

**MEETING**

**PLANNING AND ENVIRONMENT COMMITTEE**

**DATE AND TIME**

**WEDNESDAY 19TH SEPTEMBER, 2012**

**AT 7.00 PM**

**VENUE**

**HENDON TOWN HALL, THE BURROUGHS, NW4 4BG**

**TO: MEMBERS OF PLANNING AND ENVIRONMENT COMMITTEE (Quorum 3)**

Chairman: Councillor Wendy Prentice (Chairman),  
Vice Chairman: Councillor Maureen Braun (Vice-Chairman)

**Councillors**

Anita Campbell	Mark Shooter	Andreas Tambourides
Jack Cohen	Agnes Slocombe	Jim Tierney
John Marshall	Stephen Sowerby	

**Substitute Members**

Alison Cornelius	Lord Palmer	Reuben Thompstone
Claire Farrier	Barry Rawlings	Darrel Yawitch
Sury Khatri	Alan Schneiderman	
Graham Old	Andrew Strongolou	

**You are requested to attend the above meeting for which an agenda is attached.**

**Aysen Giritli – Head of Governance**

Governance Services contact: Maria Lugangira 020 8359 2761

Media Relations contact: Sue Cocker 020 8359 7039

**CORPORATE GOVERNANCE DIRECTORATE**

## ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes	
2.	Absence of Members	
3.	Declaration of Members' Personal and Prejudicial Interests	
4.	Public Question Time (if any)	
5.	Members' Items (if any)	
6.	Blocks C5 to C12, Beaufort Park (Land at Former RAF East Camp Site), Aerodrome Road/ Grahame Park Way, Hendon, London, NW9 - H/00146/12	1 - 16
7.	Barnet General Hospital, Wellhouse Lane, Barnet, Herts, EN5 3DJ - B/01347/12	17 - 42
8.	Any items that the Chairman decides are urgent	

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**LOCATION:** Blocks C5 to C12, Beaufort Park (Land at Former RAF East Camp Site), Aerodrome Road/ Grahame Park Way, Hendon, London, NW9

**AGENDA ITEM 6**

**REFERENCE:** H/00146/12 **Received:** 06 January 2012

**Accepted:** 10 May 2012

**WARD(S):** Colindale **Expiry:** 09 August 2012

**Final Revisions:**

**APPLICANT:** St George Central London and the Metropolitan Police Authority

**PROPOSAL:** Reserved matters application seeking approval for appearance, landscaping, layout and design in relation to buildings C5 to C12 comprising 566 homes and 900 sqm of non-residential floorspace, pursuant to condition 6 of outline permission W/00198/AA/04 for 'Redevelopment of site comprising 2800 residential units (Class C3), approximately 7850sqm of retail (Class A1), financial and professional services (Class A2), food and drink (Class A3), business (Class B1), leisure and community (Class D1 and D2) uses and driving test centre (sui generis) with associated landscaped open space, car parking and access arrangements. Submission of Environmental Statement' dated 08-04-2005. Scheme includes amendments to approved height of buildings, massing and external appearance.

**RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS**

1. The development hereby permitted shall be carried out in accordance with the following approved plans: 24790/C5toC12-01-000, 24790/C5toC12-01-001, 24790/C5toC12-01-002, 24790/C5toC12-03-201, 24790/C5toC12-03-201, 24790/C5toC12-03-203, 24790/C5toC12-03-204, 24790/C5toC12-03-205, 24790/C5toC12-03-206 01, 24790/C5toC12-03-207 01, 24790/C5toC12-03-208 01, 24790/C5toC12-03-209 01, 24790/C5toC12-03-210 01, 24790/C5toC12-03-211, 24790/C5toC12-04-201 01, 24790/C5toC12-04-202, 24790/C5toC12-05-201 01, 24790/C5toC12-05-202 02, 24790/C5toC12-05-203 02, 21425/PL05AF.

Reason:

For the avoidance of doubt and in the interests of proper planning.

**INFORMATIVE(S):**

1. The reasons for this grant of planning permission or other planning related decision are as follows: -

The proposed development accords generally and taken as a whole with strategic planning guidance and policies as set out in the London Plan (2011), the Adopted Barnet Unitary Development Plan (UDP) Saved Policies (May 2009) and the London Borough of Barnet Core Strategy Submission Draft. In particular the following policies are relevant:

London Plan (2011):

2.13, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 3.11, 3.12, 3.13, 5.1, 5.3, 5.13, 6.3, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.14, 7.15.

Adopted Barnet Unitary Development Plan (UDP) Saved Policies (May 2009):

GSD; G Mixed Use; G Waste; GBEnv1; GBEnv2; GBEnv3; GBEnv4; GL1; GL2; G Road Net; G Parking; GCS1; GEMP2; GEMP3; GEMP4; GTCR1; GTCR2; ENV6; ENV7; ENV12; ENV13; ENV14; D1; D2; D3; D4; D5; D6; D9; D10; D11; D12; D13; D14; D15; D17; D18; D22; D23; D24; O17; L3; L5; L6; L7; L12; L14; L24; L25; L26; L27; M1; M2; M3; M4; M5; M6; M7; M8; M10; M11; M12; M13; M14; M17; H1; H2; H5; H8; H16; H17; H18; H20; H21; H24; CS1; CS2; CS3; CS4; CS5; CS8; CS10; CS11; CS12; CS13; EMP2; EMP3; EMP6; EMP7; EMP8; EMP9; TCR1; TCR5; TCR13; TCR21; TCR22; IMP1; and IMP2

Core Strategy – Adoption Version

CS1; CS3; CS4; CS5; CS8; CS9; CS10; CS11; CS12; and CS13.

Relevant Development Management Policies: DM01; DM02; DM03; DM04; DM05; DM08; DM10; DM14; and DM17.

REASON FOR APPROVAL:

This application represents a key phase of a major regeneration project that will bring significant changes and benefits to the Colindale area. The details submitted are considered to be in accordance with the parameters established by the outline consent. The design would provide a high quality residential environment while respecting the character and context of the buildings setting. Approval of this reserved matters submission is therefore recommended.

2. The applicant is advised that a parking survey will need to be carried out before commencing the next phase of the development to ensure that the parking is being provided and the provision is monitored in accordance with the S106 Agreement.
3. The applicant is advised that pavement materials used on Aerodrome Road should be consistent from one phase to the next and should tie in. Development Control team in highways should be consulted before any works are carried out on public highway for approval.
4. The London Plan promotes electric vehicle charging points with 20% active and 10% passive provision and should be provided. The parking layout should include provision of electric charging points for all elements of the development.

## **1. MATERIAL CONSIDERATIONS**

### National Planning Policy Framework

Paragraphs 14 and 197: Presumption in Favour of Sustainable Development;

Paragraph 21: Investment in Business should not be Over-burdened;

Paragraphs 32 and 34-36: Sustainable Transport;

Paragraph 49: Presumption in Favour of Residential Sustainable Development;  
Paragraph 50: Housing Delivery;  
Paragraphs 56-57 and 61: High Quality Design;  
Paragraph 69: Safe and Accessible Developments;  
Paragraphs 6-99: Minimise Energy Consumption and Climate Change;  
Paragraphs 123-125: Minimise Noise, Air and Light Pollution; and  
Paragraphs 203-206: Planning Obligations.

The Mayor's London Plan: July 2011:

2.13, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 3.11, 3.12, 3.13, 5.1, 5.3, 5.13, 6.3, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.14, 7.15.

Relevant Unitary Development Plan Policies:

GSD; G Mixed Use; G Waste; GBEEnv1; GBEEnv2; GBEEnv3; GBEEnv4; GL1; GL2; G Road Net; G Parking; GCS1; GEMP2; GEMP3; GEMP4; GTCR1; GTCR2; ENV6; ENV7; ENV12; ENV13; ENV14; D1; D2; D3; D4; D5; D6; D9; D10; D11; D12; D13; D14; D15; D17; D18; D22; D23; D24; O17; L3; L5; L6; L7; L12; L14; L24; L25; L26; L27; M1; M2; M3; M4; M5; M6; M7; M8; M10; M11; M12; M13; M14; M17; H1; H2; H5; H8; H16; H17; H18; H20; H21; H24; CS1; CS2; CS3; CS4; CS5; CS8; CS10; CS11; CS12; CS13; EMP2; EMP3; EMP6; EMP7; EMP8; EMP9; TCR1; TCR5; TCR13; TCR21; TCR22; IMP1; and IMP2.

Core Strategy (Adoption version) 2012

Development Management Policies (Adoption version) 2012

Barnet's emerging Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Until the Local Plan is complete, 183 policies within the adopted Unitary Development Plan (UDP) remain. The replacement of these 183 policies is set out in both the Core Strategy and Development Management Policies DPD.

The Core Strategy (CS) is now capable of adoption following receipt of the Inspector's Report in June 2012. The Inspector endorsed all the Council's modifications at EIP and found it sound and legally compliant. Therefore very significant weight should be given to the 16 policies in the CS. The National Planning Policy Framework (NPPF) (para 216) sets out the weight that can be given to emerging policies as a material consideration in the determination of planning applications.

Relevant Core Strategy Policies:

CS1; CS3; CS4; CS5; CS8; CS9; CS10; CS11; CS12; and CS13.

The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

Development Management Policies is now capable of adoption following receipt of the Inspector's Report in June 2012. The Inspector endorsed all the Council's modifications at EIP and found it sound and legally compliant. Therefore very significant weight should be given to the 18 policies in the DMP. The National Planning Policy Framework (NPPF) (para 216) sets out the weight that can be given to emerging policies as a material consideration in the determination of planning applications.

### Relevant Development Management Policies:

DM01; DM02; DM03; DM04; DM05; DM08; DM10; DM14; and DM17.

### Strategic Supplementary Planning Guidance (SPG):

Mayor of London SPG: Providing for Children and Young People's Play and Informal Recreation (March 2008)

Mayor of London SPG: Planning for Equality and Diversity in London (October 2007)

Mayor of London SPG: London View Management Framework (July 2007)

Mayor of London SPG: Sustainable Design and Construction (May 2006)

Sub-Regional Development Framework: North London (May 2006)

Mayor of London SPG: Housing (November 2005)

Mayor of London SPG: Accessible London: Achieving an Inclusive Environment (April 2004)

### Local Supplementary Planning Documents:

Barnet SPD: Contributions to Health (July 2009)

Barnet SPD: Contributions to Education from Development (February 2008)

Barnet SPD: Contributions to Library Services from Development (February 2008)

Barnet SPD: Sustainable Design and Construction (June 2007)

Barnet SPD: Affordable Housing (February 2007)

Barnet SPD: Planning Obligations - Section 106 (September 2006)

### The Three Strands Approach:

In November 2004 the Council approved its 'Three Strands Approach', setting out a vision and direction for future development, regeneration and planning within the borough. It updated this document and brochure in 2008, to reflect ongoing policy development and regeneration. The approach, which is based around the three strands of protection, enhancement and growth, will protect Barnet's Green Belt and designated open spaces; enhance its high quality suburbs and deliver new housing and successful sustainable communities, whilst protecting employment opportunities. The third strand 'Growth' responds to Barnet's significant growth potential and identifies how and where sustainable strategic growth, successful regeneration and higher density can take place across the borough. Colindale falls within strand 3: Delivering new housing and successful sustainable communities. The Three Strands Approach also establishes Colindale as one of three strategic opportunity areas for high quality sustainable growth within Barnet where 10,000 new homes are expected to be delivered.

