

Location **Checknet And Durkan House 153-155 East Barnet Road Barnet
EN4 8QZ**

Reference: **16/2425/FUL** Received: 13th April 2016

Accepted: 22nd April 2016

Ward: East Barnet Expiry 17th June 2016

Applicant: Mr Costas Christou

Proposal: Ground floor rear extension with parking provisions at roof level,
formation of a 475sqm commercial unit (Class D2 use) at ground floor
level with associated shop front installation., reconfiguration of parking,
refuse and bicycle stores

Recommendation: Approve subject to conditions

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans: Sequential site assessment October 2016; road safety audit August 2016; alpha parking - parking survey report; multi modal TRICS; P172/15/002 RevA; 928/59 RevA; 928/51 RevA; 928/54 RevA; 928/58 RevA; 928/53 RevA; 928/56 RevB; 928/55 RevA; 928/57 RevA; 928/52 RevA; 928/56 RevA; 928/50; Tony Dolye planning - transport statement.

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

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

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

Reason: To safeguard the visual amenities of the building and surrounding area in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

- 4 Before the development hereby permitted is occupied; parking spaces shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 5 The approved development shall make provision for cycle parking and cycle storage facilities in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority. Such spaces shall be permanently retained thereafter.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 6 Notwithstanding the plans submitted, before development commences details of the layout, gradient and design of the access ramp to the podium car parking area and vertical clearances along the ramp and within the parking area shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out nor shall it be subsequently operated otherwise than in accordance with the approved details.

Reason: In the interests of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 7 Prior to the occupation of the development, a Maintenance Agreement for the operation of the car lifts [and shutters] must be submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the approved Agreement thereafter.

Reason: In the interests of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 8 Details of refuse collection must be submitted to and approved in writing by the Local Planning Authority. Refuse collection points should be located within 10 metres of the Public Highway, at ground floor level, otherwise, the development access needs to be designed and constructed to allow refuse vehicles to access the site and turn around within the site, including access road construction to adoptable standards. The applicant should sign a Waiver of Liability and Indemnity Agreement to indemnify the Council against any claims for damage caused to private roads arising from and/ or in connection with the collection of waste by the Council from the premises.

Reason: To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 9 Before the development hereby permitted is first brought into use the vehicular access shall allow for 2.4 metre by 2.4 metre pedestrian visibility splays to the left and to the right of the access from 2m setback from the back of footway and shall thereafter be maintained free of any visibility obstructions including fencing, planting of shrubs to provide clear visibility between heights of 0.6 metre and 1 metre above the level of the adjoining highway.

Reason: In the interests of highway and pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012

- 10 a) No development or site works shall take place on site until a 'Demolition & Construction Method Statement' has been submitted to and approved in writing by, the Local Planning Authority.

The Statement shall provide for: access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 5.21 of the London Plan (2015).

- 11 Before the development hereby permitted is occupied full details of the electric vehicle charging points to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for not less than 20% of the approved parking spaces to be provided with electric vehicle charging facilities and 20% passive for future use for residential spaces and 10% active and 10% passive for the gym use. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

Reason:

To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.

- 12 Prior to the commencement of the development hereby approved, details of any highways within each sub-phase to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

Reason: To ensure that adequate public access is provided throughout the development.

13 a) No development other than demolition works shall take place until details of all extraction and ventilation equipment to be installed as part of the development, including a technical report have been submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed using anti-vibration mounts. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy CS13 of the Local Plan Core Strategy (adopted September 2012).

14 The level of noise emitted from any plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2015.

15 a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2015.

16 a) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development hereby approved shall not be first occupied or brought into use until details of all acoustic walls, fencing and other acoustic barriers to be erected on the site have been submitted to the Local Planning Authority and approved in writing.

b) The details approved by this condition shall be implemented in their entirety prior to the commencement of the use or first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their homes in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy 7.15 of the London Plan 2015.

17 a) No development shall take place until details of mitigation measures to show how the development will be constructed/adapted so as to provide sufficient air borne and structure borne sound insulation against internally/externally generated noise and vibration has been submitted to and approved in writing by the Local Planning Authority.

This sound insulation shall ensure that the levels of noise generated from the gym use as measured within habitable rooms of the development shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The mitigation measures as approved under this condition shall be implemented in their entirety prior to the commencement of the use or first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of the residential properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and 7.15 of the London Plan 2015.

18 a) Development shall not begin until a scheme for protecting the proposed development from vibration, has been submitted to and approved in writing by the Local Planning Authority.

The vibration protection scheme shall include such combination of land separation, vibration control techniques and other measures, as may be approved by the Local Planning Authority, in the light of current guidance on vibration levels. The said scheme shall include such secure provision as will ensure that it endures for so long as the development is available for use and that any and all constituents parts are repaired and maintained and replaced in whole or in part so often as occasion may require.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic vibration in the immediate surroundings.

- 19 No deliveries shall be taken at or dispatched from the site on any Sunday, Bank or Public Holiday or before 8 am or after 8 p.m. on any other day.

