

LOCATION: University College School Sports Ground, Ranulf Road,
London, NW2 2BS
REFERENCE: F/00002/14
WARD: Childs Hill

Received: 23 December 2013
Accepted: 23 December 2013
Expiry: 24 March 2014

Final Revisions:

APPLICANT: University College School

PROPOSAL: Replacement of existing building to provide a new sport pavilion, maintenance facilities and associated works, including landscaping and car parking. Alterations to existing vehicular access from Hocroft Road/ Farm Avenue.

Approve Subject to S106

Subject to a Section 106 Agreement
RECOMMENDATION I:

That the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes seeking to secure the following:

- 1 Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
- 2 All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
- 3 **Requirement to submit Travel Plan** **£5,000.00**
A travel Plan meeting the TfL criteria shall be submitted 3 months prior to occupation of the new facility and a contribution provided towards the monitoring of the Travel Plan objectives.
- 4 **Highways Improvement (local to the site)** **£5,000.00**
A contribution towards the implementation of Waiting Restrictions on roads in the vicinity of the development in necessary to ensure that the proposed accesses are kept free of obstruction.

RECOMMENDATION II:

That upon completion of the agreement the Assistant Director of Development Management & Building Control approve the planning application reference:

F/00002/14 under delegated powers subject to the following conditions: -

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:

593/050 P1, 593/051 P1, 593/052 P1, 593/053 P1, 593/054 P1, Ecology Appraisal, Energy Strategy, Landscape Masterplan.

Plans Received 12/05/2014:

Landscape and Visual Assessment, Findings of Arboricultural Assessment, Ecological Appraisal Report, Energy Strategy Report, Transport Statement, Framework Travel Plan, External Lighting Ventilation & Utility Services Report, Supplement to External Noise Assessment Report dated 28/11/2013, 593/LOC1 P2, 593/011 P3, 593/0012 P3, 593/013 P3, 593/021 P3, 593/022 P3, 593/023 P3, 593/025 P3, 593/026 P3, 593/031 P3, 593/032 P2, 593.037 P3, 593/038 P2, 593/040 P2, 593/041 P2.

Plans Received 15/07/2014:

593/040 P4, 593/001 P5, 593/002 P5.

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 DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (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 Before the development hereby permitted is occupied, car and coach parking spaces, and turning spaces shown on Drawing No. 593/001 P1 and 593/002 P1 shall be provided and marked out within the site. 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.

- 4 Before the development hereby permitted commences, details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

- 5 Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason:

To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

- 6 No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Adopted Barnet Development Management Policies DPD (2012).

- 7 A scheme of hard and soft landscaping, including details of existing trees to be retained, shall be submitted to and agreed in writing by the Local Planning Authority before the development, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and 7.21 of the London Plan 2011 and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

- 8 All work comprised in the approved scheme of landscaping shall be carried

out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

- 9 Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

- 10 Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason:

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

- 11 No development shall take place 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. Throughout the construction period the detailed measures contained within the approved Statement shall be strictly adhered to.

Reason:

In the interests of highway safety and good air quality in accordance with Policy DM17 and DM04 of the Adopted Barnet Development Management Policies DPD (2012) and policy 5.21 of the London Plan (2011).

- 12 The proposed bar areas shall not be used outside the hours of 11am to

11pm Monday to Saturday and 11am to 10.30pm on Sundays and Bank Holidays, with the exception of up to 6 events per calendar year where it can be used between 11am and 1am.

Reason: To safeguard the residential amenities of neighbouring occupiers in accordance with policy DM04 of the Adopted Barnet Development Management Policies 2012.

- 12 The approved development shall make provision for cycle parking in accordance with London Plan cycle parking standards and cycle and associated showering 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.

- 13 Before the permitted development commences details of the bridging over the public footpath shall be submitted to and agreed by the Local Planning Authority. All works must be carried out in full accordance with the approved details.

Reason: This is to ensure that correct vertical clearance is provided and the access for the maintenance vehicles is not restricted. In the interest 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.

- 14 Before the permitted development is occupied a full Construction Logistic Plan (CLP) shall be submitted to and agreed by the Local Planning Authority.

Reason: In the interest 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.

- 15 Before the permitted development is occupied a full Delivery Service Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

Reason: In the interest 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.

- 16 The approved development shall ensure that the unrestricted public access over the existing scheduled footpath Nos. 118 and 156 in the vicinity of the development site is maintained at all times.