### Colindale Area Action Plan (AAP)

The Council has prepared an Area Action Plan for Colindale which was adopted on 2nd March 2010. This is a planning document that provides a framework to guide and inform the development of the area up to 2021. It contains guidance on sustainable development, addresses land use issues and aims to ensure balanced growth through coordinating development interests. It also identifies a number of key infrastructure improvements needed to support the delivery of growth in Colindale. The Colindale AAP forms a material consideration under Section 38(6) of the Planning and Compensation Act 2004 in the determination of any planning applications for sites within the AAP area. In relation to Beaufort Park the AAP reflects the outline planning consent that has been approved for the site and identifies the site for 3,000 new homes and a mixture of other uses including community, retail and employment. Relevant Colindale AAP policies include: Policy 2.0, Policy 4.2, Policy 5.1 and Policy 7.1.

## **Relevant Planning History:**

### Previous Reserved Matters Application

The Council granted planning permission for the reserved matters (reference: W/00198/BJ/07) for the design, external appearance and landscaping for Buildings C5 to C14 (now Buildings C5 to C12 under the current proposal) at Beaufort Park on 6th June 2007. This permission enables the construction of 517 homes and 542sqm of non-residential floorspace within Buildings C5 to C14.

### Consultations and Views Expressed:

Neighbours Consulted: 873                      Replies: 37  
Neighbours Wishing To Speak 0

The initially submitted plans showed a tower of 20 storey height which has subsequently been reduced to reflect that previously approved under application W/00198/BJ/07. Additional consultation was undertaken.

The objections raised may be summarised as follows:

- Visitors Parking and or the Traffic situation
- whilst St George has stated that they will reduce the Massing in the next phase of building, I am concerned that this will not happen as they have, at every stage of building, made an application to either change the height of the buildings and or increase the number of domestic and or commercial units on this development.
- I would also ask the Council to take into account when considering this matter, that when we purchased our properties, we looked at the outline planning and the proposals put forward to the Council by St George .
- St George seems to have amended these proposals without consultation with the Residents of Beaufort Park nor have they looked at how their actions will affect those of us living within Beaufort Park, which was sold to us as a Private Development. This does not seem to be the case as we now live on a Development where the Public are able to use the Private Roads within our Development at will. The Leaseholders at Beaufort Park are responsible for their up-keep and are responsible for the cost related to the up-keep of this Private Estate.
- There is still no provision for added parking space despite the increase in the number of flats and residents. This will be a densely populated development and the addition of new flats without any provision for additional parking space is clearly unacceptable and we believe that developers should take the issues of parking into consideration at the early steps of planning. The lack of parking space will have an impact on the congestion, quality of life and quality of outside space not only within the development but in the surrounding area as well (as it will impact on parking congestion on Grahame Park Way, an area which is also under development)
- The proximity of the new development is too close to our existing building and it will clearly interfere with our view and most importantly our natural light and sun . It will bury the surrounding buildings in shades all day long with no natural light. This is contrary to the expectations of the existing leaseholders when they bought their properties. We therefore strongly object to the proposed height of the above application above the original granted level of sixteen floors.

- Affect the Traffic within Beaufort Park. There is currently a problem with Traffic management on this Development. The private roads within the development are being used as a cut through for the public and with the additional residential and commercial units being proposed this will increase this problem. As the roads in Beaufort Park are private roads, there is no policing of this Traffic
- The additional residential and commercial units proposed will have a detrimental effect on the current parking problem within the development. St George has applied to increase the number of parking spaces to 415 spaces to service the 566 units being built. Whilst I realise that not all the apartments will have a right to park, there is currently a problem with parking as St George tends to oversell the Right To Park to residents so at peak times the Residents Parking is over full. What plan has St George put forward to the Council to address this matter?
- There is no provision for Residents Visitors Parking and the additional residential and commercial units will increase this current problem. St George has stated that Visitors Parking will be made available on the street. This is a pay and display system that operates 365 days a year and 24hrs a day. There is no provision currently in place to address Residents Visitors Parking. Whilst I appreciate the Roads within Beaufort Park are Private Roads and will not be Adopted by Barnet, I do believe that St George should make some provision for Residents Visitors Parking
- The Non-Residential units will increase from 542 sq. meters to 900 sq. meters. This will put additional pressure on the existing Pay and Display parking bays.
- Beaufort Park is a Private Development and as such the Roads within the Development are managed and maintained by the Residents of Beaufort Park. As the development is situated between two main roads, namely Grahame Park Road and Aerodrome Road, the roads within the Development are being used by the general public as a cut through between these two main roads. With the increase of both Residential and Non-Residential units in this phase of the site, this will increase the amount of traffic on the development and will therefore increase the amount of congestion currently being experienced on the Development (especially around the new Tesco Store). What consideration if any has St George given to this matter?
- From the information taken from the Barnet Web Site, it looks like the building on plot C10 will increase to 20 stories from an original height of 14, 15 and 16 stories. This increase in height will affect the general look of the area and a building of 20 stories will be very overbearing especially when the other corner buildings within Beaufort Park are no more than 13 stories high I believe that building a 20 storey high block will make the development closed in and take away from the open area that I bought into. St George has stated that it is necessary to increase the height of C10 as "C10 is a key landmark building and is designed to turn the corner of The Boulevard and to positively address The Residential Square. The same affect can be achieved with a building of 16 stories.
- There is a report from Anstey Horne regarding Daylight and Sunlight matters. It is also noted that they refer to the affect this may have on buildings outside the development. There is no correspondence regarding the affect the increase in height of Block C10 or any of the other Blocks C5 to C12 will have on the existing buildings in Beaufort Park especially the affect this will have on Blocks A7, A8



and A9. Please could you let me know how this will affect these blocks and any other adjacent blocks? St George have already been granted planning permission in 2007 to increase the number of Residential and Non Residential units from 2800 units to 2990 units (equating to 6%) They are now asking to increase this to 3091 units in this phase (equating to a further 3%). Whilst St George has stated that they will reduce the numbers of residential units being built in the next phase to keep the total to 2990 units, what guarantees do I have that once planning permission has been granted for the 3091 units that they will in fact reduce the massing in this last phase?.

- I feel that the increase in height of these buildings and increase in DENSITY of residential units will have a detrimental effect on the quiet enjoyment of my property.

#### Internal /Other Consultations:

- Traffic & Development - Formal comments will be reported to the meeting.
- Environmental Health - No objection subject to conditions on outline permission
- Housing Development Team - No comments to make
- Green Spaces (inc Allotments) - No comments made
- Environment Agency - No objection
- Metropolitan Police Service (H) - No objection
- Thames Water Development Control - No objection
- Barnet NHS (Former PCT) - No comments received
- Highways Agency - No objection
- Natural England - No objection

Date of Site Notice: 17 May 2012

## **2. PLANNING APPRAISAL**

### Site Description and Surroundings:

The site is Blocks C5- C12 of the Beaufort Park development. The application site relates to Building C which lies towards the south of the wider RAF East Camp site adjacent to Aerodrome Road. The wider site, now known as Beaufort Park, was previously used by the RAF known as RAF East Camp and is brownfield land of some 10.2ha. The Midland Mainline railway forms the eastern boundary of the wider site and immediately beyond running parallel is the M1 motorway. Colindale underground station is about 10 minute walk from the centre of the site.

### Proposal:

Planning permission is sought for reserved matters in relation to blocks phase C5 - C12.

Outline planning permission was originally granted under reference W00198AA/04 for Redevelopment of site comprising 2800 residential units (Class C3), approximately 7850sqm of retail (Class A1), financial and professional services (Class A2), food and drink (Class A3), business (Class B1), leisure and community (Class D1 and D2) uses and driving test centre (sui generis) with associated landscaped open space, car parking and access arrangements. Submission of Environmental Statement.

Reserved matters were subsequently approved under reference W00198BJ/07. The current application is for amendments to this scheme.

## **Planning Considerations:**

### **Background**

There has been a reduction in the number of cores from 10 (as approved) to 8 (as proposed) since the previous approved scheme under reference W00198BJ/07. As a result of the reduction of cores this increases the design efficiency of the blocks therefore generating additional floorspace to accommodate the majority of the additional homes proposed.

The applicants advise that market demand for homes at Beaufort Park has evolved since June 2007 and the latest proposal reflects this. Larger studio's have been replaced by 1 bedroom homes which still exceed the London Plan (2011) minimum sizes. Furthermore, a number of the 3 beds were oversized in the previous approval. We have found that the oversized 3 beds are not being sought by purchasers and have therefore reduced these in size and utilised the space to incorporate additional 2 bed homes. Again, all homes being proposed exceed the minimum sizes outlined in the London Plan (2011).

Amendments have been made to refine the massing of blocks across this phase, this has resulted in some increased massing in order to define key elements such as the entrance to the development from Aerodrome Road. Massing has also been reduced in areas, most notably either side of the focal C10 tower in order to accentuate the elegance of this tower and help define its slenderness.

As a result of the above amendments the number of homes provided within this phase has increased, however this does not result in an increase in the number of homes to be delivered across Beaufort Park as a whole. Homes due to be provided in future phases have been brought forward to utilise the available space within this phase.

### **Housing Mix**

Block C would provide residential accommodation of a mix of tenure and sizes ranging from studios to three bedroom apartments and would therefore accord with emerging Development Management Policies DPD Policy DM08.

### **Affordable Housing**

Policy H5 of the UDP and emerging Development Management Policies DPD Policy DM10 state that when considering proposals for residential development of 10 or more units the Council will seek to enter in to planning obligations with developers to ensure that a minimum of between 30-50% affordable housing is provided.

UDP paragraph 8.3.19 states that in requesting such a provision consideration will be given to the viability of the scheme.

The proposed development provides a tenure mix which correlates with the figures agreed at outline stage, and would not change the number or tenure type of affordable units.

### **Design, Heights and Massing**

The application follows the approval of reserved matters application W00198BJ/07. The current proposals include amendments to the design and massing previously approved. This has included both increases and decreases to the height of the blocks. Essentially there has been a reduction in height to block C11 whereas C6,

C7, C8 and C12 have increased. It is considered that whilst there have been some increases, these are compatible with the terms of previous permissions granted. Furthermore, the developer has confirmed that they are bringing forward units from later phases and that there is no increase to the number of units overall to be provided across the whole site

The southern elevation of Block C is composed of several façades as a series of individual buildings. The top floors of the buildings are set back, beneath a roofline, to provide roof terraces whilst the lower residential levels generally feature projecting balconies adding to the private amenity space.

