

Location 24 - 26 Arcadia Avenue London N3 2JU

Reference: 20/2999/FUL Received: 3rd July 2020
Accepted: 3rd July 2020

Ward: Finchley Church End Expiry 28th August 2020

Case Officer: Sinead Normoyle

Applicant: Nimesh Sachdev

Proposal: Partial demolition of the existing building, external alterations including the construction of an additional storey, provision of extraction units to roof, alterations to car parking layout and the erection of perimeter fencing. Associated refuse/recycling storage and cycle parking

OFFICER'S RECOMMENDATION

Approve subject to conditions

AND the Committee grants delegated authority to the Service Director – Planning and Building Control 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 their 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.

D1-D4 existing plans and elevations

- 11,
- 12,
- 13,
- 14 Rev B,
- 15 Rev B,
- 16 Rev B,
- 17 Rev B,
- 18 Rev B,

19 Rev B,
Design and Access Statement,
Sound Acoustics report 28 July 2020,
Cover letter 02/07/2020.

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 a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. details of interim car parking management arrangements for the duration of construction;
- x. details of a community liaison contact for the duration of all works associated with the development.

For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of the development.

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

Reason: In the interests of highway safety, noise 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 October 2016) and Policies 5.21, 5.3, 5.18, 7.14 and 7.15 of the London Plan (2016).

- 4 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.

- 5 a) No development other than demolition works shall take place until a detailed assessment for the kitchen extraction unit, which assesses the likely impacts of odour and smoke on the neighbouring properties is carried out by an approved consultant. This fully detailed assessment shall indicate the measures to be used to control and minimise odour and smoke to address its findings and should include some or all of the following: grease filters, carbon filters, odour neutralization and electrostatic precipitators (ESP). The equipment shall be installed using anti-vibration mounts. It should clearly show the scheme in a scale diagram and shall be submitted to and approved in writing by the Local Planning Authority

- 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 that the amenities of the neighbouring occupiers are not prejudiced odour and smoke in the immediate surroundings in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted 2012).

- 6 Notwithstanding the parking site layout plan submitted with the planning application, prior to commencement of the development; a revised parking layout plan showing 23 spaces including 2 disabled parking spaces, including exact dimensions of the

existing/proposed

access shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, 23 off-street parking spaces including shall be used only as agreed and not to be used for any purpose other than the parking and turning of vehicles in connection with the approved development. The applicant will be require to enter into a s184/278 agreement for any off-site highway works to be undertaken in connection with this 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.

- 7 Details of cycle parking including the type of stands, gaps between stands, location and type of cycle store proposed shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, before the development hereby permitted is occupied, a minimum of 8 (long stay) and 4 (short stay) cycle parking spaces in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of bicycles 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.

- 8 Prior to commencement of the development full details of the electric vehicle charging points to be installed in the development shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the provision of 5 active and 2 passive electric vehicle charging points. 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

- 9 The premises shall be used for B8 storage, offices within Class E and commercial kitchens as set out in the application documents only and for no other purpose (including any other purpose in Class E 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 neighbouring

residents in accordance with policies DM01 and DM04 of the Development Management Policies DPD (adopted September 2012 .

- 10 The premises shall not be used for sale or delivery of food direct to members of the public.

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 neighbouring residents in accordance with policies DM01 and DM04 of the Development Management Policies DPD (adopted September 2012 .

- 11 The sizes and layout of the kitchens shall be retained as shown on the approved drawings.

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 neighbouring residents in accordance with policies DM01 and DM04 of the Development Management Policies DPD (adopted September 2012 .

Informative(s):

- 1 In accordance with paragraphs 38-57 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.
- 2 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 £60 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 payment under Mayoral 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.

- 3 The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The Council's Sustainable Design and Construction Supplementary Planning Document requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements.

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

OFFICER'S ASSESSMENT

1. Site Description

The host site lies at the end the cul-de-sac known as Arcadia Avenue, within the Finchley Church End ward.

The site covers an area of 0.2ha and consists of a two-storey industrial brick building. The site is currently occupied by Dephna Group, and primarily used for storage units (Use Class B8). The building is in B8 use with ancillary B1 offices. The building is currently used for a combination of services including serviced offices, self-storage units and works units. There are presently no kitchens on site. The site benefits from a forecourt which accommodates off-street parking.