Reason: In the interests of promoting sustainable 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.

- 17 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. 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.

- 18 Before this development is commenced, details of the levels of the building(s), road(s) and footpath(s) in relation to adjoining land and highway(s) and any other changes proposed in the levels of the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies DM01 and DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF, CS1, CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

- 19 Before development commences, a report should be carried out by an approved acoustic consultant and submitted to the Local Planning Authority for approval that assesses the likely noise impacts from the development with regards to its use as a Sports Pavilion. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels. It should 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 contents and recommendations. The approved measures shall be implemented in their entirety before (any of the units are occupied/ the use commences).

Reason

To ensure that the amenities of neighbouring premises are protected from noise from the development in accordance with policy DM04 of the Adopted Barnet Development Management Policies 2012.

- 20 The level of noise emitted from the 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 Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

- 21 Before development commences, a report should be carried out by a competent acoustic consultant and submitted to the Local Planning Authority for approval, that assesses the likely noise impacts from the development of the ventilation/extraction plant. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels.

It should 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 contents and recommendations. The approved measures shall be implemented in their entirety before (any of the units are occupied / the use commences).

Reason:

To ensure that the amenities of neighbouring premises are protected from noise from the development in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

- 22 A scheme for acoustic fencing to the northern and western boundaries of the site shall be submitted in writing and approved by the Local Planning Authority prior to development. This scheme shall be fully implemented before the development hereby permitted is brought into use and retained thereafter.

Reason:

To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their home(s) in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

Part 1

Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

- c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF of the Adopted Barnet Core Strategy DPD (2012) and 5.21 of the London Plan 2011.

- 24 Before the development hereby permitted commences on site, details of all extraction and ventilation equipment shall be submitted to and approved by the Local Planning Authority and implemented in accordance with agreed details before the use is commenced.

Reason:

To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

- 25 No development shall take place until details of the Noise Management Plan to detail how the *coach park*, maintenance building and area will be constructed and managed so as to provide sufficient mitigation for noise generated by vehicles and machinery has been submitted to and approved in writing by the Local Planning Authority.

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) and 7.15 of the London Plan 2011.

- 26 Notwithstanding the details submitted, prior to the development being brought into use, details of all external lighting shall be provided and the development shall implemented in accordance with these details.

Reason: To ensure that the development has an acceptable impact on neighbouring amenity in accordance with policy DM01 of the Adopted Development Management Policies 2012.

- 27 Before this development is commenced details of the location, extent and depth of all excavations for drainage and other services in relation to trees on the site shall be submitted and approved in writing by the Local Planning Authority and the development carried out in accordance with such approval.

Reason:

To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

- 28 No site works or works on this development shall be commenced before

temporary tree protection has been erected around existing tree(s) in accordance with details to be submitted and approved in writing by the Local Planning Authority. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

- 29 No siteworks or works on this development shall be commenced before a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 Trees in relation to design, demolition and construction - Recommendations are submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with such approval. This shall include details of the removal or alterations to hardstanding within the Root Protection Areas (In accordance with BS5837: 2012) of trees.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

- 30 The proposed maintenance area shall only be used between 8am and 5pm Monday to Saturday.

Reason: To safeguard neighbouring amenity in accordance with policy DM04 of the Adopted Barnet Development Management Policies 2012.

- 31 Before the development hereby permitted is brought into use, a scheme detailing how the proposed measures within the Energy Statement will be implemented shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with these details.

Reason: To ensure that the development is compliant with part 5.2 and 5.3 of the Mayors London Plan 2011 and policy DM04 of the Adopted Barnet Development Management Policies 2012 and the Supplementary Planning Document on Sustainable Design and Construction.

- 32 Before the development commences, a scheme detailing the measures to be provided in order to implement the Ecological Appraisal Report shall be

submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with these details and permanently retained thereafter.

Reason: To ensure that the development complies with policy DM16 of the Adopted Barnet Development Management Policies 2012.

INFORMATIVE(S):

- 1 i) In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant / agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.

- 2 Any highway approval as part of the planning process for the alteration to the existing crossovers or new crossovers will be subject to detailed survey by the Crossover Team in Development and Regulatory Services as part of the application for crossover under Highways Act 1980. Removal or relocation of any existing street furniture or alteration to road markings or Controlled Parking Bays would be subject to public consultations and would be done at the applicant's expense, under a rechargeable works agreement, by the Council's term contractor for Highway Works.