Reason: To prevent the use causing an undue disturbance to occupiers of adjoining residential properties at unsocial hours of the day.

- 20 The building shall not be occupied until a means of vehicular access has been constructed in accordance with the approved plans.

Reason: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or conditions of general safety on the public highway and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 21 No music shall be played in association with the gym use hereby approved before 8 am or after 10 p.m. on any day.

Reason: To prevent the use causing an undue disturbance to occupiers of adjoining residential properties at unsocial hours of the day.

- 22 The premises shall be used for a gym and for no other purpose (including any other purpose in Class D2 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

- 23 Prior to occupation the applicant must submit highway works required on the public highway necessitated by development proposals for approval and works must be implemented to substantial completion.

Informative(s):

- 1 In accordance with paragraphs 186 and 187 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. A pre-application advice service is also offered. 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.

- 2 The applicant is advised that the East Barnet Road is 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 Friday. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development and Regulatory Services should be consulted in this respect.
- 3 The gradient for the proposed ramp leading to the podium parking area should have a gradient not steeper than 1:10 or in accordance with the guidelines in IStructE Design recommendations for multi-storey and underground car parks 3rd Edition.
- 4 The costs of any associated works to the public highway, including reinstatement works, will be borne by the applicants and may require the Applicant to enter into a 278 Agreement under the Highways Act 1980.
- 5 Works to facilitate the access will be included within a separate agreement with the Highways Authority under the Highways Act 1980.
- 6 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a £16625.00 payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has therefore been assessed at this time as liable for a £0 payment under Barnet CIL.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will

incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: cil@barnet.gov.uk.

Relief or Exemption from CIL:

If social housing or charitable relief applies to your development or your development falls within one of the following categories then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.

You can apply for relief or exemption under the following categories:

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.

3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk

Please visit

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil> for further details on exemption and relief.

Officer's Assessment

1. Site Description

The application site comprises an 'L' shaped 6 storey building. The building is located to the east of East Barnet Road and there are no special restrictions on site. The building has been subject to a prior notification for the conversion of the previous office space over the upper 5 storeys into residential accommodation comprising 30 self contained flats, works to implement this are significantly underway.

The site is bordered in the north by a health centre, to the south by residential dwellings, to the east by garages owned by the residents of nearby dwellings and to the west by East Barnet Road.

2. Site History

Reference: 15/01355/LIC

Address: Durkan House, 155 East Barnet Road, Barnet, EN4 8QZ

Decision: Exempt

Decision Date: 23 March 2015

Description: Removal and replacement of 6no existing antennas, the installation of 1 no new 300 mm dish and ancillary works thereto

Reference: 15/02019/FUL

Address: Durkan House, 155 East Barnet Road, Barnet, EN4 8QZ

Decision: Approved subject to conditions

Decision Date: 21 August 2015

Description: Front and rear extensions to upper floor levels including new balconies, re-cladding and associated alterations to fenestration. Installation of 2no. new entrance doors and canopies following removal of 2no. existing glass entrance foyers

Reference: 15/05447/NMA

Address: Durkan House, 155 East Barnet Road, Barnet, EN4 8QZ

Decision: Approved

Decision Date: 17 September 2015

Description: Non material amendment pursuant to planning permission 15/02019/FUL dated 27.07.2015 for 'Front and rear extensions to upper floor levels including new balconies, re-cladding and associated alterations to fenestration. Installation of 2 no. new entrance doors and canopies following removal of 2 no. existing glass entrance foyers'. Amendments include 'Reconfiguration of balconies and kitchens to flats'.

Reference: B/03924/11

Address: Durkan House, 155 East Barnet Road, Barnet, EN4 8QZ

Decision: Withdrawn

Decision Date: 20 September 2013

Description: Retention of change of use from sole B1 offices to mixed B1 and D1 use at first floor level.

3. Proposal

The application relates to a ground floor rear extension with parking provisions at roof level of the extension, formation of a 475sqm commercial unit (Class D2 use) at ground floor level with associated shop front installation., reconfiguration of parking, refuse and bicycle stores.

The proposal will involve the creation of a single storey rear extension which will occupy the full extent of the rear of the existing site. An existing electricity sub-station will be retained and as such the extension will have a depth of 12.7m on the side with the substation and 17m to the rear boundary. The proposal will have a width of 31.2m with a flat roof to facilitate the podium parking above. The solid brick wall height of the extension will be a maximum of 3.8m, this varies due to the slight level change across the site. The proposal also incorporates metal railings around the perimeter of the parking area, this will give the development including railings a maximum height of approximately 4.5m.

The D2 gym use will have a a floor area of approximately 475sqm.

The proposal will comprises as follows:

Existing Site Area = 1425m²

Proposed commercial unit = 475m²

Existing car parking spaces = 37 spaces

Proposed car parking spaces = 33 spaces

Existing bicycle storage capacity = 30 bicycles

Proposed bicycle storage capacity = 32 bicycles

4. Public Consultation

Consultation letters were sent to 47 neighbouring properties.

