

<p><u>MEETING</u></p> <p>PLANNING AND ENVIRONMENT COMMITTEE</p>
<p><u>DATE AND TIME</u></p> <p>WEDNESDAY 29TH MAY, 2013</p> <p>AT 7.30 PM</p>
<p><u>VENUE</u></p> <p>HENDON TOWN HALL, THE BURROUGHS, NW4 4BG</p>

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting.

Item No	Title of Report	Pages
6.	ADDENDUM TO THE REPORT OF THE ACTING ASSISTANT DIRECTOR OF PLANNING AND DEVELOPMENT MANAGEMENT:	1 - 6

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PLANNING & ENVIRONMENT COMMITTEE MEETING

Wednesday 29 May 2013, 7.30PM

AGENDA ITEM 6

ADDENDUM TO REPORT OF THE ACTING ASSISTANT DIRECTOR OF PLANNING
AND DEVELOPMENT MANAGEMENT

Page

Reference: H/00924/13

Address: Barnet Copthall Playing Fields, London, NW4 1PS

1) Add Conditions

'Before the development is occupied the Travel Plan shall be submitted to and approved by the Local Planning Authority. This should include the appointment of a Travel Plan coordinator. The Travel plan should be reviewed annually in accordance with the target set out in the Travel Plan.'

Reason: To encourage the use of sustainable forms of transport to the site 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.'

The use of the land for vehicle parking shall not be commenced until the area has been laid out, surfaced and drained in accordance with details submitted to and approved in writing by the Local Planning Authority and shall be permanently maintained thereafter to the Authority's satisfaction.

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.

2) The applicant (Barnet Greenspaces Team) advises that condition 4 would prevent them being able to support events that take place on the site led by the 2 amateur rugby clubs who play on different fields, Greenspaces events and also the 3 key partners on the site GLL, Metro Golf and Saracens.

'The Greenspaces teams aim in providing the parking area is primarily for the use by groups using the Sports Pitches on the Barnet Copthall estate however in order to support the whole sites activities and all our partners. On a standard Saracens match day the car park would need to be staffed to ensure it is being used by the correct users therefore to offset the cost of this function the Greenspaces team had planned to make any spare spaces available for match day parking. The priority would always be to use

the area for Sports Pitch bookings, any spare capacity would be only highlighted in the week prior to the Saracens Match these spare spaces could then be made available for match day parking our team would work closely with the Saracens site management team to manage traffic flows through the site.

A good example of how this parking area could be used is with the forthcoming Saracens Rugby 7s tournament, the tournaments start time is 7.30pm and outside of the Saracens Match Day CPZ so in order to stop the Saracens supporters parking on the surrounding roads the additional parking area could be used for this purpose, this would not affect the sports pitch usage due to the late start time.

As I have said the parking areas use would always be prioritised for the Sports Pitch users however where capacity is available we would like to be able to support the rest of our other partners on the overall site.'

Planning officers are of the opinion that the currently proposed condition is necessary in order to ensure that competition between any demand for the playing fields and for Saracens match days. It is considered that there is no sufficient information at this stage to demonstrate that this could be managed appropriately to prevent harm to highway safety. However no objection would be expressed to the use of the facilities by the amateur rugby clubs on site.

Members of the committee may consider that they want to amend the condition accordingly.

3) A response from Transport for London has been received.

'TfL's initial view is that it has no general objection to the proposed relaying of pitches. However, the applicant needs to justify the provision of 200 parking spaces. The only reason I can see so far is to overcoming parking on roads around the pitches within the Copthall site, but this does not justify such level of car parking provision. We would also the applicant to clarify on this.

Also it appears that the car park is located toward the Greenlands Lane exit of the site; TfL may have concern on large number of vehicles entering/ exiting from there without any form of control due the layout of the access.'

The applicant has commented that:

- **'Need for a dedicated parking area for Sports Pitches;**
Historically the users of the sports pitches (Football, Cricket, Gaelic etc) would either park along the roads within the Barnet Copthall estate or in the car parks at the old Barnet Copthall Stadium however with the Saracens Rugby Club in place the use of the existing car parks is no longer available for the sports pitch users and particularly on a Saracens match day the roads within the site need to be kept clear of parked cars in order to allow good traffic flows through the site. This season the Council agreed some temporary use of the rear of the Leisure Centre car park in addition to the existing old hard standing area however this was only a short term answer to the parking needs for this season and was only the case on a Saracens match day and

led to some confusion on a non-match day as to where the football teams should park. The use of the Leisure Centre was only possible as they didn't have any large events on those dates themselves however they can have large Swimming Gala's which can fill their car park. The Council was keen to dedicate a specific area for use by the Sports Pitch users regardless of it be a match day or not.