In the case where a highway tree is present in the vicinity of the proposed access road or a crossover for the development the final approval would be subject to the detailed assessment carried out by the Highways Crossover Team as part of the crossover application. The outcome of this assessment cannot be prejudged. Information on application for a crossover could be obtained from London Borough of Barnet, Crossover Team, Development and Regulatory Services, NLBP, Building 4, 2nd Floor, Oakleigh Road South, London N11 1NP.

Gated accesses are proposed to cross the public footpaths at various locations to cross over from one field to the other. The applicant is advised that these gated accesses must be locked and kept secured at all times to ensure that it does not open on to the foot paths and cause obstruction and danger to public.

If the development is carried out it will be necessary for any existing redundant vehicular crossover(s) to be reinstated to footway level by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Development and Regulatory Service, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.

For construction works affecting the public highways, the applicant must contact the council's First Contact on 0208 359 2000 to obtain any necessary Highways Licenses if required prior to commencing works.

Any details submitted in respect of the Demolition and Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.

3 Flues - For Information

Please supply the following information:

1. The proposed hours of use of the equipment.
2. The sound pressure levels of the ventilation/ extraction system to be installed in decibels dB(A) at a specified distance from the equipment.
3. Details of where the equipment will be placed i.e. within or outside of the building, marked on to a scale map.
4. Details of silencers to be fitted and other sound insulation measures to reduce any noise impacts on neighbours including their noise reduction in dB(A).
5. Distance away from noise sensitive premises and the nature of these premises e.g.: offices, housing flats or storage.

The following should be noted: Flues should be sited to minimise effects of vibration transmission and noise to any adjacent façade. Flues must incorporate anti-vibration

mounts, flexible couplings and silencers. The height of the flue (must be minimum 1.5m above the highest eaves of the building and adjacent buildings) and a reasonable distance approximately 20 metres from any open able residential windows unless there is suitable level of filtration and odour abatement equipment. The final discharge must be vertically upwards. There should be no Chinese hat or cowl on the top of the flue.

- 4 You are 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 supplementary planning document on Sustainable Design and Construction 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 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) - Description and & measurement of environmental noise; 2) BS 4142:1997 - Method of rating industrial noise affecting mixed residential and industrial areas; 3) BS 8223: 1999 - 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) Department of transport : Railway Noise and insulation of dwellings.

- 5 In complying with the contaminated land condition parts 1 and 2:

Reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

- 1) The Environment Agency CLR & SR Guidance documents;
- 2) Planning Policy Statement 23 (PPS 23) - England (2004);
- 3) BS10175:2001 Investigation of potentially contaminated sites - Code of Practice;
- 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH.

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.

- 6 The applicant is advised that a separate application would need to be made to the Council's Highway Authority if alterations are proposed to the existing on-street waiting restrictions in Farm Avenue and Hocroft Road. Any amendments to waiting restrictions would be subject to a statutory consultation. The Council cannot prejudge the outcome of the consultation process. The amendments if approved will be carried out at the applicant's expense. Advise on amendments to waiting restrictions if required and the estimated cost for the works can be obtained from Development and Regulatory Services, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.

RECOMMENDATION III

That if an agreement has not been completed by 28/09/2014, that unless otherwise agreed in writing, the Assistant Director of Planning and Development Management should REFUSE the application F/00002/14 under delegated powers for the following reason/s:

1. The development would require planning obligations towards monitoring the Travel Plan and towards implementing waiting restrictions in the vicinity of the site, and no formal undertaking is given to provide these. In the absence of the planning obligations the proposals would be detrimental to highway and pedestrian safety, being contrary to Policy DM17 of the London Borough of Barnet Adopted Development Management Policies 2012.

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 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 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 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.

The Mayor's Housing Supplementary Planning Guidance (November 2012) provides guidance on how to implement the housing policies in the London Plan.

Policies 5.1, 5.2, 5.3, 5.11, 5.21, 6.3, 7.4, 7.6, 7.15, 7.18, 7.21 are specifically relevant.

Relevant Local Plan (2012) Policies

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Both DPDs were adopted on 11 September 2012.

Relevant Core Strategy DPD (2012): Policies CS NPPF, CS1, CS5, CS7.

