

**Location**                      **Barnet General Hospital Wellhouse Lane Barnet EN5 3DJ**

**Reference:**                      **17/6519/RCU**                      Received: 13th October 2017

Accepted: 31st October 2017

Ward:                              Underhill                              Expiry 26th December 2017

Applicant:                      C/O Agent

Proposal:                      Change of use of cycle lane (retrospective) to provide additional 26 car parking spaces, retention of porta-cabin on a temporary basis, and subsequent re-provision of 20 car parking spaces

**Recommendation:** Approve subject to conditions

AND the Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan, 70037771-SK-01 Rev D, RFH-BGH-PC-001, RFH-BGH-PC-002, RFH-BGH-PC-003, RFH-BGH-PC-004, RFH-BGH-PC-005, RFH-BGH-PC-006, RFH-BGH-PC-007.

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 CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

- 2 The porta-cabin hereby permitted is granted for a temporary period only expiring 5 years from the date of this permission. On or before this date, the porta-cabin carried out in pursuance of this permission shall be removed from the site and the land restored to its former condition in accordance with a scheme which shall have been previously submitted to and been approved in writing by the Local Planning Authority.

Reason: The use hereby approved is not considered suitable as a permanent form of development due to the temporary nature of the construction.

**Informative(s):**

- 1 In accordance with paragraphs 186-187, 188-195 and 196-198 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

## **Officer's Assessment**

### **1. Site Description**

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.

### **2. Site History**

Application Number: B/03959/12

Site Address: Barnet General Hospital, Wellhouse Lane, Barnet, Herts, EN5 3DJ

Decision: Approve

Decision Date: 08/02/2013

Description: Submission of details of condition No.9 (temporary parking arrangements) pursuant to planning permission Ref: B/01347/12 dated: 19/9/2012.

Application Number: B/01347/12

Site Address: Barnet General Hospital, Wellhouse Lane, Barnet, Herts, EN5 3DJ

Decision: Approve with conditions

Decision Date: 26/09/2012

Description: 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

Application Number: N01070AH

Site Address: Barnet General Hospital & Elmbank House Wellhouse Lane BARNET

Decision: Approve with conditions

Decision Date: 30/04/1998

Description: 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.

Application Number: N01070S

Site Address: Barnet General Hospital Wellhouse Lane BARNET

Decision: Approve with conditions

Decision Date: 11/04/1989

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 on this site.

### **3. Proposal**

This application seeks planning permission for the change of use of cycle lane (retrospective) to provide additional 26 car parking spaces, retention of porta-cabin on a temporary basis, and subsequent re-provision of 20 car parking spaces.

This application is part retrospective following notification from the LPA that there had been a breach in planning permission as the porta-cabin located in Car Park A was conditioned to be removed following a phased completion of the extensions to the hospital in November 2013. The porta-cabin remains on site today and subsequently removes the provision of 20 parking spaces. Furthermore, an additional 26 car parking spaces have been provided within the car park through the conversion of an internal cycle lane. An additional of 20 car parking spaces are also provided through reconfiguration of the existing car park layout.

### **4. Public Consultation**

Consultation letters were sent to 51 neighbouring properties.  
0 responses have been received.

Greater London Authority - No comment.

### **5. Planning Considerations**

#### **5.1 Policy Context**

National Planning Policy Framework and National Planning Practice Guidance

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 2016

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 2050. 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.

#### Draft London Plan 2017

Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the 2016 London Plan.

#### Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5, CS9, CS11.
- Relevant Development Management Policies: DM01, DM02, DM13, DM17.

The Council's approach to development as set out in Policy DM01 is to minimise their impact on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 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.

#### Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

- Sets out information for applicants to help them design an extension to their property which would receive favourable consideration by the Local Planning Authority and was the subject of separate public consultation. The SPD states that large areas of Barnet are characterised by relatively low density suburban housing with an attractive mixture of terrace, semi-detached and detached houses. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene.
- States that extensions should normally be subordinate to the original building, respect the original building and should not be overly dominant. Extensions should normally be consistent in regard to the form, scale and architectural style of the original building which can be achieved through respecting the proportions of the existing house and using an appropriate roof form.
- In respect of amenity, states that extensions should not be overbearing or unduly obtrusive and care should be taken to ensure that they do not result in harmful loss of outlook, appear overbearing, or cause an increased sense of enclosure to adjoining properties. They should not reduce light to neighbouring windows to habitable rooms or cause significant overshadowing, and should not look out of place, overbearing or intrusive when viewed from surrounding areas.