At the north eastern corner of Building C5-C12, the centre of Beaufort Park, is the tallest building established by the Masterplan.

Building C10 has been designed as a landmark building and is designed to turn the corner of The Boulevard and to positively address The Residential Square. The building will be of 18 storeys as previously approved, with curved prows to the north and south.

The building features glazed balconies to the north and south prows with terracotta cladding to the central bays of the east and west elevations.

The building has been designed so that each building element of the overall urban block has an individual character and identity. Consequently, the street scenes created are comprised of a series of related but individual buildings. The applicant has committed to using high quality materials as part of this phase of the development.

In general the window to wall ratio does not exceed 40% in order to reduce heat loss. In certain cases where a relatively deep plan is provided, a good floor to wall ratio can still be achieved and the opportunity has been taken whenever possible to create 'a wall of glass' to the external envelope to visually lighten the façade and maximise views. Cleaning of these larger glazed areas will be achieved from the balconies and terraces of the individual residential units. A significant variation of window size, shape, proportion and cill alignment has been proposed in order to assist in generating variety to the façades.

Ground and first floor car parking levels will be framed in reinforced concrete construction whilst upper floors are also likely to employ a reinforced concrete frame as the most appropriate material. The construction will be clad at ground level in a combination of larger format architectural facing masonry used at key locations, and in quality facing brickwork elsewhere. Upper storeys will comprise of a variety of finishes, featuring terracotta rain screen cladding to key landmark buildings. Facing brickwork will be used for the upper storeys in prominent locations combined with render, generally white in colour. High quality lightweight cladding systems are proposed to be suitably scaled modular sizes. The elevations exhibit a strong vertical emphasis in the articulation and detailing of the individual cores to counter the potential horizontals of the urban blocks.

Window frames (either white or grey depending on location) to the residential accommodation will be of high performing, maintenance free materials including aluminium, uPVC and composite windows of aluminium and high performance timber.

Dark grey polyester powder coated aluminium frames will be employed for the shop fronts of the commercial units on the ground floor. All glass will be clear, non-tinted and double glazed. Balconies and balustrading will be formed in architectural metalwork with a natural maintenance free galvanised finish. The balconies to

particular key buildings including those at landmark corners will feature clear glazed infill panels providing a light and clear appearance. Elsewhere metal balustrade infills to full balconies will add variety and visual interest to the façades. A range of high quality materials such as PVC, stainless steel, glazed and timber infill will be used.

The scheme is considered to pay sufficient regard to the site's local context and character. The latest reserved matters details seek to follow the established principles and the scheme is considered to meet the Council's general design requirements of UDP Policies D1, D2 and D3; emerging Core Strategy Policies CS4 and CS5; and emerging Development Management Policies DM01, DM02 and DM03.

#### Landscaping

The Boulevard will feature paving materials and street furniture with suitably scaled urban street trees and planted areas, all provided with good lighting for amenity and security. The sub-division of parking bays on the ground will be clearly denoted by the use of contrasting materials.

Soft landscaping including street trees will be provided to the Aerodrome Road frontage helping to create a much-needed 'greening' to this gateway approach to Colindale in accordance with UDP Policy D11 and emerging Development Management Policy CS5.

#### Residential Amenity

Amenity space is provided in the central podium courtyard, private terraces and balconies. The amenity space provided as part of the proposal accords with UDP policy H18 and emerging Development Management Policy DM02.

#### Disability Access

All buildings will benefit from level access providing disabled access to all residential and commercial units in accordance with part M of the Building Regulations and the Equality Act. Clear signage will denote disabled car parking spaces. .

#### Overlooking and Overshadowing

Condition 19 of the outline permission states that 'a detailed assessment of overlooking and overshadowing will be undertaken as part of the preparation of the reserved matters application'. In accordance with Condition 19, the detailed design of Building C5-C12 has carefully considered the potential for overlooking to ensure that a reasonable degree of privacy is offered to future residents of the development.

Furthermore, the proposals are considered to have no materially greater impact in terms of overlooking, than the previously approved scheme under reference W00198/BJ/07.

The second floor plan drawing no. 24790-A-C5toC12-03-002 shows that there is in the region of 21m as a minimum distance between facing windows to habitable rooms of the building. These distances provide a balance between ensuring a reasonable degree of privacy to future residents whilst maximising security through natural surveillance and providing valuable residential amenity space in the form of a communal courtyard. The scheme thus meets the requirements of UDP Policy D1 and emerging Development Management Policy DM02.

#### Highways Issues

UDP and emerging Local Development Framework parking policies seek to apply parking standards which restrain the growth of car use and minimise the

inconvenience and danger caused by indiscriminate parking. All visitors will park in the public streets within the site. Residents parking will be accommodated in basement and undercroft parking levels, wrapped and concealed by the active commercial and residential frontages facing surrounding streets and spaces.

The original proposal was for the provision of a 566 residential units. The proposal has since been revised to provide 560 units comprising 66 x studio flats, 110 x 1 bedroom units, 296 x 2 bedroom units and 88 x 3 bedroom units as part of the reserved matters application for construction of buildings C5 to C12.

A total of 421 car parking spaces the residential use can be accounted for on the submitted drawings. They are as follows.

- 176 car parking spaces and area for motorcycle parking areas are provided on the first floor.
- 141 car parking spaces, motor cycle parking area and cycle parking areas are provided on the ground floor.
- 104 car parking spaces and motor cycle parking area is provided in the basement.

Access to the parking areas is via a ramped access.

Parking provision is a ratio of 0.75 of the proposed 560 units therefore is in agreement with the parking ratio agreed previously. However, the applicant needs to carryout a parking survey before commencing the next phase of the development to ensure that the parking is being provided and the provision is monitored in accordance with the S106 Agreement.

There is also 900m<sup>2</sup> of retail use proposed in Block C for A1 – A5 and B1 uses.

Additional car parking spaces are provided on the road to the east of Block C to cater for the retail use and for the residential visitors to Beaufort Park as they are expected to park on-street.

The applicant needs to ensure that there is consistency in pavement materials used on public highway from one phase to the next. Development control team in highways should be consulted before any works are carried out on public highway.

The applicant has conducted a survey of the existing parking. This has found that currently there is a parking provision of 66%. Over the various times during the day when the car parking was counted (7am, 11am, 1pm, 5pm and 11pm) the maximum usage of the car park was 72%. At its maximum the Block B car park is full to capacity however there are more than enough free spaces available in Block A and C. The results therefore above would indicate that these blocks are actually operating at just over a 0.48 ratio (72% of 0.66).

The original outline permission was subject to a parking ratio of 0.7. Under the terms of the original s106, there is a mechanism that this can be increased to 0.8 if found to be inadequate.

Reserved Matters approval was received in June 2007 for 517 homes, 542 sqm of commercial floorspace and 348 car parking spaces. This represents a parking ratio of 0.67. The application currently with the borough for determination proposes 560 homes, 900 sqm of commercial floorspace and 415 car parking spaces. This represents a parking ratio of 0.75 which exceeds the previous approval. The additional spaces have been generated by the proposed basement across half of this phase which would provide a larger car park.

It should be noted that the site is located within the Colindale Area Action Plan area. This sets out that Residential parking requirements will vary across Colindale depending on the location of each development site. 1 space per unit will be taken as the maximum standard but a lower provision of 0.7 spaces per unit will be encouraged on sites within close proximity to the public transport interchange, neighbourhood centre and high frequency bus routes.

It is considered that the proposals would have an acceptable impact on highway and pedestrian safety, and would make adequate provision for car parking on site.

#### BRE-Eco Homes/BREEAM Standards

The approved outline permission had a condition attached requiring that all new development on site meet the Very Good standard in the BRE-Eco Homes and BREEAM assessments.

The applicant has committed to attaining this standard and specialist consultants have been commissioned who are Licensed BRE Assessors to undertake the formal assessment of the phases of the development.

The Proposed Development will incorporate Sustainable Urban Drainage Systems (SUDS).

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

Generally addressed in the main report.

Whilst St George has stated that they will reduce the Massing in the next phase of building, I am concerned that this will not happen as they have, at every stage of building, made an application to either change the height of the buildings and or increase the number of domestic and or commercial units on this development. - *Under the terms of the outline permission the development cannot exceed 2800 homes. (Combined with application reference W00198BT/07 this is 2990).*

St George seems to have amended these proposals without consultation with the Residents of Beaufort Park nor have they looked at how their actions will affect those of us living within Beaufort Park, which was sold to us as a Private Development. This does not seem to be the case as we now live on a Development where the Public are able to use the Private Roads within our Development at will. The Leaseholders at Beaufort Park are responsible for their up-keep and are responsible for the cost related to the up-keep of this Private Estate. - *Highway officers consider that the impact would be acceptable.*

The proximity of the new development is too close to our existing building and it will clearly interfere with our view and most importantly our natural light and sun . It will bury the surrounding buildings in shades all day long with no natural light. This is contrary to the expectations of the existing leaseholders when they bought their properties. We therefore strongly object to the proposed height of the above application above the original granted level of sixteen floors. - *A daylight and sunlight report has been submitted with the application. The tallest block has been reduced in height from 20 storeys to 18 storeys (Same as previously approved under W/00198BJ/07 and subsequent amendments). It is not considered that the proposals would have a materially harmful impact on the amenities of neighbouring occupiers.*

Affect the Traffic within Beaufort Park. There is currently a problem with Traffic management on this Development. The private roads within the development are being used as a cut through for the public and with the additional residential and

commercial units being proposed this will increase this problem. As the roads in Beaufort Park are private roads, there is no policing of this Traffic - *Highway officers consider that the impact would be acceptable.*

The additional residential and commercial units proposed will have a detrimental effect on the current parking problem within the development. St George has applied to increase the number of parking spaces to 415 spaces to service the 566 units being built. Whilst I realise that not all the apartments will have a right to park, there is currently a problem with parking as St George tends to oversell the Right To Park to residents so at peak times the Residents Parking is over full. What plan has St George put forward to the Council to address this matter? - *The applicant is in the process of conducting a parking survey on the site. It is hoped that it will be possible to provide feedback on this in the addendum to the report.*

There is no provision for Residents Visitors Parking and the additional residential and commercial units will increase this current problem. St George has stated that Visitors Parking will be made available on the street. This is a pay and display system that operates 365 days a year and 24hrs a day. There is no provision currently in place to address Residents Visitors Parking. Whilst I appreciate the Roads within Beaufort Park are Private Roads and will not be Adopted by Barnet, I do believe that St George should make some provision for Residents Visitors Parking - *Some visitors parking is currently provided The applicant is in the process of conducting a parking survey on the site. It is hoped that it will be possible to provide feedback on this in the addendum to the report.*