8 responses have been received, comprising 8 letters of objection.

The objections received can be summarised as follows:

Increased parking strain

Traffic and highways concerns.

No parking for customers

No restriction on opening hours for commercial unit.

Already a gym in the local area

Over-development of the site.

There should be time restrictions on commercial traffic

Large vehicles will not be able to deliver at the front of the site.

Design and Access statement lists the proposal as a retail unit but application indicated D2 usage.

Over-development by stealth by submission of multiple applications.

Return to a parking area would better serve the local residents.

To the rear of the site is a quiet residential area which would be impacted by the non-restricted use

Garages may be used for storage rather than parking.

No need for more retail unit as there are a number of empty shops in the area.

Parking across the neighbours drives

Increase noise/light pollution/litter

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.

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.
- Relevant Development Management Policies: DM01, DM02, DM04, DM11, DM17.

The Council's approach to development as set out in Policy DM01 is to minimise the 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

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:

- Principle of use
- 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
- Traffic and Parking
- Noise and disturbance

5.3 Assessment of proposals

Principle of use

The ground floor level of the block is proposed for D2 use in particular a gym. The Framework (paragraph 24) states that a sequential assessment needs to accompany planning applications for main town centre uses that are not in a centre and not in accordance with an up to date development plan.

The application has been accompanied by a sequential test. The scope of the sequential approach was agreed by the Council's policy officers taking into account the proposed floor area and the proposed use. 3 town centre sites have been considered and following an assessment of the documentation the policy team are satisfied with the information submitted and consider a D2 use but in particular a gym in this location to be acceptable.

Impact on the character of the area

The proposal involves the the creation of a rear extension to provide new commercial floorspace to facilitate the use as a gym. The proposed extension is considered to be acceptable and would not be harmful to the host building or surrounding area. It should be noted that the neighbouring medical centre also has a rearwards rear projection that occupies the full depth of the site. The proposal will not appear at odds with the surrounding area.

The proposed development includes a new podium level of parking which involves creating a new brick wall and metal railing to facilitate an additional level of parking. This is sited to the rear of the building and is not considered to result in any detrimental harm to the host property, the site of which it forms a part and the wider surrounding area.

Works to upgrade the main building have already been undertaken as part of the previous permissions at the site 15/02019/FUL and 15/05447/NMA.

Impact on the amenities of neighbours

The proposed extension is not considered to result in harm to the neighbouring residential occupiers. There are no residential units that directly back on to the site with the properties being set at an angle to the application site. As a result of the siting, height, rearward projection and design of the extension the proposal is not considered to result in harm to the neighbouring residential occupiers.

The impact on noise and disturbance as a result of the proposed use is covered under the environmental health considerations of this report.

Traffic and parking

The proposed alterations involve using the ground floor and undercroft parking area and converting it to D2 gym use. The loss of the car parking area will be mitigated through the increase in car parking area above the D2 gym use, which will be accessed via a car lift from the podium car parking area adjacent, and the additional 6 car parking spaces located to the rear which will be accessible from Crescent Rise.

The current application will provide 33 (25 for residents and 8 for the D2 gym) car parking spaces and 56 cycle parking spaces. In addition a new vehicle crossover point which will serve as access to the Durkan House side of the development. This has been assessed by highway officers and considered appropriate for the site. Concerns were initially raised that there may be some overspill of parking on to the street and it was asked that a parking survey be carried out within the evening between 18:00pm and 21:00pm where there is a peak demand of residential and gym parking. The parking survey showed that there was adequate capacity to cater for any additional car parking.

50 cycle spaces will be provided for residents and 6 cycle spaces for the gym in accordance with London Plan standards.

Highways officers have commented as follows:

"The works will include a new vehicle access point to accommodate the proposed new development resulting in vehicle movements onto East Barnet Road. The proposed access is in the form of a vehicular crossover into the development site and limited vehicle movements in and out of the site are expected due to the small size of the development that will provide 22 car parking spaces to the rear. To facilitate the new vehicular access crossover, it is proposed to relocate an informal crossing point adjacent to the access to aid pedestrians using the footway and crossing East Barnet Road. Existing tactile paving surfacing is in place to assist visually impaired pedestrians. Due to the proximity of Brookhill Road the applicant was asked to undertake a Stage 1 Road Safety Audit and this showed that the access would meet road safety requirements. The vehicle crossover and relocation of the informal crossing points will be progressed under a S278 Highway Agreement with the highway authority.

There is no highway objection to the development subject to conditions and informatives."

Environmental Health considerations

The Environmental Health team have considered the application and consider the proposal to be acceptable subject to conditions. In addition to a condition requiring the building to be sound insulated against internally and external lygenerated noise, it is also considered necessary to limit the hours of music being played from the gym to take into consideration the neighbouring residential occupiers. It is considered that the matters raised can be suitably addressed and mitigated through the use of conditions.

5.4 Response to Public Consultation

All planning related matters are considered to cover in the above appraisal.

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

The proposal is considered to accord with the requirements of the Development Plan and is therefore recommended for approval.



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