

LOCATION: 1-17 Cromwell Close Garages, Cromwell Close, London, N2
OLL

REFERENCE: F/02048/14

Received: 17 April 2014

Accepted: 23 April 2014

WARD(S): East Finchley

Expiry: 18 June 2014

Final Revisions:

APPLICANT: Mr M Klotz

PROPOSAL: New rise and fall barrier at the entrance of the Cromwell Close garages.

RECOMMENDATION: Approve Subject to Conditions

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

Site Location Plan; CC100B; Design and Access Statement with Supplement (dated 30th June 2014); Expert Security UK Automatic Security Bollard and Remote Fob System Specification

Reason:

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

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

Reason:

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

INFORMATIVE(S):

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

1. MATERIAL CONSIDERATIONS

National Planning Policy Framework

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

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

The NPPF states that "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

The Mayor's London Plan July 2011

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 and is recognised in the NPPF as part of the development plan.

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.

The Mayor's Housing Supplementary Planning Guidance (November 2012) provides guidance on how to implement the housing policies in the London Plan.

Relevant Local Plan (2012) Policies

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

Relevant Core Strategy DPD (2012): Policies CS NPPF, CS1, CS5.

Relevant Development Management DPD (2012): Policies DM01, DM02.

Supplementary Planning Documents and Guidance

- The Residential Design Guidance SPD (2013) and
- Sustainable Design and Construction SPD (2013)

Relevant Planning History:
None

Consultations and Views Expressed:

Neighbours Consulted:	23	Replies:	20
Neighbours Wishing To Speak	1		

The objections raised may be summarised as follows:

- Scale and appearance
- Inappropriate
- Not in keeping / character
- Single pole in the ground would be sufficient
- Unnecessary
- Provide ease of access for turning vehicles (ambulances, deliveries, elderly and disabled)
- Negatively reflect on property values
- Barrier unsuitable as for medium to high usage car parks / commercial areas not residential
- Too large
- Eye sore
- Visual intrusion
- Block access to front door from footpath
- Undesirable
- Noise increase to adjacent flats from people waiting for barrier to rise
- What happens if key to barrier is lost
- What happens if barrier is defective / malfunctions
- Visual pollution
- Detrimental impact on community spirit

2. PLANNING APPRAISAL

Site Description and Surroundings:

The application site is located at the end of Cromwell Close, within the East Finchley

ward to the east of the Borough.

Cromwell Close is a small residential cul-de-sac located off East End Road developed in 1960. At the end of the Close there is access to a hard-surfaced area with 17 garages located around the perimeter. The approximate area of the site is 740m².

Proposal:

This application seeks consent for a rise and fall barrier, in the form of single electrical bollard (500mm by 115mm) at the entrance of the Cromwell Close garage court.

The bollard will be centrally located on the access drive, 7.29m from the edge of the footpath.

The bollard is proposed to stop illegal parking and dumping, add security to the individual garage owners and prevent the further deterioration of the garage court surface (along with manholes and gulleys) due to damage done by lorries turning on the garage court. In addition, the bollard is proposed to show that the garage court area is private and that there is control and management of it. Each garage owner will be provided with their own remote control fob, with a spare provided for emergencies. In case of electrical failure, the bollards screw mechanism and gravity ensure the bollard recedes into the ground, re-erecting itself when the power supply restarts.

Originally the parking barrier proposed consisted of metal box with attached pole across the access road to the garages.

The scheme has now been amended to propose a single security bollard located centrally in the middle of the access road, which can rise and fall into the ground.

To serve the bollard the electricity supply will be taken via underground ducted cabling from the Electricity Mains located on the public footpath running alongside the Eastern side of the garage court to a meter box located at the side of the garages adjacent to the flower bed and on to the proposed bollard.

Planning Considerations:

The main issues in this case are considered to be covered under **two** main areas:

- Whether harm would be caused to the character and appearance of the existing site, the street scene and the wider locality
- Whether harm would be caused to the living conditions of neighbouring residents;

Policy DM01 of the Development Management Policies (Adopted) 2012 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers.

Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

As amended the proposed rise and fall bollard is no longer considered to present any visual detriment to the character and appearance of the application site. The single bollard offers a more discreet solution and is proposed in a dark colour with a reflective stripe which will not detract from the site when compared to the previous yellow painted barrier.

There is considered to be no harm caused to the living conditions of neighbouring residents as a result of the proposal. Its location, 7.29m away from the footpath ensures that no vehicle will need to wait within the Close for the barrier to move, thus preventing unnecessary congestion for residents.

3. COMMENTS ON GROUNDS OF OBJECTIONS

The comments made by objectors are noted. However, the scheme has been amended to show a less visually detrimental proposal which is considered to be less harmful to the amenities of neighbouring occupiers than that originally proposed.

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

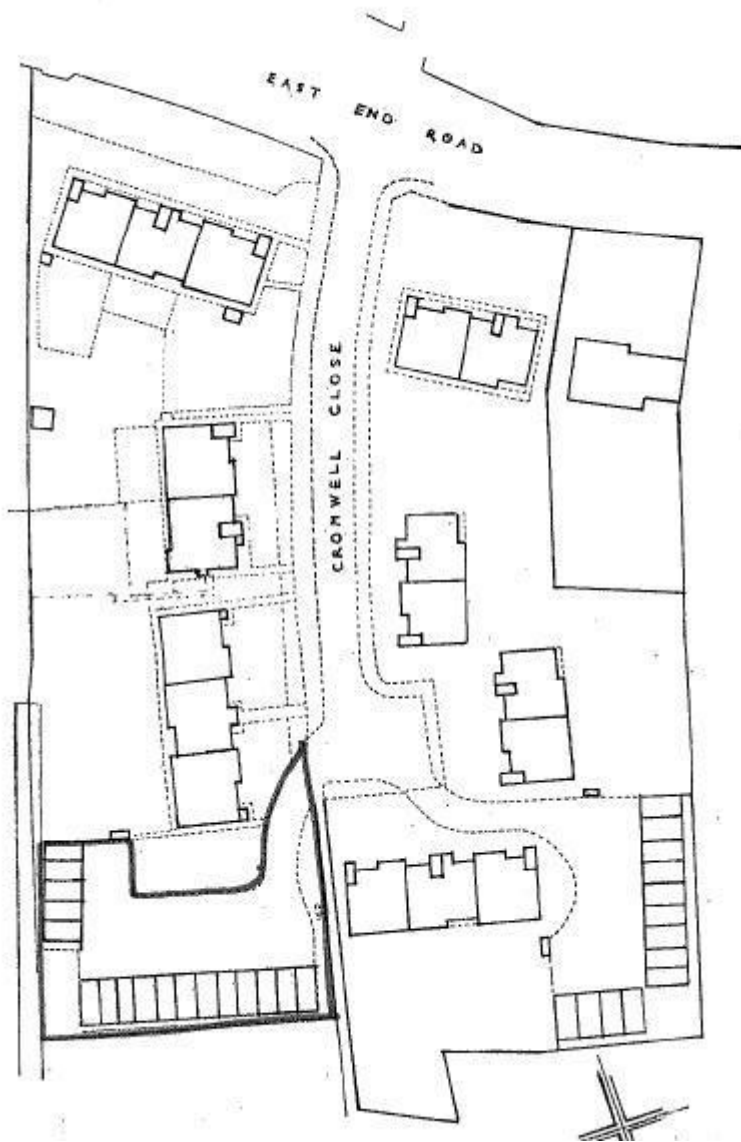
Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, this proposal complies with the Adopted Local Plan policies and would be in keeping with the character and appearance of the surrounding area. It is not considered to have a detrimental impact on the residential amenities of neighbouring occupiers. This application is therefore recommended for **APPROVAL**.

SITE LOCATION PLAN:
London, N2 0LL

1-17 Cromwell Close Garages, Cromwell Close,

REFERENCE:

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