- **Need for 200 spaces;**

There would be a need for 200 spaces if all the Sports Pitches were running at full capacity, particularly with the younger age groups where they play shorter games and so can have more teams playing, along with capacity for football tournaments etc. The existing number of pitches (15) if running at capacity can draw in up to 150 cars and with the increase to 23 and an increased focus on Junior football the demand for parking increases to 200.

- **Site access;**

The majority of the teams playing on the site are familiar with the site and tend to come in and out of the site via the Page Street Champions Way entrance. We are also planning to shift all our AM kick offs (the most popular slots) from 10.00am to 9.30am, the senior teams who stay on site the longest are normally on site for 2-2 and half hours meaning they would be off site by 12.00pm with the majority of the Saracens traffic arriving after this time for an afternoon kick off. On a match day the overall sites traffic flows are managed by Saracens and we are confident that traffic issues can be kept to a minimum with traffic being controlled on site to ensure its continued movement through and out of the site.

The overall project has 2 main aims

1. To create dedicated parking area for sports pitch users in order to ensure the roads ways are kept clear and that other site users car parks are not misused by the incorrect users.
2. Improve and develop sport on the Barnet Cophall estate through the refurbished pitches and by increasing the number and types of pitches available on the site.'

4) Comments from highways officers have been provided. These are as follows:

'Location

The site is accessed via from Greenlands Lane. There is an existing vehicular entrance to Area D which will be retained. The access onto the public highway is at the junction with the A1 which is approximately 18m from the site entrance. Vehicles can also gain access to the site from Champions' Way at the junction with Pages Lane.

There is not an existing accident record on the estate roads.

Proposed Scheme

The applicants seek to use area D for junior and senior football and associated parking. The applicants are seeking to increase the current pitches from 15 to 23.

Parking on site will be for all persons who use the football related facilities. Use of the site will be controlled by key access. When the pitches are at full occupancy 200 cars

are expected to arrive and depart from the site. It is not anticipated that 200 cars will be a weekly occurrence but is expected on tournament days.

Intensification of Use

The senior players currently use the site and this will continue. The anticipated increase in use and traffic movements will arise from the introduction of junior matches which will result in 550 players during the day as opposed to the current numbers of 440 players. In addition 10 – 15 spectators may attend per pitch. Outside of tournament days, these are likely to be parents accompanying the junior players.

Junior games are not yet operating. The start and finish times of the matches are different from the senior players. These stagger times of arrivals and departures, allowing traffic movements to be dispersed during the day. Fixture times are not yet confirmed but it is intended that junior games will be scheduled with peak use between 8.30am and 12.30pm on Sundays.

The duration of junior matches games is shorter than for senior matches. This is likely to result in a greater turnover of parking movements as matches finish and others restart. The applicant expects that 50 children will attend with up to 25 of them car sharing. This is likely to result in 30 extra cars entering and leaving the site. This is acceptable and can be accommodated within the surrounding highway network.

Pedestrian Facilities

Greenlands Lane currently has no footpath on either side and pedestrians walk on the carriageway. Most parents will drop the children within Area D which will manage and limit the pedestrian movements to the site.

Travel Plan

The proposal seeks to increase use and traffic to and from the site. A travel plan is required and a condition should be attached that also seeks a contribution of £5,000 towards monitoring of the Plan.

Recommendation:

No highway objections are raised regarding the proposal for site D.'

Page

Reference: H/01012/13

Address: Copthall School, Pursley Road, London NW7 2EP

1.) The comments of the Greater London Authority are attached.

2.) The comments from TfL are attached.

3.) The Environment Agency have commented that *better SuDS could be incorporated into the building, such as a green roof which could work well with the proposed solar panels. A green roof would have more benefits than the proposed tanked solutions, as it would not only improve the runoff rates, but also provide biodiversity and water quality gains*

4.) It has been decided not to secure the School Travel Plan via a S106 agreement. This is to be secured through the existing condition attached to the application condition 14 which reads:

Before the development is occupied a School Travel Plan shall be submitted to and approved by the Local Planning Authority that meets the criteria in the Transport for London's guidance booklet "What a School Travel Plan should contain" and should include the appointment of a School Travel Plan Champion. The School Travel Plan should be reviewed annually in accordance with the target set out in the School Travel Plan. The Travel Plan shall incorporate measures to increase cycle parking and electric vehicle charging points over the lifetime of the plan.

Reason: Reason: To encourage the use of sustainable forms of transport to the site 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.

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