconstruction of the site.
- Increased disruption, congestion, restrict environmental light and privacy in particular to block 41-47 Station Road.
- Damage to streetscene, cause overcrowding flytipping, littering and general nuisance problems.
- Landlords do not maintain there properties.
- Allow tenants to park bins on the pavement, throw litter in the street and generally cause the area to look slum like.
- Not in line with the visual amenities of surrounding properties.
- Insufficient parking facilities to accommodate additional bedsits.
- The current units have been developed without prior approval and the whole building has made a mockery of the planning procedures going back some 20 years.

- Landlord is motivated by rent rather than maintaining the property.
- The property does not have a legal rear access and this should be noted for health and safety reasons. The current occupants do not have sufficient space to store waste bins and hence debris is left.
- Overdevelopment in an area of high density living.
- Residents have access to the rear access lane which was never granted for the original development.
- Build quality is particularly poor.
- Increased noise.
- Original buildings were never constructed as housing but as cheap offices and warehouses.
- Do not believe the existing conversion was in compliance with building regulations.
- Development would be incapable of being in compliance with Part E of Building Regulations in respect of the standards and construction techniques to achieve an adequate level of sound insulation.
- Doubt they could provide a reasonable degree of thermal comfort.
- Illegal back entrance to the rear of these properties. Rubbish dumped on the private access lane belonging to Greene King and the car parking spaces at the rear of the Midland Hotel pub.
- Beds in sheds - overdevelopment sanitation and fire regulations risk.
- Fire risks - not clear whether there is adequate fire protection installed in these bedsits. Since there are a large number of tyres housed in the car wash area adjacent to these bedsits which would cause danger and harm and close the M1.
- Mattresses and furniture is dumped.
- Steps at the rear have been built illegally onto Green King plc land.
- The location and site plan is incorrect.
- Bin allocations seems small in relation to the increased size of the HMO.

Date of Site Notice: 25 April 2013

## **2. PLANNING APPRAISAL**

### Site Description and Surroundings:

There are 7 addresses at 51 Station Road (51- 51F) and the buildings relating to it include the main house and various extensions and various outbuildings to the rear.

51F is sited to the rear of the main house, accessed via Malcolm Crescent. It is a single storey building with a pitched roof and currently comprises 6 HMO units.

The building is 5.5m high.

All windows on the building face south, onto a car park for an adjacent site.

There is no off street parking for the existing units.

### Proposal:

The application relates to a first floor extension to existing single storey building to facilitate an additional 2no. HMO bedsits. The proposal will incorporate a number of internal changes including enlarged communal lounge.

### Planning Considerations:

The proposal has been significantly amended since its initial submission, previously the proposal incorporated a mezzanine level, however, this has now been removed and the number of units has been reduced to ensure each room meets with the relevant standards.

Policy DM09 advocates that proposals for new HMO's 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 a HMO.

Core strategy policy CS4 aims to maximise housing choice by providing a range of sizes and types of accommodation that can meet aspirations and increase access to affordable and decent new homes. Barnet's growing and increasingly diverse population has a range of needs that requires a variety of sizes of accommodation. HMO's are recognised as an important source of low cost, private sector housing for students, those on low incomes and those seeking temporary accommodation. The proposal is therefore considered to meet an identified need.

The existing property is currently used as a house in multiple occupation with 6 rooms. As such the principle of providing a HMO has already been established as acceptable. The proposal will result in a total of 8 rooms. At ground floor level there will be four bedrooms with a communal lounge, kitchen, 2 shower and WC facilities and a laundry. At first floor level there will be a shared kitchen and 1 shared bathroom and four bedrooms.

Each room will measure 10.2m<sup>2</sup> which meets with the relevant housing standards as required by policy DM09.

The net increase in rooms is not considered to result in a significant increase in the intensification of the site as to result in undue harm to the neighbouring residential occupiers.

The proposal will provide better facilities for the existing occupiers of the HMO's with the introduction of a new communal lounge in place of an existing studio and enlarged units with the removal of the gallery bedspace.

### *Appearance of the extension*

The majority of the surrounding buildings - Malcolm Court and properties along Station Road, are 2 or 3 storeys in height and the proposed extension would not appear out of context within the streetscene. The overall size, height, design and bulk of the proposed extension is considered to be acceptable and would not result in any undue harm to the neighbouring residential occupiers.

### **3. COMMENTS ON GROUNDS OF OBJECTIONS**

The planning objections have been largely addressed in the report.

- It is considered that the orientation and distance of the proposed windows to the rear of the Station Road properties means that there will be no harmful overlooking of those properties.
- The address has been amended since its initial submission to be referred to as 51F Station Road.
- The site plan and address have been amended since the initial submission to address objections that the original plans submitted were incorrectly showing land which did not fall within the application site. (consultation was carried out again to notify neighbours of the change of address and site plan)
- The agent has confirmed in writing that the site falls fully within the the ownership of the applicant
- Notwithstanding any grant of planning permission, the development still needs to comply with the relevant building regulations.

### **4. EQUALITIES AND DIVERSITY ISSUES**

The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

### **5. CONCLUSION**

The application is recommended for **APPROVAL**.

**SITE LOCATION PLAN:** 51F Station Road, London, NW4 4PN

**REFERENCE:** H/01236/13



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