

**LOCATION:** Randall Court, Page Street, London, NW7 2NJ  
**REFERENCE:** H/01502/12 **Received:** 20 April 2012  
**Accepted:** 23 May 2012  
**WARD(S):** Mill Hill **Expiry:** 18 July 2012  
**Final Revisions:**

**APPLICANT:** Randall Court Residents Assw  
**PROPOSAL:** Installation of electric vehicle gates and pedestrian assess.

**RECOMMENDATION: Approve Subject to Conditions**

- 1 The development hereby permitted shall be carried out in accordance with the following approved plan numbers SDA/Randall/001rev A and Beta/Randall Ct/ 01rev A.and site location plan  
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 The siting, design and external appearance of the electronic vehicle gates and pedestrian gates hereby approved shall be implemented in accordance with the details and colour as approved.  
Reason:  
To ensure that the proposed development does not prejudice the appearance of the locality, the flow of traffic and conditions of general safety on the adjacent highway or the enjoyment of occupiers of Randall Court and neighbouring occupiers of their properties.

**INFORMATIVE(S):**

**1. MATERIAL CONSIDERATIONS**

National Planning Policy Framework

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

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

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

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

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

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

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 Unitary Development Plan Policies:

The statutory plan for the Borough is the Barnet UDP. This was adopted on 18 May 2006, replacing the original UDP adopted in 1991.

On 13 May 2009 the Secretary of State for Communities and Local Government issued a Direction "saving" 183 of the 234 policies within the UDP.

Relevant policies to this case: GBEnv1, GBEnv2, D1, D2, D5 , H27, M11, M12 and M13

The Council has also adopted (June 2007), following public consultation, a Supplementary Planning Document "Sustainable Design and Construction". The SPD provides detailed guidance that supplements policies in the Unitary Development Plan, and sets out how sustainable development will be delivered in Barnet. Part 6 of the SPD relates to generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards.

#### 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 (DAD). Until the Local Plan is complete, 183 policies within the adopted Unitary Development Plan (UP) 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 (Adoption version) 2012: CS NPPF, CS1, CS5 and CS9.

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 (Adoption version) 2012: DM01, DM02, DM04 and DM17.

### **Relevant Planning History:**

Application:	Planning	Number:	W/10237/E/02/TRE
Validated:	28/02/2002	Type:	TPO
Status:	DEC	Date:	09/05/2002
Summary:	APC	Case	Ms A Currell
		Officer:	

Description: 4x Lime - remove epicormic growth, deadwood and stubs; crown lift to statutory height over pavement. Standing in area A15 of TPO.

Site Address:	Copthall, Junction of Page Street and Bunns Lane NW7
Application Number:	W00223A
Application Type:	Full Application
Decision:	Approve with conditions
Decision Date:	03/10/1968
Appeal Decision:	No Appeal Decision Applies
Appeal Decision Date:	No Appeal Decision Date exists
Proposal:	24 flats and garages.
Case Officer:	

### **Consultations and Views Expressed:**

Neighbours Consulted:75      Replies:11  
Neighbours Wishing To Speak 3

### **The 7 letters of objection raised may be summarised as follows:**

- *Traffic, access, maintenance and parking*
- *Limited access entrance will cause back up problems on highway and more accidents if the electric gates system fails to work*
- *Noise impact on the flats close to the gates*
- *Will cause major problems for Elderly and Disabled residents in hearing or allow entry*
- *The view of Page Street to the left is invariably obscured by parking vehicles*
- *Incidents of incoming and outgoing vehicles meeting while waiting for the gates to open will exacerbate traffic difficulties caused on Page Street.*
- *accidents will occur in Page Street.*
- *Grounds of safety*
- *Health and safety issues due to the narrow curved one lane entrance to the block and proximity to Page Street which has fast moving traffic obscured by parked vehicles. .*
- *Scale, gates too large in appearance and out character with the area*
- *The exit from Randall Court on to Page Street is very close to a pedestrian crossing on a well used busy road*
- *The fears of illegal parking in the grounds as a result of redevelopment of Saracens RFC Cophall Stadium have no basis, the stadium provides suitable parking spaces for stadium users.*
- *Management issues such as PIN codes, swipe cards, keys etc to open the gates*
- *Main concern is no specifics on how the gates will be constructed*
- *having the gates on 24/7 or on a timer during Rugby matches for weekend will create various people problems*
- *Lack of detail*

### **The 4 letters of Support may be summarised as follows:**

- The gates are necessary for safety, protection deterrent against theft/burglary, unauthorised visitors
- Illegal parking as a result of Saracens Rugby Club 10,000 fans on match days. This used to happen on big events such as fireworks 5 November at the old stadium
- Vandalism to garages at Randall Court, break - ins and damage to vehicles
- Several unauthorised persons using the private gardens for public purposes, for example fly tipping in refuse bins,
- As a turn around for various vehicles
- Meeting point for youths ,and spoking behind the garages etc
- Prevent unauthorised mail being delivered
- The local Mill Hill Police said the gates will be an added protection for safety purposes
- Nearly every block of flats in the locality have electronic gates installed.
- The electronic gates would add value and security.
- No doubt the Premiership Rugby Club with regular attendances of more than 10,000 will significantly change the traffic and parking in the immediate vicinity
- One way to limit the personal damage to people living in Randall Court will be to

install the electronic gates to keep the fans out and prevent fans from parking in Randall Court.