Relevant Development Management DPD (2012): Policies DM01, DM02, DM03, DM04, DM13, DM15, DM16, DM17

Supplementary Planning Documents and Guidance

The Council adopted a Supplementary Planning Document (SPD) "Sustainable Design and Construction", following public consultation. This SPD provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet.

The Council is currently consulting on the following two supporting planning documents to implement the Core Strategy and Development Management Policies DPDs. These are now material considerations. The Residential Design Guidance SPD and Sustainable Design and Construction SPD are now material considerations.

Relevant Planning History:

C01130F - Vehicular access - Approved subject to condition that it is used as emergency access only - 08/01/1986

C01130G - Single storey side extension to pavillion - Approved - 03/12/1987

C01130H - Levelling of cricket field and formation of hockey pitch, re-alignment of public footpath - Approved - 15/09/1989

C01130K - Alteration and extension of store to rear of pavillion to form staff toilet and changing facilities - Approved - 22/01/1991

C01130L - Development of junior school and sports pavillion - Refused - 21/01/1992

C01130M - Development of junior school and sports pavillion - Refused - 21/01/1992

C01130Q - Installation of portable buildings. Ramps and roof canopy and alterations to Wade pavillion - Approved - 27/09/1995

C01130R - Roof extension and alteration to Wade Pavillion - Approved - 27/08/1996

C01130S - Alterations to Western end of Eve pavillion including new roof terrace at first floor level and enlarged side dormer. New access drive from Hocroft Road to Service pavillion - Refused (Due to insufficient information regarding access) -

02/12/1998

C01130T - Extension to western end of Eve pavilion including new side dormer and first floor terrace - Approved - 27/07/1999

C01130U - New access drive from Hocroft Road to serve Eve pavillion. Provision of 15 car parking spaces and vehicle turning area - Refused (Due to impact on neighbouring amenity and impact on highway and pedestrian safety on bend) - 27/07/1999

Consultations and Views Expressed:

Neighbours Consulted: 98
Neighbours Wishing To 5
Speak

Replies: 64

A total of 56 letters of objection were received to the initial consultation.

5 Letters of support were received in response to the initial consultation

The objections raised may be summarised as follows:

- Currently experience few problems from traffic or car parking so there is no need for new access
- Proposed access is on a sharp bend and this would be dangerous
- Current access is restricted to emergency access and was previously refused permission
- Noise and traffic from use particularly at evening hours
- Maintenance area will give rise to noise and disturbance
- Open car parking area will be unsafe
- Yellow lines would be disregarded
- Works to footpath will reduce security
- Visual impact of building and loss of green space
- Rodent infestation

The letters of support can be summarised as follows:

- Existing sports pavillion is inadequate
- Questioning of whether the facilities would be used for functions and whether this would cause disruption
- No greater traffic impact than existing
- Current access from Ranulf Road is unsafe.

Amended plans were received and additional consultation was undertaken on 12/05/2014

An additional 23 objections were received to the additional consultation including 2 new objections from residents who had not responded to the initial consultation.

An additional 4 letters of support were received including 1 letter of support from resident who had not responded to the initial consultation.

Generally the comments expressed are similar to those already made, other than additional objections that residents would want to see design of the gates

Internal /Other Consultations:

- London Borough of Camden - Object on the following grounds:

1. While it is noted that the site has a low Public Transport Accessibility Level of 2, concern is raised over the level of car parking proposed and the associated increase in trip generation. The Transport Statement provided by the Applicant does not provide trip generation figures. The roads that access the site are narrow; vehicles have trouble passing due to on-street parking. As such the proposal could result in a significant impact on local roads. It is recommended that Council seek projected trip generation figures and consider ways to minimise impact on the local traffic network. The proposal also includes coach parking. There are several routes to the site. Council should consider which route would be most appropriate for coaches and require that the Applicant provide signage directing coaches to the most appropriate route.

2 The proposal will require significant construction works. A Construction Management Plan (CMP) should be secured by s106 legal agreement and monitored by Barnet Council. It is requested that consultation be undertaken with Camden's Transport Team in drafting the CMP.

- Traffic & Development - No objection subject to section 106 agreement
- Environmental Health - No objection subject to conditions. Comments contained within main report.
- Street Lighting - No comments received.
- Metropolitan Police - No objection on the amended proposals subject to details of updated perimeter boundaries, including managed gated access.