The site does not benefit from a heritage designation; however it is directly adjacent to the Glenhill Close Conservation Area to the southeast. In addition, towards the west on Regents Park Road there is a Grade II listed building known as King Edward Hall. Further south lie Avenue House Grounds which include a Grade II listed building. This public park is accessed from East End Road.

The site falls within Flood Zone 1, which is defined as having a low probability of flooding.

Surrounding the site on Arcadia Avenue, is a mixture of commercial uses, some of which have recently benefitted from office to residential prior approval, and residential uses. Glenhill Close itself accommodates residential development. To the northwest lies the Finchley Church End Town Centre.

The site features a Public Transport Accessibility Level (PTAL) of 4, however, is close to areas of 5 owing to its relative proximity to Finchley Central Tube Station. Streets surrounding the site are subject of Controlled Parking Zones (CPZ) for either resident or charged parking.

Due to the commercial context of the site, the land does not feature vegetation at the front; there are some mature trees which lie on third party land, mainly within the Glenhill Close Conservation Area.

2. Site History

Reference: C07519C/00

Address: 24 - 26 Arcadia Avenue, London, N3 2JU

Decision: Finally Disposed Of

Decision Date: 4 March 2003

Description: Change of use from a warehouse to a motor vehicle repair workshop.

3. Proposal

Partial demolition of the existing building, external alterations including the construction of an additional storey, provision of extraction units to roof, alterations to car parking layout and the erection of perimeter fencing. Associated refuse/recycling storage and cycle parking

4. Public Consultation

Consultation letters were sent to 228 neighbouring properties on the 02.08.2020. The

neighbouring properties were re-consulted on the amended plans received on the 18.12.2020.

50 letters of objection have been received.

- o Drawings are poor quality and inaccurate,
- o The proposed building - a 30 metre wide x 40 metre long x 10 metre high solid brick box on three sides - has taken no notice of its neighbours and made no concessions to them.
- o It is inappropriate in scale and operation and incompatible for a neighbourhood with residential units immediately surrounding
- o The scale of development makes in a factory,
- o Hours of operation have not been stated,
- o Loss of privacy,
- o Residential area,
- o Kitchen odours, industrial bins, air pollution
- o Traffic concerns,
- o Not in keeping with the area,
- o Architectural conservation
- o No place in a residential area with some commercial office space
- o Reduce light,
- o Healthy issues, Waste pollution and vermin
- o impact on the surrounding neighbours will be huge due to loss of sunlight, increase in noise pollution, smell and the increase
- o in vermin due to food waste generated from these kitchens.
- o Overdevelopment,
- o Adequacy of parking/loading/turning
- o unobtrusive smells and noise,
- o Effect on listed building and conservation area
- o 24/7 365 days noise pollution - extractor & condenser units.
- o increase the industrial element
- o constant delivery vehicles driving to and from
- o What will be the days and hours of opening?
- o How many employees will be working in the building? And how many shifts?
- o What will be the impact on Arcadia Avenue from deliveries - both in-going and out-going?
- o the sustainability of the "dark kitchen" model
- o What is the anticipated amount of deliveries per day?
- o Will Deliveroo style motor scooters be driving up and down Arcadia Avenue at all hours of the day and night?
- o How much rubbish will 22 commercial kitchens generate? How will Dephna protect against vermin? How often will rubbish and grease removed? Is there a provision for an industrial sized trash compactor? How often will the grease traps be cleaned?
- o How will Dephna attenuate the noise generated by 22 rooftop mounted extract fans?
- o How will Dephna mitigate the cooking odours from 22 extract fans?
- o How much of a fire risk is the proposed project? Is my flat, which is 1.2 metres away, at risk?
- o constant delivery vehicles driving to and from

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 revised National Planning Policy Framework (NPPF) was published on 19th February 2019. 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, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. 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 2021

The new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and supersedes the previous Plan.

Relevant policies:

D4 - Good Design

D5 - Inclusive Design

E1 - Offices

E2 - Providing suitable business space

E7 - Intensification, co-location and substitution for industry

SI 2 Minimising Greenhouse Gas Emissions

T6 - Residential Car Parking

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, CS4, CS5,

Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM14, DM17.