From the information taken from the Barnet Web Site, it looks like the building on plot C10 will increase to 20 stories from an original height of 14, 15 and 16 stories. This increase in height will affect the general look of the area and a building of 20 stories will be very overbearing especially when the other corner buildings within Beaufort Park are no more than 13 stories high I believe that building a 20 storey high block will make the development closed in and take away from the open area that I bought into. St George has stated that it is necessary to increase the height of C10 as "C10 is a key landmark building and is designed to turn the corner of The Boulevard and to positively address The Residential Square. The same affect can be achieved with a building of 16 stories. - *The application has subsequently been amended to reduce the height of the tallest block to that previously approved. This is considered acceptable.*

There is a report from Anstey Horne regarding Daylight and Sunlight matters. It is also noted that they refer to the affect this may have on buildings outside the development. There is no correspondence regarding the affect the increase in height of Block C10 or any of the other Blocks C5 to C12 will have on the existing buildings in Beaufort Park especially the affect this will have on Blocks A7, A8 and A9. Please could you let me know how this will affect these blocks and any other adjacent blocks? - *The impact on neighbouring blocks is considered acceptable in terms of the impact on light, privacy and outlook.*

St George have already been granted planning permission in 2007 to increase the number of Residential and Non Residential units from 2800 units to 2990 units (equating to 6%) They are now asking to increase this to 3091 units in this phase (equating to a further 3%). Whilst St George has stated that they will reduce the numbers of residential units being built in the next phase to keep the total to 2990 units, what guarantees do I have that once planning permission has been granted for the 3091 units that they will in fact reduce the massing in this last phase?. - *Under*

*the terms of the outline permission the development cannot exceed 2800 homes. (Combined with application reference W00198BT/07 this is 2990). In the view of officers to built more than this number of units than 2990 under the current permissions would be outside of the terms of the original outline permission.*

*I feel that the increase in height of these buildings and increase in DENSITY of residential units will have a detrimental effect on the quiet enjoyment of my property.- Whilst it is acknowledge that more units are being brought forward at this stage, it is not considered that this would unduly harm residents on the development.*

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

important duties on public authorities in the exercise of their functions, including a duty to have regard to:

- “(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”*

For the purposes of this obligation the term “protected characteristic includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

Officers have in the preparation of this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council’s statutory duty under this important legislation.

The needs of disabled people are catered for. The proposals are in accordance with national, regional and local policy by establishing high quality inclusive design, providing an environment which is accessible to all and which can be maintained over the lifetime of the development.

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.

The application is for the approval of reserved matters in reference to blocks C5 to C12 at Beaufort Park. Clear signage will denote disabled car parking spaces. “Level” access will be provided into all buildings, to the commercial and residential use types alike, in accordance with Building Regulations Part M and the Equality Act.

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

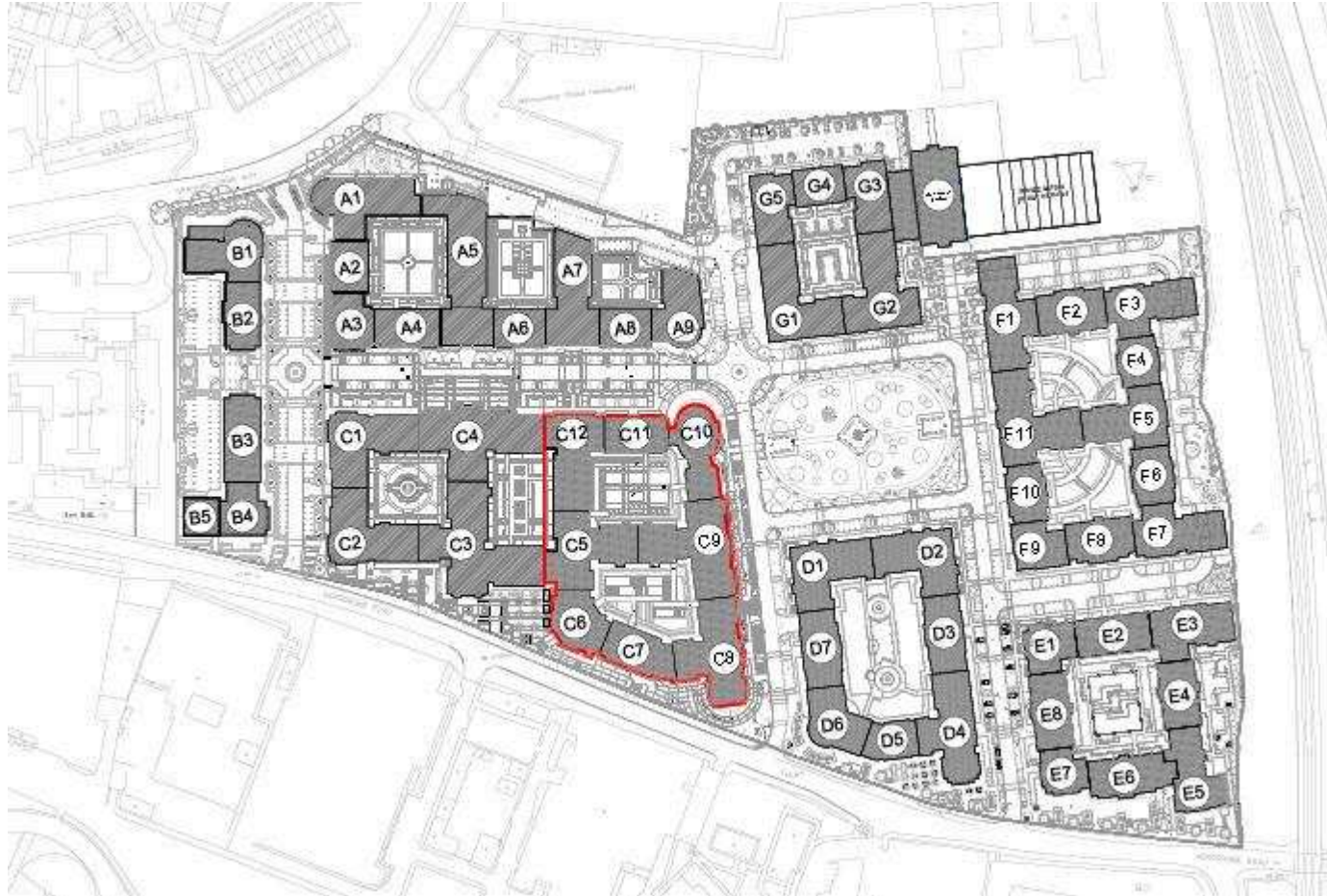
This application represents a key phase of a major regeneration project that will bring significant changes and benefits to the Colindale area. The details submitted are considered to be in accordance with the parameters established by the outline consent. The design would provide a high quality residential environment while respecting the character and context of the buildings setting. **Approval** of this reserved matters submission is therefore recommended.

**SITE LOCATION PLAN:**

**Blocks C5 to C12, Beaufort Park (Land at Former RAF East Camp Site), Aerodrome Road/ Grahame Park Way, Hendon, London, NW9**

**REFERENCE:**

**H/00146/12**



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**LOCATION:** Barnet General Hospital, Wellhouse Lane, Barnet,  
Herts, EN5 3DJ  
**REFERENCE:** B/01347/12 **Received:** 03 April 2012  
**WARD(S):** Underhill **Accepted:** 30 May 2012 **AGENDA ITEM 7**  
**Expiry:** 29 August 2012

**Final Revisions:**

**APPLICANT:** Barnet & Chase Farm Hospitals

**PROPOSAL:** Enlargement of existing A&E Department involving single storey extension to provide Resuscitation Unit; single storey courtyard infill to provide Paediatric Assessment Unit with 3no. rooflights and new staircase; single storey courtyard infill to provide Clinical Decision Unit with 4no. rooflights. New two storey extension with a canopy to provide Obstetrics & Midwifery-Led Birthing Units. Creation of 2no. new ambulance bays and provision of 202 parking spaces

**RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS**

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

A414-PL-001, A414-PL-002, A414-PL-003, A414-PL-004, A414-PL-012, A414-PL-021, A414-PL-022, A414-PL-101, A414-PL-102, A414-PL-103, A414-PL-104, A414-PL-112, A414-PL-113 Rev A, A414-PL-114, A414-PL-121, A414-PL-122, Transport Statement to Support Proposed Extension to Maternity and Paediatric Facilities at Barnet Hospital by Waterman Boreham Limited dated 29 March 2012, Design & Access Statement dated March 2012, BREEAM Healthcare 2008 Pre-assessment dated March 2012 (date received 3-Apr-2012);

A414-PL-011 Rev C (date received 20-Jul-2012);

A414-PL-115 Rev A (date received 8-Aug-2012);

Supplementary Transport Note Issue 29th August 2012 (date received 29-Aug-2012).

Reason:

For the avoidance of doubt and in the interests of proper planning.

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. Before this hospital extension is built, details of the levels of the building(s) in relation to adjoining land shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To ensure that the work is carried out at suitable levels in relation to the adjoining land having regard to drainage, gradient of access and the amenities of adjoining occupiers and the health of any trees on the site.

4. 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 the surrounding area.

5. Before the development is occupied a Travel Plan shall be submitted and to and approved by the Local Planning Authority. This should include the appointment of a Travel Plan Champion and a Pedestrian Environment Review System audit or similar assessment of the route between the site and bus stops in the vicinity of the site. In order to ensure the objectives of the Travel Plan are met a 'Monitoring Contribution' is required for monitoring the objectives of the Travel Plan. The 'Monitoring Contribution' will be agreed with the Planning Authority after submission of the Travel Plan. The Travel Plan should be reviewed every other year in accordance with the targets set out in the Travel Plan. The Travel Plan reviews should also include a review of the Cycle Parking usage and additional cycling facilities should be provided if required. The approved travel plan shall be implemented within two months of its approval.

Reason:

To encourage the use of sustainable forms of transport to the site in accordance with policies GSD and M3 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

6. Before the development hereby permitted is brought into operation a Car Parking Management Scheme for the site shall be submitted to and agreed in writing by the Local Planning Authority. The Car Parking Management Plan should include details of allocation of parking spaces in the new car park to be created on the fallow land, including a minimum of 42 spaces for visitors as well as the number and location of disabled parking spaces and electric vehicle charging points. The car parking on site shall be managed in accordance with such details approved and the allocation of spaces permanently maintained thereafter.

Reason:

To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with policies M11, M13 and M14 of the adopted London Borough of Barnet Unitary Development Plan 2006, policy CS9 of the emerging Local Plan Core Strategy (Adoption Version) 2012 and policy DM17 of the emerging Local Plan Development Management Policies DPD (Adoption Version) 2012.