Sustainable Design and Construction SPD (adopted October 2016)

- Provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet.

## **5.2 Main issues for consideration**

The main issues for consideration in this case are:

- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents; and
- Whether harm would be caused to highways safety and parking provision.

## **5.3 Assessment of proposals**

As mentioned above in Section 2, planning permission (reference B/01347/12), was approved on the 26th September 2012 for development comprising of the following;

"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 story courtyard infill to provide Clinical Decision Unit with 4no. rooflights. New two storey extension with canopy to provide Obstetrics & Midwifery-Led Birthing Units. Creation of 2no. new ambulance bays and provision of 202 parking spaces".

Condition 9 attached to this permission required "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".

The approved Transitional Parking Plan under this condition details phasing and confirms the porta-cabin would be removed in November 2013. As explain above, the porta-cabin remains on site and upon this basis this condition has been breached. Consequently, this application seeks planning permission for the retention of porta-cabin on a temporary

basis, the change of use of a cycle lane (retrospective) to provide additional 26 car parking spaces and subsequent re-provision of 20 car parking spaces.

It should be noted that all the above works relating to the additional parking spaces have been implemented on site, the portacabins were implemented as part of the original application and this application seeks the retention of these temporarily for further 5 years.

### **Impact on the character and appearance of the property and general locality: (Principle)**

Any scheme for the site will need to respect the character and appearance of the local area, relate appropriately to the sites context and comply with development plan policies in these respects. This will include suitably addressing the requirements of development plan policies such as DM01, CS05 (both of the Barnet Local Plan), 7.4 and 7.6 (both of the London Plan).

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

The agent has confirmed that the porta-cabin within Car Park 1 is currently fully occupied by hospital staff tasked with reducing 'bed blockers'; and social workers employed by Barnet Council. The Trust have confirmed that there is no other space across the hospital site to accommodate these services, particularly as Thames House is not a long term viable option due to the condition of the building. Therefore, there is a need for this additional accommodation on the site due to limited alternative suitable space available elsewhere on the site.

The porta-cabin has been located within the site since 2008. It is located close to the main hospital building and the maternity ward and as such is viewed within the context of the site. The porta-cabin stands at two storeys in height, however its location adjacent to the raised bus interchange means that it neither dominates over nor competes with the surrounding buildings and does not appear incongruous in the context of the site.

As such, it is considered that the porta-cabin is acceptable to remain as a temporary solution to the lack of office space located on-site. The potacabins would be conditioned for a period of 5 years from the date of planning permission. After 5 years the portacabins are required to be removed from site permanently.

### **Impact on the amenities of neighbouring occupiers**

The porta-cabin will remain in situ as it currently is on site, and the relocation and additional parking spaces will be provided by reconfiguring an existing car park and conversion of the internal cycle lanes.

The impact of the extensions on neighbouring properties would not be appreciable as a result of the siting of the porta-cabin within the hospital grounds and the visibility of the site itself from the residential areas nearby.

The nearest residential properties which adjoins the site are the properties located in West End Lane. As such, a separation distance of over 100 metres will be maintained.

The additional parking spaces which are to be accommodated within the existing car parks and cycle lane 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. As such, this would be an improvement to neighbouring residents.

The proposal is considered to comply with policy DM01 of the adopted Local Plan and therefore is considered to have an acceptable impact on neighbouring amenities.

### **Impact on highway safety and parking**

This application seeks permission for the change of use of cycle lane (retrospective) to provide an additional 26 car parking spaces and re-provision of 20 car parking spaces for hospital users.

The Councils Highways Team considered this information submitted under previous applications (ref: B/01347/12 and B/03959/12), and were satisfied with the details provided.

The proposed arrangements will result in a sufficient level of parking being maintained across the site during the temporary use of the porta-cabin and an additional 20 spaces on the site. Therefore the increase in parking provision as a result of this application will help reduce parking pressures across the site.

As such, the proposal is not considered to cause harm to highways safety and parking on the site and therefore complies with policy DM17 of the adopted Local Plan.

### **5.4 Response to Public Consultation**

N/A

### **6. Equality and Diversity Issues**

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

### **7. Conclusion**

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, the proposed development would have an acceptable impact on the character and appearance of the application site, the street scene and the locality. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers or highway safety. This application is therefore recommended for APPROVAL.



Site Location Plan