Barnet's Local Plan (Reg 18) 2020

Barnet's Local Plan -Reg 18 Preferred Approach was approved for consultation on 6th January 2020. The Reg 18 document sets out the Council's preferred policy approach together with draft development proposals for 67 sites. It is Barnet's emerging Local Plan.

The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of emerging policies and draft site proposals.

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

- i. The Impact on the appearance and character of the area
- ii. Whether the proposal provides satisfactory living accommodation for future occupiers
- iii. The impact on the amenities of neighbouring occupiers
- iv. Parking and highways
- v. Refuse and recycling storage

5.3 Assessment of proposals

Principle

Arcadia Avenue is a commercial road and forms part of a strategic employment area. The subject building encompasses serviced offices, self-storage units and work units presently.

The site is currently in lawful use for storage units (Use Class B8) with ancillary offices. The proposal put forward as part of this application does not seek to change the use but undertake extension and alterations to the existing building.

The site will continue to be used for cold storage units, storerooms, offices within Use Class B8 with the introduction of kitchens for food preparation. The site is identified for such uses through the Regents Park Road Employment Cluster.

The principle for extending the existing building would not be opposed subject to the below considerations.

Impact of the Proposal on the Character and Appearance of the Area

The NPPF attaches great importance to the design of the built environment, stating that, "good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities" (para.124).

Policy DM01 states, 'development proposals should be based on an understanding of local characteristics and should respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets'.

Arcadia Avenue has traditionally been a commercial road with the original buildings on the road constructed for commercial purposes within the Regent's Park Road Employment Cluster.

The proposed development proposes the part demolition of the building that is used for ancillary offices and the subsequent provision of a larger area for on-site parking.

The works will be accompanied by a number of external alterations to the building including the erection of an additional storey measuring a maximum of 11.55m in height, the existing height being a maximum of 8.6m as such an increase of 2.9m. The proposed

ridge height would measure 10.3m which is an increase of 2.1m. Many of the surrounding buildings on Arcadia Avenue measure up to four storeys in height. As such, the increase in building height would not be out of keeping with the surrounding area.

The subject application has been amended several times, the design, scale, and bulk of the roof was changed to a more sympathetic mansard roof design with a lower eaves level on the Arcadia Avenue elevation which would not be considered to be detrimental to the host building or surrounding streetscape. The mansard roof has been set back 1.5m from the first floor to reduce the visual impact when viewed from neighbouring buildings.

New external materials are proposed to provide a more aesthetically pleasing appearance.

The internal alterations will provide commercial kitchen spaces on the ground floor with individual cold storage units and storerooms on the two floors above, all of which measure over 100 sqft each.

Eight ancillary offices will also be re-provided on the second floor.

The proposed alteration and extension to the existing building are considered an improvement, the material chosen will improve the aesthetic appearance.

Taking all material considerations into account, the proposed development, subject to the attached conditions, would have an acceptable impact on the appearance of the host dwelling, the local character and the streetscene. It would therefore accord with Policy DM01 of Barnet's Local Plan.

Impact on Residential Amenities

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.

The neighbouring properties have been converted via prior approval applications for the change of use of commercial properties on the road to a residential use. As a result, the site now adjoins a number of residential properties, which up until recently, were in use as commercial offices (Use Class B1).

The subject application has been amended to feature a mansard roof extension, with eaves lowered on the Arcadia Avenue elevation to lessen the visual impact and any reduction in daylight and sunlight for the adjoining occupiers. This is further documented within the submitted daylight and sunlight assessment.

Views of the development from the windows of flats in Gallery Court, Arcadia Avenue have been submitted for assessment to show there will not be a detrimental impact when viewed from Gallery Court.

The proposal is setback 2.97m from the shared boundary with the houses to the rear of Linchfield Grove. There is a distance of 27.17m from the proposal to the rear elevation of dwellings on Linchfield Grove.

The application site currently runs a 24-hour commercial operation from the premises, which can have more than 100 operators. Although the site is predominately used during the daytime, it is currently in use 24 hours a day, the subject application does not wish to

alter the hours of operation.

It has been advised by the applicant that there will be roughly 2/3 workers per kitchen, and approximately 1 worker for every 5 storage units. There will subsequently not be an increase in the number of workers attending the site, but rather a slight reduction given the proposed demolition of the existing ancillary offices.