7. The hours of work for all contractors (including sub-contractors) for the duration of site development, shall be limited to; 8:00am to 6:00pm Mondays to Fridays, 9:00am to 1:00pm on Saturdays and no work shall be carried out on Sundays or Bank Holidays.

Reason:

In order to protect the amenities of neighbouring residents

8. The construction of the development hereby approved, shall be carried out in accordance with a method statement and Construction Management Plan approved in writing by the Local Planning Authority.

Any details submitted in respect of the Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the method statement shall provide details in respect of the provision of on-site wheel cleaning facilities during site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact.

Reason:

In the interests of highway and pedestrian safety in accordance with policy M11 of the adopted London Borough of Barnet Unitary Development Plan 2006.

9. A phasing plan for the transitional arrangements for parking at the hospital during construction of the extensions and new car park shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include phasing proposals of the development and a schedule of parking demonstrating that parking can be maintained on site at existing levels. The development hereby approved shall be carried out in accordance with such details as approved.

Reason:

To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with policies M11, M13 and M14 of the adopted London Borough of Barnet Unitary Development Plan 2006.

10. No external lighting, floodlighting or other means of external illumination shall be affixed to the external elevations of the buildings, or placed/erected within the site without the prior written consent of the Local Planning Authority pursuant to a planning application. Any external lighting, floodlighting or other means of external illumination shall be installed and thereafter retained in full accordance with the approved details.

Reason:

To enable the Local Planning Authority to retain control over these matters in the interests of the amenities of adjoining properties.

11. A surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include details of how the scheme shall be maintained and managed after completion.

Reason:

To prevent the increased risk of flooding, to improve and protect water quality, and ensure future maintenance of the surface water drainage system.

12. Before the new parking area is brought into full use, a scheme of lighting shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full and maintained thereafter.

Reason:

In the interests of highway and pedestrian safety.

### **INFORMATIVE(S):**

The reasons for this grant of planning permission or other planning related decision are as follows: -

- i) The proposed development accords with strategic planning guidance and policies as set out in The Mayor's London Plan: July 2011 and the Adopted Barnet Unitary Development Plan (2006).

In particular the following policies are relevant:

The Mayors London Plan (July 2011):

3.17, 5.3, 5.13, 6.1, 6.3, 6.9, 6.13, 7.1, 7.2, 7.4, 7.6

Adopted Barnet Unitary Development Plan (2006):

GSD, GCS1, GRoadNet, GParking, GBEEnv1, GBEEnv2, GBEEnv4, D1, D2, D5, M1, M2, M3, M6, M11, M12, M13, M14, CS10, ENV6 and ENV7.

Sustainable Design and Construction SPD (June 2007)

Core Strategy (Adoption version) 2012:

CS NPPF, CS1, CS5, CS9, CS11.

Development Management Policies (Adoption version) 2012:

DM01, DM02, DM13, DM17.

- ii) The proposal is acceptable for the following reason(s):

The proposal is considered to be acceptable with regard to development plan policies subject to appropriate planning conditions. The extensions are appropriately and sensitively designed to harmonise with the existing hospital buildings and would have an acceptable impact on the character and appearance of the hospital buildings, the site and surrounding locality and would safeguard the amenities of adjoining occupiers. The provision of additional is not considered to jeopardise highway safety and the free flow of traffic in the vicinity of the site but will meet the projected demand as a result of the enlarged services provided by the hospital.

The proposal would accord with the aforementioned policies.

A summary of the development plan policies relevant to this decision is set out in Tables 1, 2 and 3 below:

**Table 1: London Plan (July 2011) Policies**

Policy	Key Requirements
3.17 Health and Social Care Facilities	<p>Support the provision of high quality health and social care appropriate for a growing and changing population, particularly in areas of under provision or where there are particular needs.</p> <p>Identify and address significant health and social care issues facing the area for example by utilising findings from joint strategic needs assessment.</p> <p>Boroughs should work with the NHS, social care services and community organisations to:</p> <p>a) regularly assess the need for health and social care facilities at the local and sub-regional levels;</p> <p>b) secure sites and buildings for or to contribute to future provision</p>
5.3 Sustainable Design and Construction	<p>The highest standards of sustainable design and construction should be achieved to improve the environmental performance of developments and to adapt to the effects of climate change over their lifetime.</p> <p>Major development proposals should meet the minimum standards outlined in the Mayor's supplementary planning guidance.</p>
5.13 Sustainable Drainage	<p>Proposals should utilise sustainable urban drainage systems unless there are practical reasons for not doing so and should aim to achieve Greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other objectives of the London Plan.</p>
6.1 Strategic Approach and 6.3 Assessing Effects of Development On Transport Capacity	<p>The Mayor will work with all relevant partners to encourage the closer integration of transport and development.</p> <p>Streetspace managed to take account of the different roles of roads for neighbourhoods and road users in ways that support promoting sustainable means of transport.</p> <p>Development should ensure that impacts on transport capacity and the transport network are fully assessed. Proposals should not adversely affect safety on the transport network.</p> <p>Transport assessments, travel plans, construction and logistics plans and service and delivery plans should be prepared in accordance with the relevant guidance.</p>

6.9 Cycling	Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists.
6.13 Parking	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.
7.1 Building London's Neighbourhoods and Communities	In their neighbourhoods people should have a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public transport to wider London. Neighbourhoods should also provide a character that is easy to understand and relate to.
7.2 An Inclusive Environment	Design and Access Statements should explain how, the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, whether relevant best practice standards will be complied with and how inclusion will be maintained and managed.
7.4 Local Character; 7.6 Architecture	Buildings, streets and spaces should provide a high quality design response.  Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and design appropriate to its context.

**Table 2: Barnet UDP (May 2006) Saved Policies**

Policy	Key Requirements
GSD Sustainable Development	Ensure development and growth is sustainable.
GBEnv1 Character; GBEnv2 Design	<ul style="list-style-type: none"> <li>Enhance the quality and character of the built and natural environment.</li> <li>Require high quality design.</li> </ul>
GBEnv4 Special Area	Protect buildings, areas, open spaces and features of special value.
GRoadNet Road Network	Seek to ensure that roads within borough are used appropriately.
GParking Parking	Apply standards to restrain growth of car use and regulate parking.
GCS1 Community Facilities	Adequate supply of land and buildings for community, religious, educational and health facilities.
ENV6 Light Pollution	Lighting schemes not to have a demonstrably harmful impact.
ENV7 Air Pollution	<p>Air pollution:</p> <ul style="list-style-type: none"> <li>Any possible impacts on must be mitigated.</li> <li>Minimise impact through siting.</li> </ul>



	<ul style="list-style-type: none"> <li>• Reduce traffic and need to travel.</li> </ul>
D1 High Quality Design	<p>Development should:</p> <ul style="list-style-type: none"> <li>• Be of high quality design</li> <li>• Be sustainable</li> <li>• Ensure community safety</li> </ul>
D2 Character	Protect or enhance local character and respect the overall character and quality of the area.
D5 Outlook	Adequate sunlight, daylight, privacy and outlook for adjoining and potential occupiers and users.
M1 Transport Accessibility	The council will expect major developments to be in locations which are, or will be made, accessible by a range of modes of transport.
M2 Transport Impact Assessments	The council will require developers to submit a full transport impact assessment.
M3 Travel Plans	For significant trip-generating developments the council will require the occupier to develop and maintain a Travel Plan
M6 Public Transport – Use	Developments should be located and designed to make use of public transport more attractive by providing improved access to existing facilities, and develop new routes and services.
M11 Safety of Road Users and M12 Safety of Road Network	<p>The council will ensure that the safety of road users, particularly those at greater risk, is taken fully into account when considering development proposals.</p> <p>The council will seek to reduce accidents by refusing development proposals that unacceptably increase conflicting movements on the road network or increase the risk, or perceived risk, to vulnerable road users.</p>
M13 Safe Access to New Development	The council will expect developers to provide safe and suitable access for all road users (including pedestrians) to new developments.
M14 Parking Standards	The council will expect development to provide parking in accordance with the <i>London Plan</i> parking standards, except in the case of residential development.
CS10 Health Care Facilities	<p>Development proposals for medical and dental surgeries and other primary health care facilities, including changes of use of existing buildings, will be permitted where they:</p> <ul style="list-style-type: none"> <li>• Easily accessible by public transport, walking and cycling;</li> <li>• Would not have a demonstrably harmful impact on the character of the surrounding area or the amenities of nearby residential properties and other uses;</li> <li>• If in a town centre location, would not be situated within the primary retail frontage; and</li> </ul>

	<ul style="list-style-type: none"> <li>• Are designed to be accessible to people with disabilities</li> </ul>
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**Table 3: Emerging Local Plan Core Strategy and Development Management Policies DPD (Adoption Version)**

Policy	Key Requirements
CS NPPF - National Planning Policy Framework - Presumption in Favour of Sustainable Development	<p>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)</p> <p>We will always work proactively with applicants to find solutions where possible</p> <p>Planning applications that accord with policies in Barnet's Local Plan will be approved without delay, unless material considerations indicate otherwise.</p>
CS1 - Barnet's Place Shaping Strategy - Protecting, Enhancement and Consolidated Growth - The Three Strands Approach	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 impacts on the deprived neighbourhoods that surround them.
CS5 - Protecting and enhancing Barnet's character to create high quality places	<p>Ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high quality design that :</p> <ul style="list-style-type: none"> <li>• are safe and attractive and fully accessible</li> <li>• provide vibrant, attractive and accessible public spaces</li> <li>• respect and enhance the distinctive natural landscapes of Barnet</li> <li>• protect and enhance the gardens of residential properties</li> <li>• protecting important local views from places within Barnet</li> <li>• enhance the borough's high quality suburbs and historic areas through the provision of buildings of the highest quality that are sustainable and adaptable</li> </ul>
CS9 - Providing safe, effective and efficient travel	Will promote the delivery of appropriate transport infrastructure in order to support growth, relieve pressure on Barnet's transport network and reduce the impact of travel whilst maintaining freedom and ability to move at will.
CS11 - Improving health and well being in Barnet	<p>Health and well-being in Barnet will be improved by:</p> <ul style="list-style-type: none"> <li>• supporting the plans of NHS Barnet and from 2013 its successor bodies (including GP Consortium's) to deliver modern primary and community care and to commission other health care services</li> </ul>