Internal /Other Consultations:

Highways officers were consulted and raised no objection.

## **2. PLANNING APPRAISAL**

### **Site Description and Surroundings:**

The proposal site is known as "Randall Court" a three storey block of flats (No 1 - 24 ) with a court yard and parking areas to the rear of the block of flats situated on the western side of Page Street. The area is predominantly residential in character.

### **Proposal:**

The application seeks permission for the installation of electrically operated vehicle and pedestrian gates on the access in to Randall Court.

The proposed electronic gates would be 3.98m wide, 1.8m in height and sited more than 10m from the highway boundary with Page Street.

There would be two gates, each gate would be 1.73 m wide .

The pedestrian gate would be 0.9m wide and 1.8m in height.

The door entry unit would be 0.29m wide and 1.8m in height.

The width of the vehicular access and pedestrian footpath is 5.47m

### **Planning Considerations:**

#### ***Policy context***

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

- The living conditions of neighbouring residents;
- Whether harm would be caused to the character and appearance of the host property, the area and street scene, having regard to the size , design and siting of the proposal.
- *Whether the proposed installation of electronic gates would have an acceptable impact on highway safety*

General Policy GBEnv1 of the Unitary Development Plan (2006) aims to maintain and improve the character and quality of the environment.

Policies D1 and D2 of the Unitary Development Plan (2006) aims to ensure compatibility with the established character and architectural identity of existing and adjoining properties and the general location in terms of scale, design and impact on neighbouring properties. Established local character and townscape quality can be harmed by insensitive development, which is out of scale with and unrelated to the locality.

Part of policy D5 of the Unitary Development Plan (2006) requires new development

to safeguard outlook and light of neighbouring residential occupiers

Policy ENV 13 requires new developments to minimise the effect of noise through design, layout, landscaping and insulation will only be considered

Policy M11 - (Safety of Road Users) states that the Council will ensure that the safety of road users is taken fully in to account when considering development proposals.

Policy M12 - (Safety of Road Network) seeks to reduce accidents by refusing development proposal that unacceptably increase conflicting movements on the road network or increase the risk, or perceived risk, to vulnerable road users.

Policy M13 - States that developers are expected to provide safe and suitable access for all road users including pedestrians.

Policy DM01 of the Development Management Policies (Adoption version) 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 sets out the design standards for new development.

Policy DM04 states that proposals that are likely to generate unacceptable noise levels will not normally be permitted. Mitigation of noise impact through design, layout and insulation will be expected.

### **Impact on living conditions of neighbouring residents**

Given the size, height, design, siting and relationship with the host property "Randall Court" and adjacent neighbouring property No.145 Page Road, it is considered that there would be no appreciable adverse impact on the living conditions and amenity of the occupiers of either Randall Court or the adjacent neighbours residential amenity. The gates would be forward of the windows to flats on the flank of Randall Court. The adjoining property, 145 Page Street is at a higher level and the position of the gates is largely screened from that property by boundary screening. It is considered that any noise arising from use of the gates would not be such as to cause significant harm to residential amenity.

Although a number of residents object to the gates, some are in support, citing the advantages from restricting access to their parking area and the rear of the flats.

### **Impact on character and appearance of property and wider locality**

The gates would be set well back from the boundary of the property with Page Street and behind the main front elevation of Randall Court. Randall Court is at a lower level than the property, 145 Page Street to the north and the boundary between the two is well screened. Given this, it is considered that the gates will not be obtrusive within the streetscene and can be accommodated without causing harm to the

appearance of the property or the character and appearance of the streetscene.

**Whether the proposed installation of electronic gates would have an acceptable impact on highway safety**

The proposal is for the installation of electrically operated vehicle gates and pedestrian gates on the access in to Randall Court.

Some of the occupiers in Randall Court raised concerns about highway safety and accidents on Page Street, given poor entry/exist from the site on to the main road - they consider the access to Page Street to be unsafe as the access has a blind spot as a result of packed vehicles on the left side of Page Street. However the access itself already exists and is used by residents. The access gates would be set well back from the highway boundary and highways officers have no objection to the proposals.

It is considered that the proposal would not have a detrimental impact on highway safety or traffic congestion.