The applicant further states that: "the commercial kitchens are not used by mass producers of food but provide a space for the food industry business and in particular, small artisan caterers, to develop their food products and expand into the sector. This is evidenced by the range of operators who occupy existing Dephna sites and consist of predominately bakers, smoothie makers, popcorn makers and healthy fitness meals creators. The units are not of a size where food can be massed produced and as clearly evidenced above, the operators are not handling or creating food which would create pungent smells or odours on the surrounding area."

The premises will not operate a food delivery service for customers.

With regards to noise from plant and kitchen extract noise and odour concerns raised by nearby residents - the Council Environmental Health team were consulted on the application and recommended conditions including a construction method statement, restrict noise from plant, impact of noise from ventilation and extraction plant on development, odour and smoke control from kitchen extraction systems be added to the consent. These conditions will protect the surrounding residential from nuisance smells and noise resulting from the commercial kitchens.

Furthermore, an acoustic assessment, prepared by Sound Acoustics Limited, confirms that any noise from the development would meet the standard guidance for internal noise.

The report concluded that the new proposed plant proposed is predicted to be quieter than the existing plant on site, which will be of a benefit to the surrounding occupiers.

The proposal also includes the erection of new perimeter fencing and security gates to the larger car parking area so it can accommodate 23 car parking spaces, which is an uplift of 15 spaces. Twelve cycle spaces are also proposed.

The proposal is not considered to significantly harm the amenity of the occupiers of the neighbouring properties. Controls over the type of uses are covered in the suggested conditions.

Highways and parking provision

The site is situated on Arcadia Avenue, a no-through road fronted by commercial properties and office buildings. Arcadia Avenue is a side road off Regents Park Road, a classified road (A1000) which is one of the main north-south radial routes through the borough.

Arcadia Avenue is in a Controlled Parking Zone (CPZ) which operates on weekdays only (Mon-Fri between 2-3pm) and the road is covered by yellow lines and residents permit bays.

The site has a Public Transport Accessibility Level (PTAL) rating of 4 on a scale of 0 (poor) - 6 (excellent). This suggests that the site has good access to public transport. The closest

pair of bus stops are located on Regents Park Road, within a two-minute walk of the site. There are 6 bus routes available within a 400metre walking distance of the site and Finchley Central Tube Station on the northern line is 275 metres to the north-east of the site.

The construction of an additional storey will increase the total floorspace to 3583.1sqm. Based on London Plan parking standards, for outer London sites of 1 space per 100 - 600sqm, a maximum allowable parking provision of between 6 - 36 spaces. With a PTAL rating of 4, around 20 spaces will be acceptable.

Hence, the provision of 23 spaces is satisfactory and Highways would recommend that 2 of these spaces should be marked as disabled bays. 2 loading bays are proposed but it is not clear if these will be for lorries or cars. A revised parking layout plan is therefore requested by way of a planning condition. Also swept paths drawings showing service and refuse vehicles entering the site in forward gear are requested.

Based on London Plan standards, a minimum of 4 active and 2 passive electric vehicle charging points are required. These are to be secured by way of a planning condition.

Based on London Plan cycle parking standards, 8 long stay and 4 short stay cycle parking spaces. A cycle store with 12 spaces is provided at the end of the site. While this is acceptable, Highways would recommend relocating the cycle store closer to the entrance and away from the bin store. Cycle parking should be provided in a covered, sheltered, secure lockable and enclosed compound. Also, the type of stands used must allow both wheels and the frame of the bicycle to be locked. A cycle parking condition is therefore requested.

Existing servicing and refuse storage and collection arrangements will remain unchanged and this is acceptable. Elevations of the refuse store and collection arrangements are required. A servicing management plan condition is therefore recommended.

A construction management logistics plan for construction of the additional storey can be secured by way of a planning condition.

A travel plan and travel plan monitoring contribution of £15,000 is required for the site.

Highways would raise no objection to the proposal subject to a s106 CPZ restriction and a contribution of £15,000 towards travel plan monitoring as well as the imposition of conditions.

5.4 Response to Public Consultation

The public consultation comments have been addressed within the report and through conditions of consent.

In relation to neighbour's amenity, it is considered that the increase in floorspace will not result in significant additional activity on the site compared to the range of activities that already take place.

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. This application is therefore recommended for Approval.

Site Plan