<p>DM01 - Protecting Barnet's character and amenity</p>	<p>Development should represent high quality design, be based on an understanding of local characteristics, preserving or enhance local character and respecting the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p> <p>Development proposals should ensure attractive, safe and where appropriate vibrant streets which provide visual interest, particularly at street level and avoid blank walls.</p> <p>Development proposals should create safe and secure environments and reduce opportunities for crime and minimise the fear of crime. They should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.</p> <p>Development proposals for lighting schemes should not have a demonstrably harmful impact on residential amenity or biodiversity</p>
<p>DM02 - Development standards</p>	<p>Where appropriate, development will be expected to demonstrate compliance with the following nation and Londonwide standards supported by the guidance set out in the council' suite of Supplementary Planning Documents including By Design, Lifetime homes, Code for Sustainable Homes, BREEAM, wheelchair accessibility and minimum floor space.</p>
<p>DM13 - Community and Education uses</p>	<p>The loss of such uses will only be acceptable in exceptional circumstances. New community or education uses should be located in locations accessible to public transport, walking and cycling, preferably in town centres or local centres. They should not significantly impact free flow of traffic and road safety and will be expected to protect the amenity of residential properties.</p>
<p>DM17 - Travel Impact and Parking Standards</p>	<p>Sets out the policies on movement which are intended to contribute towards a safe, effective and efficient transport system.</p>

2. Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be

contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Recent legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at [www.thameswater.co.uk](http://www.thameswater.co.uk)

3. The applicant is advised that Wood Street is a Traffic Sensitive Road; deliveries during the construction period should not take place between 8.00 am-9.30 am and 4.30 pm-6.30 pm Monday to Saturday. Careful consideration must also be given to the optimum route(s) for construction traffic and the Environment and Operations should be consulted in this respect.
4. The applicant is also advised that the development is located on a Strategic Road Network (SRN) and is likely to cause disruption. The Traffic Management Act (2004) requires the Council to notify Transport for London (TfL) for implementation of construction works. The developer is expected to work with the Council to mitigate any adverse impact on public highway and would require TfL's approval before works can commence.
5. The costs of any associated works to public highway, including reinstatement works, will be borne by the applicants and may require the Applicant to enter into Section 278 Agreement under the Highways Act 1980.

## **1. MATERIAL CONSIDERATIONS**

### National Planning Policy Framework

The National Planning Policy Framework (NPPF) published on 27 March 2012 is a material consideration in planning decisions. Paragraph 2 states that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Paragraph 14 identifies a presumption in favour of sustainable development.

Twelve core land-use planning principles that under-pin both plan-making and decision-taking are set out in para. 17. These include:

- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs;
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;

- Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions;

Paragraph 32 states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, safe and suitable access to the site can be achieved for all people and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Para 36 states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

Good design is recognised in para. 56 as a key aspect of sustainable development, it is indivisible from good planning, and should contribute positively to making places better for people.

In para. 58 it is stated that planning decisions should, amongst other things, ensure that developments;

- Add to the quality of the area,
- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation,
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 64 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

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

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 policies: 3.17, 5.3, 5.13, 6.1, 6.3, 6.9, 6.13, 7.1, 7.2, 7.4, 7.6.

#### Relevant Unitary Development Plan Policies:

GSD, GCS1, GRoadNet, GParking, GBEEnv1, GBEEnv2, GBEEnv4, D1, D2, D5, M1, M2, M3, M6, M11, M12, M13, M14, CS10.

Sustainable Design and Construction SPD (June 2007)

The Three Strands Approach - Protection, Enhancement and Consolidated Growth

## Core Strategy (Adoption version) 2012

Barnet's emerging Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Until the Local Plan is complete, 183 policies within the adopted Unitary Development Plan (UDP) remain. The replacement of these 183 policies is set out in both the Core Strategy and Development Management Policies DPD.

The Core Strategy is now capable of adoption following receipt of the Inspector's Report in June 2012. The Inspector endorsed all the Council's modifications at EIP and found it sound and legally compliant. Therefore very significant weight should be given to the 16 policies in the CS. The National Planning Policy Framework (NPPF) (para 216) sets out the weight that can be given to emerging policies as a material consideration in the determination of planning applications.

Relevant Core Strategy Policies: CS NPPF, CS1, CS5, CS9, CS11.

## Development Management Policies (Adoption version) 2012

The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

Development Management Policies is now capable of adoption following receipt of the Inspector's Report in June 2012. The Inspector endorsed all the Council's modifications at EIP and found it sound and legally compliant. Therefore very significant weight should be given to the 18 policies in the DMP. The National Planning Policy Framework (NPPF) (para 216) sets out the weight that can be given to emerging policies as a material consideration in the determination of planning applications.

Relevant Development Management Policies: DM01, DM02, DM13, DM17.

## Relevant Planning History:

**Site Address:** Barnet General Hospital & Elmbank House Wellhouse Lane BARNET  
**Application Number:** N01070AH  
**Application Type:** Outline Application  
**Decision:** Approve with conditions  
**Decision Date:** 30/04/1998  
**Appeal Decision:** No Appeal Decision Applies  
**Appeal Decision Date:** No Appeal Decision Date exists  
**Proposal:** **Demolition of buildings and replacement with a building up to 4 storeys in height, ancillary buildings and associated car parking. Erection of temporary buildings during construction. Demolition of Elmbank :**

**Site Address:** Barnet General Hospital Wellhouse Lane BARNET  
**Application Number:** N01070S  
**Application Type:** Full Application  
**Decision:** Approve with conditions  
**Decision Date:** 11/04/1989  
**Appeal Decision:** No Appeal Decision Applies  
**Appeal Decision Date:** No Appeal Decision Date exists  
**Proposal:** **Construction of bus turn around facility and provision of associated landscaping.**

There have been numerous other applications in respect of extensions, new buildings etc.

#### Consultations and Views Expressed:

Neighbours Consulted: 682      Replies: 23 (19 objections, 2 letters of support, 2 letters with comments)  
Neighbours Wishing To Speak 4

The objections raised may be summarised as follows:

- Parking is already difficult
- The parking spaces are inadequate for the proposal
- The new extension will result in the loss of some parking spaces
- The newly renovated bus stop is already proving to be badly congested and overloaded
- Why not provide a multi-storey car park on site?
- The area proposed for the car park should be left as a green space wildlife haven
- People have to drive around the car parks for ages trying to find a space
- Ever increasing traffic flow is deleterious to the quality of the air and potentially harmful to trees
- Affect the quality of life for residents
- Has due consideration been given to the drainage of the site?
- Car parking charges are so high
- Parking tickets are issued to those who park in non designated areas
- Seems wrong to penalise people who cant park because of the inadequate parking
- Sometimes can't get out of driveways
- Vast amount of rubbish around the bus stops
- Closing date for comments was too soon

#### Internal /Other Consultations:

##### Greater London Authority

Under the terms of the Town & Country Planning (Mayor of London) Order 2008 the Greater London Authority has been notified as the application is within the thresholds of potential strategic importance to London. The application has been referred under the following category: development for a non-residential use which includes the provision of more than 200 car parking spaces.

The Mayor is due to review the proposal on 11th September 2012 and any responses will be reported at the meeting.

##### Transport for London

The comments received from TfL can be summarised as follows;

"In summary the following issues should be addressed for the proposal to be considered compliant with the transport policy of the London Plan:

- (a) Clarification required for additional trips generated resulting from the increased activities and car parking provision.
- (b) Undertaking a PERS audit and investigation of safe pedestrian routes to/from the site and investigate improvements to local bus stops;
- (c) Securing of CLP, DSP and Travel Plan via appropriate conditions;

- (d) Confirmation of disabled parking provision and electric vehicle charging points for the site.

In summary, TfL considers that the proposal does not comply with the London Plan in its current form and the likely impact to the transport network has not been clearly established. Therefore it is unable to support the proposal until the developer has addressed the issues raised above"

Green Spaces (inc Allotments)

No response received.

The Barnet Society

No response received.

Federation of Residents Associations in Barnet

No response received

Thames Water Devt Control

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

Barnet Residents Association

No response received

Queens Road Residents Association

No response received

Hadley Residents Association

No response received

Highways

Detailed comments within the planning appraisal however to summarise, subject to a number of conditions, they recommend approval of the application on highways grounds

Access in Barnet

How many spaces will be for blue badge holders?

What is the gradient and the width of the approach ramps and will there be rails on each side?

There should be a change of surface before the entrance lobby and the reception area.

Presume the WC off the reception area is an accessible area for wheelchair users

How many rooms/en-suite facilities will be provided for disabled users?

A space for a 'changing place' is not marked. There should be one.



Date of Site Notice:

14 June 2012

## **2. PLANNING APPRAISAL**

### Site Description and Surroundings:

The application site relates to Barnet General Hospital which is located on the southern side of Wellhouse Lane. The hospital provides both inpatient and outpatient services.

Over the years, the hospital has undergone a large redevelopment in two stages. The building constructed as part of the first stage was opened in 1997 and provides surgical wards, ITU and Day Surgery, A&E, Theatres and Maternity services. The second stage was then built and was officially opened in February 2002. There are a large number of other buildings on the site which provide support services.

The hospital is located approximately 1km from Chipping Barnet Town Centre and has an area of 35,740 sqm. There are a total of 459 patient beds. The site currently employs 1882 equivalent full time staff.

There is an area of fallow, overgrown land to the north east of the site, adjacent to No.5 Wellhouse Lane.

This large site is bounded by mainly residential properties. The properties on Wood Street and Queens Road to the north of the site are generally large detached and semi-detached dwellings, with the northern side of Wood Street being within the Wood Street Conservation Area. Properties in West End Land to the southeast of the site are predominantly two storey terraced dwellings. The properties to the southwest further along Wellhouse Lane and Wellside Close are two storey semi-detached dwellings.

There are a number of accesses to the hospital site, all off Wellhouse Lane. There is a bus stop located outside of the hospital with a turning area. There are a number of car parks on the site, including a large car park on the western part of the site, located close to the main hospital building which is for visitor parking. A separate staff car park is accessed directly from Bells Hill and Wellhouse Lane.

The site has a Public Transport Accessibility Level (PTAL) of 2. This rating measures the amount of public transport service available with 6 being the highest level of accessibility.

There are parking restrictions on Wellhouse Lane close to the hospital and a Controlled Parking Zone covering parts of Wood Street and roads to the east of Wood Street. However the majority of roads around the hospital are uncontrolled.

### Proposal:

This application seeks consent for the enlargement of existing A&E Department involving single storey extension to provide a Resuscitation Unit; single storey courtyard infill to provide Paediatric Assessment Unit with 3no. rooflights and new staircase; single storey courtyard infill to provide Clinical Decision Unit with 4no. rooflights and a new two storey extension with a canopy to provide Obstetrics & Midwifery-Led Birthing Units. As part of the proposal, 2no. new ambulance bays will be created and 202 additional parking spaces will be provided on site.

The single storey extension to the existing A&E department on the northwestern part of the hospital closest to Wellhouse Lane would be 8.2m wide, 20.8m deep and 4.6m high.

The single storey courtyard infill extension to provide Paediatric Assessment Unit would be 16.4m wide and 20.1m long. This extension would infill the courtyard in the centre of the hospital building, and, 3no rooflights are proposed within the flat roof of the extension. A new external staircase is proposed leading from the flat roof of this extension. Neither the extension or the staircase will be publicly visible..