It is considered that the development would not adversely affect the residential amenity of the occupiers of Randall Court or impact on highway and traffic conditions as the Council's Highways officer considered that the position of the gates is in an acceptable location that will not create traffic issues on the adjacent Page Street.

The proposals would comply with the aforementioned policies and installation of the gates would have an acceptable impact highway safety, on the character and appearance of the streetscene, site property, general locality and the residential amenity of occupiers of Randall Court and neighbouring occupiers.

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

The objections and support are addressed in the report .

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

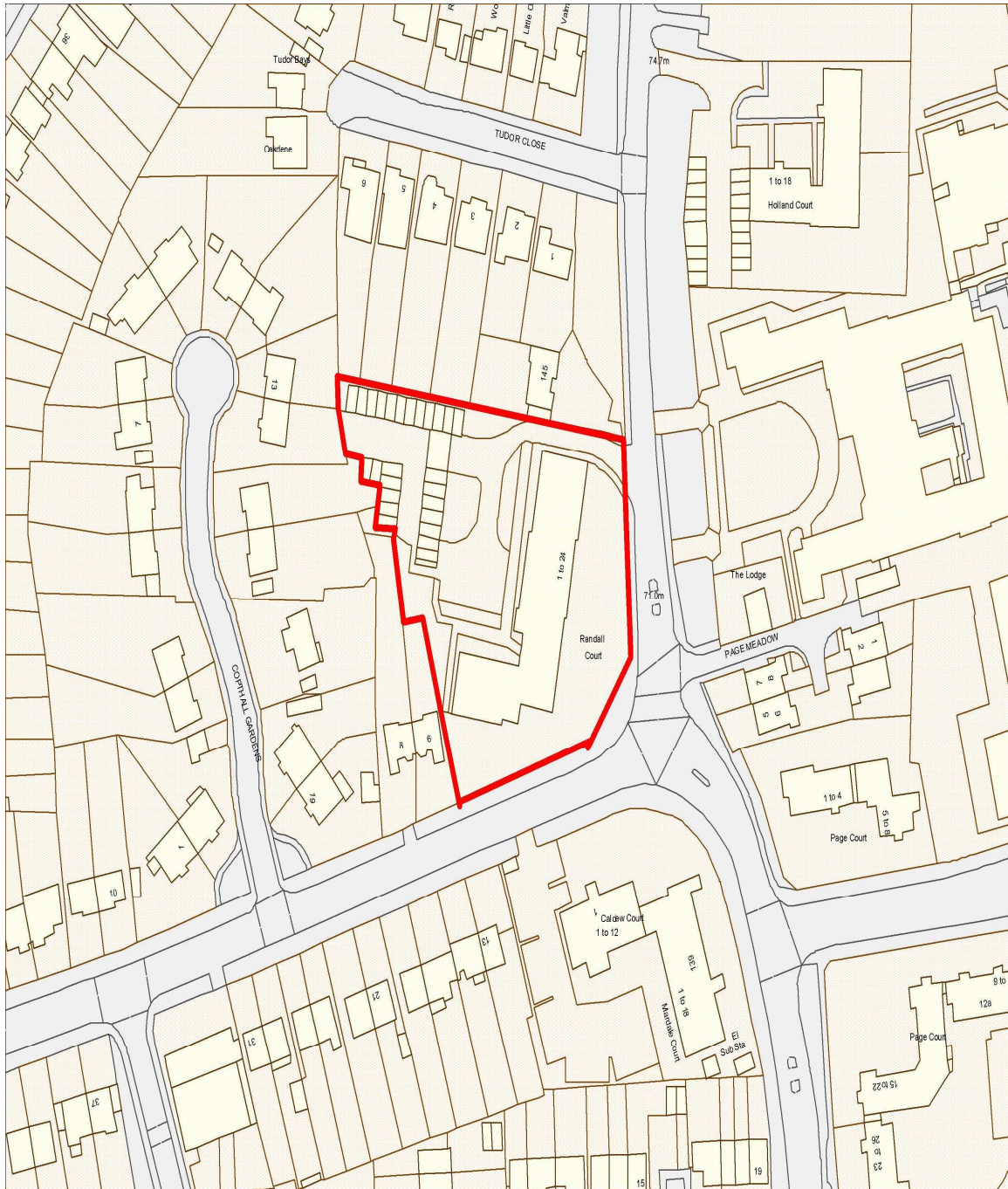
The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

### **5. CONCLUSION**

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, the proposed installation of the electronically operated gates complies with the Adopted Barnet UDP 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 the occupiers of Randall Court, the neighbouring occupiers, the adjacent highways and the street scene. This application is therefore recommended for **APPROVAL**.

**SITE LOCATION PLAN:            Randall Court, Page Street, London, NW7 2NJ**

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