The single storey courtyard infill to provide a Clinical Decision Unit would be 16.4m wide and 22.1m long. Again as this extension will infill an existing courtyard within the centre of the building, it will be only visible when within the extension. 2no rooflights are proposed within the flat roof of the extension.

The two storey extension with a canopy to provide Obstetrics and Midwifery-Led birthing units will be 32.4m wide (including entrance lobby) and 22.4m deep (including stairwell). It would be 11.4m high to the ridge, 7m to the eaves and would be of a similar design with similar detailing to that of the main hospital building. As a result of this extension, 19 parking spaces will be lost. There will be also be some landscaping works including the provision of ramped access as a result of the loss of the existing ramped access.

The new ambulance bays to be provided on an existing landscaped area to the front of the A&E Department.

The new car park is to be provided on part of an area of fallow, overgrown land to the northeast of the main hospital building. This land is currently fenced off. This car park will provide 200 additional spaces. A further 24 spaces are to be provided within the existing car parks on the site including 2 disabled spaces created through the conversion of 1.5 existing standard bays. As a result of the loss of the 19 parking spaces because of the two storey extension and the creation of the disabled spaces, this means that there will be a provision of 202 additional parking spaces on the site.

The vehicular accesses will remain as existing with the exception that a new entrance and exit will be formed for the new car parking area.

### Planning Considerations:

- Principle of development
- Intensification of use and highway safety and parking provision
- Impact on the street scene
- Impact on the residential amenity of adjoining properties

### **Principle of development**

Both the London Plan and the UDP recognise that the provision of health care facilities are required in order to accommodate growth in the need for services.

Part of the Barnet, Enfield and Haringey Clinical Strategy includes a re-organisation of the provision of acute services across the Barnet, Enfield and Haringey health communities, part of which will see significant changes in the services delivered at Chase Farm Hospital in Enfield. Following a consultation on a number of options in taking the changes forward, a preferred option was agreed. This option results in planned care being concentrated at Chase Farm Hospital, with some planned surgery moving from both the North Middlesex and Barnet Hospitals. In addition, this

option focuses Emergency services at Barnet and North Middlesex Hospitals, with both needing to expand Maternity and Emergency services to cope with the expected activity transferring from Chase Farm Hospital.

The proposals therefore would result in the provision of new modern healthcare facilities to cater for the needs of current and future populations which is consistent with Policy GCS1 which seeks to ensure that an adequate supply of buildings are available for health facilities to meet the needs of the residents in the borough.

Given that the site is currently occupied by a hospital, the principle of extensions to the existing hospital is considered to be acceptable.

### **Intensification of use**

The site is currently home to a hospital use and a wide range of services are currently delivered at Barnet General. As a result of the enlargement of certain departments in the hospital there will be an increase in the number of activities and services offered to people which include:

- Inpatients - medicine, surgery, maternity and paediatrics
- Outpatients
- A&E visitors

The increase in the accommodation is as follows:

- Within the Midwifery-Led birthing centre, five birthing suites are proposed. Three rooms will have birthing pools to further support patient choice.
- Neonatal cot spaces will be increased to 30, including four transitional cots.
- Antenatal and postnatal bed numbers are increased to a total of 54; 48 located within two adjacent 24-bed ward templates.
- Five new Obstetrician-led delivery suites together with ancillary accommodation
- Existing High Dependency Unit (HDU) bay is increased in size to provide three bays.

The London Plan recognises that London's health service is vital to maintaining London as an exemplary, sustainable world city; improve the health of local populations and narrow inequalities in health. The London Plan highlights the need to safeguard healthcare sites and that new sites need to be identified to meet additional demands and changes in provision.

A key guiding principle of the adopted UDP and the Boroughs corporate plan is to sustain the boroughs communities. Para 2.21 of the UDP states 'Adequate provision of education, health and welfare services will be needed to meet the requirements of Barnet's diverse communities.'

UDP Policy CS10 advocates that proposals to develop expand healthcare facilities will be permitted where they:

- are easily accessible by public transport, walking and cycling;
- would not have a demonstrably harmful impact on the character of the surrounding area or the amenities of nearby residential properties and other uses;
- If in a town centre location, would not be situated within a primary retail frontage; and
- are designed to be accessible by people with disabilities.

Policy CS11 of the Local Plan (Core Strategy) states, amongst other things:-

"Policy CS11 - Improving health and well being in Barnet. We will improve health and well-being in Barnet by:

- supporting the plans of NHS Barnet and from 2013 its successor bodies (including GP Consortiums) to deliver modern primary and community care and to commission other health care services."

Policy DM13 of the Local Plan (Development Management Policies) states in part:

"b. New community or educational uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres.

New community or educational uses should ensure that there is no significant impact on the free flow of traffic and road safety. new community or educational uses will be expected to protect the amenity of residential properties."

The healthcare use of this site is well established. It is therefore considered that the principle of health care provision in this location is acceptable.

Due to the existing hospital the noise and disturbance generated by its activities already form part of the character of the area. The current proposal would see the erection of extensions and it is considered that there would not be a significant increase in noise and disturbance over and above the existing situation. The extensions would be of high quality and be suitably insulated so as to minimise noise transference for those within the building (in particular the ward areas) and conversely neighbouring properties, the nearest of which is some 180m to the northeast of the site (from the two storey extension) and 100m to the southwest in Wellside Close (from the A&E extension).

The site is not in a town centre location and therefore not within a primary retail frontage.

The proposals would result in the erection of extensions which would need to comply with Part M of the Building Regulations and be compliant with the Equality Act 2010. The proposed building would be fully accessible to people with disabilities.

The concerns regarding intensification therefore focus on the issue of accessibility of the site. Concerns have been raised by local residents regarding the impact of patients travelling to the site and in particular how this would impact on the local highways network.

Within the information provided by the applicants, an overall total increase in hospital activity of 6% is projected as a result of the increase in hospital activity. Staff employed at the site is projected by the applicant to increase to 2050 equivalent full time, which represents an increase of approximately 9%.in staff numbers.

A total of 920 parking spaces are currently provided at the hospital site in several car parking areas. 370 of these spaces are allocated for patient and visitor use and 550 for staff use.

The Transport Statement provides data regarding the existing parking demand for both visitor and staff parking based on surveys carried out by the applicant within the hospital's car park and on street parking in the surrounding public highways in the vicinity of the site.

In addition, Council's highways officers undertook two further surveys of the hospital's car park on 29 June 2012 and 25 July 2012 and one survey of the on-street car parking on 29 June 2012 in the vicinity of the site. These surveys identify the number of vehicles parked on street and within the hospital's car park areas, including vehicles parked outside marked bays in the car park and additional vehicles were observed driving in the car park looking for spaces. However it did not identify parking duration of on street parking or the number of staff vehicles parked in the visitors and patients car parks and Elmbank Car Park survey, which have been included in the applicant's surveys.

Both surveys are summarised below and show current parking pressures within the hospital car park areas as well as increase in on street parking as a result of hospital activities.

#### Patient and Visitor Parking

The applicant's surveys in the Transport Statement identified that at peak hours the car park is operating at capacity at peak times.

In addition most of the available spaces identified in the applicant's surveys were in car parking areas which serve specific departments of the hospital (e.g. mortuary ;renal).

The surveys carried out by the Council's highway officers indicate the main visitor and patient car parks were at full capacity at peak times with many additional vehicles parked outside marked out bays. However, these surveys do not identify staff parking within the visitor and patient car park areas.

The Transport Statement submitted by the applicant indicates that 55 spaces within the visitors and patients car parking areas were occupied by staff permit holders on the day of the survey. The proposals are to exclude all staff parking from the existing visitor and patient car park areas which will result in additional spaces being available in these car parks. This is to be managed via a Car Parking Management Plan, a condition for which has been recommended.

#### Staff Parking

The surveys submitted as part of the Transport Statement indicate that the main staff car park is operating at capacity at peak times. This is further demonstrated by the 55 staff parking in the visitor car park areas observed on the applicant's survey on 21 February 2012.

Independent surveys carried out by two local councillors on two separate days in July at peak time demonstrated that over 100 staff cars were parked in visitor and patient parking area.

The Council's officers survey confirms that there were no spare spaces in the main staff parking areas with additional vehicles parked outside of the marked bays.

#### Combined Patient and Visitor and Staff Parking Demand

The results of the applicant's surveys indicate that there is an existing parking problem at the hospital site with both the main visitor and staff car parks operating at full capacity during times of peak demand. This is further demonstrated by high

levels of on-street parking on the roads surrounding the hospital at times when the hospital car parks are operating at or near capacity.

The Transport Statement, identifies 214 cars parked for a short stay in roads in the vicinity of the hospital believed to be associated with the hospital. The Council's on street survey, shows that on roads in the immediate vicinity of the hospital, there is an increase of 153 vehicles parked at 10:00 am when compared to the 5:00 am survey. The on street parking at 5:00 am is believed to be associated with residents parking, therefore the difference of parking levels between 05:00 am and 10am provides an indication of levels of street parking associated with the hospital. The level of residential parking will have been reduced at 10:00 am by residents using their cars at that time and additional vehicles associated with the hospital may have parked in some of the spaces originally occupied by the cars of residents in the early morning.

The proposed parking demand as a result of the projected increase in site activity is discussed below.

#### Patient and Visitor Parking

The projected increase in site activity will result in additional demand for patient and visitor on-site parking that could be anticipated to be in the proportion to the increase in activity of 6% as set out in Table 1 of the applicants Transport Statement. This will result in an additional demand of 23 visitor and patients car parking spaces.

The proposed extension will also result in the loss of 19 spaces currently allocated for the existing maternity unit. Therefore an additional 42 spaces should be provided for Patient and Visitor parking.

#### Staff Parking

The Transport Statement predicts a staff increase from 1882 full time equivalent staff to 2050, which represents an increase of 9%, which would result in a requirement for 50 additional staff parking spaces.

The proposals are to create 22 additional spaces within the existing staff car parking area. The remaining 28 spaces for staff should therefore be provided in the new fallow land car park

The provision of 200 parking spaces located on the fallow overgrown land can accommodate the identified requirement of 42 visitors/patients spaces, 28 staff spaces and the additional 46 vehicles observed parked outside marked bays at 10 am in the Council's survey on 25 July 2012, totalling 116 spaces.

The findings of the on-street parking surveys of roads in the vicinity of the hospital are detailed in the Transport Statement. The Council officers have also carried out a separate on-street parking survey on the 29 June 2012.

The results of the Council's parking surveys indicate there is a clear concentration of parking on roads closer to the hospital and they indicate on-street parking peaks at 10am, which is when the hospital car parks are at capacity suggesting there is a clear relationship between the two.

The Transport Statement states there were observations of people walking to the hospital from parked cars on-street and vice versa, and that the peak part-day parking corresponds with the time when the hospital car parks are at capacity.

Both sets of parking surveys indicate on-street parking increases at times when the hospital car parks are operating at or near capacity. It is likely some visitors and staff

who cannot find a space within the hospital car parks at peak times are parking on the streets surrounding the hospital. The provision of the 200 proposed parking spaces in the fallow land allows for an element of spare capacity, which will allow staff and visitors who currently park on-street to find a space within the hospital car parks and can be expected to reduce the existing level of on street parking.

Taking into account the traffic surveys in the Transport Statement, there is a predicted increase approximately 1 extra vehicular movement every minute during the peak hours. It is considered that this level of additional traffic movement can be accommodated on the surrounding public highways.

A total of 25 disabled bays for patients and visitors and 13 disabled bays for staff use are proposed. The total number of disabled parking spaces for staff and visitors/patients is acceptable on highways grounds. As mentioned previously, the applicant will be required to provide a Car Parking Management Plan detailing the revised allocation of parking spaces in this car park, including the location and number of disabled spaces as well as electric vehicle charging points.

A condition should be included for a Travel Plan to be provided before the site is occupied. In order to ensure that the objectives of the proposed Travel Plan are met a 'Monitoring Contribution' will be required. The monitoring contribution will be agreed with the planning Authority when details of the proposed Travel Plan are submitted. In addition a Travel Plan Champion for the travel plan must be appointed.

The Travel Plan should include a Pedestrian Environment Review System audit or similar assessment of the route between the site and bus stops in the vicinity of the site.

The Travel Plan should be reviewed every other year in accordance with the targets set out in the Travel Plan. The Travel Plan reviews should also include a review of the Cycle Parking usage and additional cycling facilities should be provided if required.

Comments have been received from TfL during the course of the application. These comments raise concerns regarding a number of elements of the scheme.

The comments have been reviewed by the Council's Highways team -

- (a) Clarification required for additional trips generated resulting from the increased activities and car parking provision.
- (b) Undertaking a PERS audit and investigation of safe pedestrian routes to/from the site and investigate improvements to local bus stops;
- (c) Securing of CLP, DSP and Travel Plan via appropriate conditions;
- (d) Confirmation of disabled parking provision and electric vehicle charging points for the site.'

Council's comments on the above issues;

- The number of additional trips were estimated in the applicant's Transport Statement dated 29 March 2012 based on the surveyed car trip generation into the development at peak hours (08:00 to 09:00 and 17:00-18:00), shown

on Table 5 Entry and Exit Parking Accumulation Figures. Vehicle trips to the hospital at these times are dominated by staff related traffic movements and therefore are expected to increase in line with the percentage of staff numbers increase – 9% (from 1882 to 2050 equivalent full time) as per the latest staff increase projections on the Supplementary Transport Note dated 29 August 2012,

It is expected that the spare parking capacity in the proposed new car park will reduce the existing high level of the on-street parking in the surrounding roads observed in the Council's and applicant's surveys.

Therefore it is anticipated that a large proportion of vehicle trips to the new proposed car park will consist of existing trips to the area from vehicles which currently park on-street.

- (a) It is considered that the existing pedestrian routes from the site to bus stops in the vicinity of the site are satisfactory and improvements to these routes cannot be justified by the expected increase of pedestrian trips associated with the hospital. The Council carries out routine inspections to identify locations required to be included on the Council's maintenance programs.

A review of these pedestrian routes has also been requested to be included in the required Travel Plan and specified on the Travel Plan condition.

- (c) A Demolition and Construction Management Plan condition has been included in the Council's highways recommendations. A Delivery Strategy Plan has not been requested as there are existing delivering arrangements for the site, and therefore it was not considered necessary.
- (d) The applicant will be required to provide the number and location of disabled parking spaces and electric vehicle charging as part of the condition for submission of parking.

### **Impact on the streetscene**

Policy 7.4 of the London Plan sets out the strategic framework when considering the issue of local character. It states that development should have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features.

At a local level the policies within the UDP seek high quality design in all new development which is in keeping with the council's objectives of sustainable development and ensures community safety (policies GBEnv2 and D1 and D2).

Whilst the site is surrounded by residential properties, the buildings within the site are not largely visible unless within the site or travelling down Wellhouse Lane. The extensions have been designed to reflect the current style and design of the existing hospital buildings. This style and design fully reflects the health use of the building and no objections are raised in respect to the design and style of the extensions. The extensions would be subordinate additions. The courtyard infill extensions are not visible from outside of the building and the two storey maternity extension is not considered to be overly dominant or prominent when viewed as part of the overall building.



The proposal is therefore considered to comply with the advice contained within the London Plan and Policies D1 and D2 of the adopted UDP.

### **Impact on the residential amenity of adjoining properties**

The issues of the intensification of the use and impact on the local road network have already been considered. This section is therefore considering the impact of the extensions and the car park on residential amenity.

#### **Visual Impact:**

The impact of the extensions on neighbouring properties would not be appreciable as a result of the siting of the extensions and the visibility of the site itself. The infill extensions will not extend any closer to the residential properties and are contained within the centre of the site, maintaining the existing separation distances.

The two storey maternity extension would extend further forward of the main hospital building but only marginally, maintaining a separation distance of approximately 100m between the extension and properties in West End Lane (nearest residential property which adjoins the site).

#### **Noise and Disturbance:**

The site has the potential to generate a noise nuisance to adjoining residents both from activities carried out within the site and from people entering/exiting the site and dispersing into the surrounding area. However, as already highlighted this must be balanced against the noise and disturbance generated by the existing hospital and its activities which already form part of the character of the area. The extensions will enlarge an existing hospital and built to modern standards. There have been no complaints in respect of noise and disturbance emanating from the building itself and so whilst the extensions will see an increase in activity, they will not result in a significant increase in noise on this site.

The car park is not considered to cause undue noise and disturbance to those living close to the site. The nearest residential property would be some 30m to the southwest in West End Lane. As the southern part of the site is already used for parking and the car park would lead off the existing spine road, the car park will not see the introduction of vehicular activity in this part of the site given the existing spine road. As such, vehicle noise already arises from this site and the additional parking spaces are not considered to result in a significant increase in this.

The additional parking spaces which are to be accommodated within the existing car parks will not cause a significant increase in vehicle noise by virtue of being located within existing car parks.

The additional car parking spaces would allow more cars to be parked within the hospital site and less cars parked on surrounding residential roads. This would be an improvement to neighbouring residents.

The proposals are therefore not considered to detrimentally harm the amenity of existing residents in accordance with national and strategic guidance and policies ENV12 and D5 of the adopted UDP.

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

Considered to have been dealt with in the planning appraisal.

#### **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 proposal would see the erection of appropriately and sensitively designed extensions to allow for the implementation of the BCH Strategy. The extensions are considered to harmonise with the existing building and would be in keeping with the built form on site.

The proposal is considered to safeguard residential amenity.

Current car parking at the hospital is inadequate. Additional car parking on site is proposed to address this issue. Furthermore, whilst it is acknowledged that the development will intensify the use by virtue of consolidating services, the provision of additional parking spaces and subject to compliance with the conditions, particularly the Travel Plan requirement, the proposed development is not considered to have an adverse impact on the free flow of traffic or on the surrounding highway network.

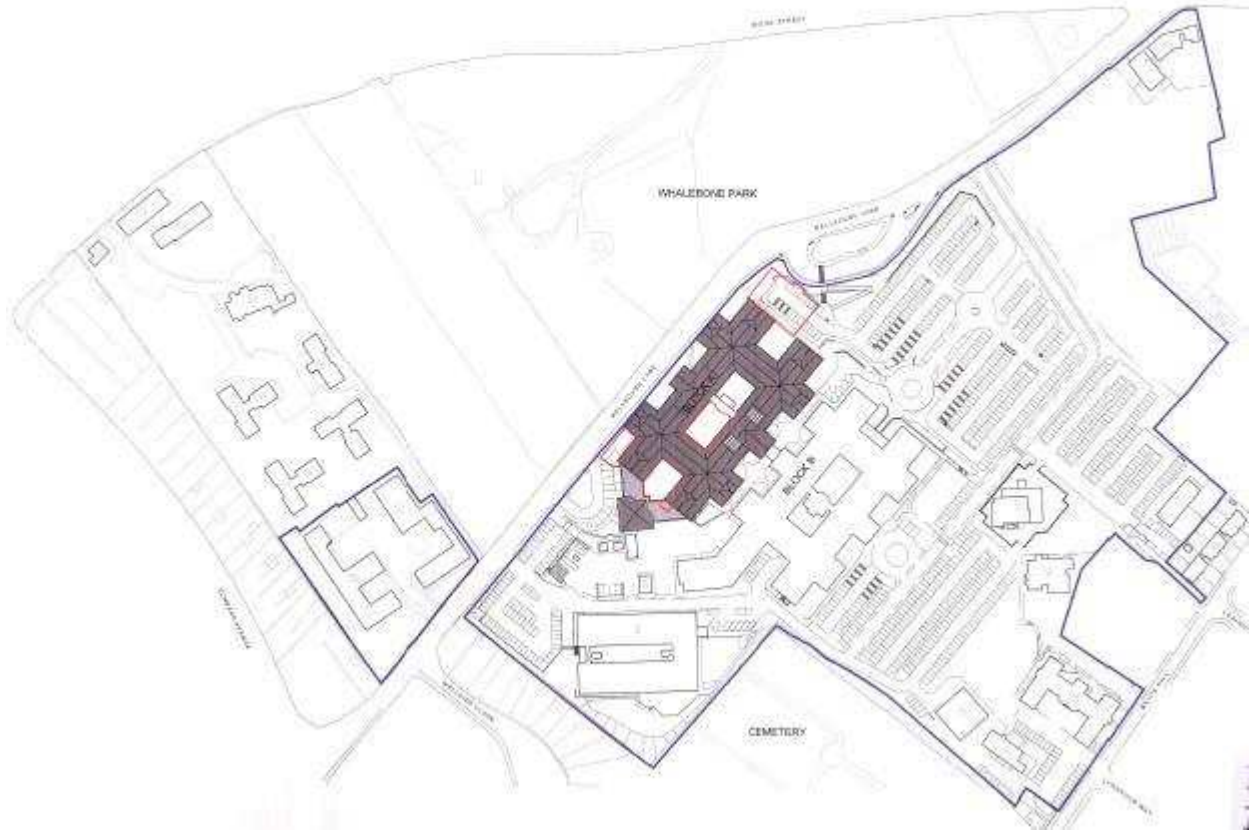
The proposals are considered to be in conformity with the adopted UDP, the emerging Local Plan, the London Plan and national planning guidance.

**SITE LOCATION PLAN:**  
Barnet, Herts, EN5 3DJ

**Barnet General Hospital, Wellhouse Lane,**

**REFERENCE:**

**B/01347/12**



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