Date of Site Notice: 23 January 2014

2. PLANNING APPRAISAL

Site Description and Surroundings:

The site is located at the border of the London Boroughs of Barnet and Camden. It is accessed via a narrow road from Ranulf Road. A secondary access at the junction of Farm Avenue and Hodford Road also exists. There are residential gardens to the north and Hampstead cemetery to the east and south. The site is crossed by a public right of way.

The application site is known as the Ranulf Sports Ground and is comprised mainly of playing fields and existing pavilions. The site supports a range of sporting activities on predominantly grass pitches, with an artificial all-weather pitch in the south-eastern corner. The pitches are used by the University College School (UCS).

The site is not designated Metropolitan Open Land but receives some protection under 'Policy DM15:Green Belt and Open Spaces' of the adopted Development Management Policies DPD (2012).

Mature vegetation lines sections of the public footpath that cuts across the fields and there is significant mature vegetation around the edge of the playing fields. Some of the trees around the edge of the playing fields are covered by Tree Preservation Orders (TPOs).

Proposal:

The proposals involve the demolition of the existing Eve pavillion and replacement with a new part single part two storey pavilion. The new building would form a bridge over the existing public footpath. The areas either side of the public footpath would be laid out as car parking.

The proposals would include an acoustic fence of 1.8m height to the northern boundary with residential properties and additional planting.

The proposals include new vehicular and pedestrian access from Hocroft Road/ Farm Avenue. The vehicular access would lead to a new coach parking and drop off/pick up area.

The overall site has an area of approximately 8.5 hectares but the redevelopment works will be contained within an area along the site's northern boundary measuring 0.69 hectares.

The information submitted with the application states that the proposals include the replacement of the main sports pavilion, the provision of a new building for grounds staff and improved vehicular access with on-site parking. Other minor proposals at the site include a maintenance area, new crossovers with gates, additional planting, new fencing and a small bridge.

The applicant has confirmed that the existing green/planted area amounts to 8.29ha and that the proposal would result in this space being reduced to 8.06ha.

The proposals have amended following discussion with planning officers. The following changes have been made:

- Semi-public forecourt space omitted, New metal railings to public footpath adjoining footpath to north of pavilion
- Amended Buffer planting to south of new railings
- Amended lighting scheme
- Refuse store relocated
- Omission of first floor raised walkway
- Swale location amended
- Relocation of external stair to pavilion
- Roof of pavillion amended

Planning Considerations:

The main issues are considered to be:

- The principle of the development
- The impact on the character and appearance of the general locality.
- The impact on neighbouring amenity
- The impact on highway and pedestrian safety
- The impact on trees of special amenity value
- The impact on security in the locality
- The sustainability requirements of the proposals

The principle of the development

The proposals are for improvements to an existing sports facility.

Policy DM13 states that 'New community or educational uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres. New community or educational uses should ensure that there is no significant impact on the free flow of traffic and road safety. New community or educational uses will be expected to protect the amenity of residential properties.'

Policy CS7 states that a greener Barnet will be created through meeting increased demand for access to open space and opportunities for physical activity, by tackling deficiencies and under provision.

Paragraph 73 of the NPPF states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Development Management Policy DM15 relates to Open Spaces and states that open space will be protected from development. In exceptional circumstances loss of open space will be permitted where the following can be satisfied:

- a. The development proposal is a **small scale** ancillary use which supports the use of the open space or
- b. Equivalent or better quality open space provision can be made. Any exception will need to ensure that it does not create further public open space deficiency and has no significant impact on biodiversity.

The proposals involve an increase to the size of the pavillion which in turn will reduce the amount of open space by approximately 0.23ha.

Ultimately the proposed works would provide more modern facilities and encourage the use of the facilities in accordance with policy CS7. Given the size of the open space retained, the amount of area used for the parking area and pavillion would be

comparatively small and it is considered that the proposals would not be contrary to policy DM15.

The impact on the character and appearance of the general locality.

The proposed building would be of modern appearance and no objection is expressed to this providing that the proposals do not prejudice the open space adjoining. The height of the buildings whilst two storey would be relatively low and would make use of the on site topography given that land drops south-west from the north east. The mono-pitched roofs would help slope the bulk of the building away from neighbouring residential properties

The size of the building has been reduced following discussions with planning officers.

It is noted that the proposals would introduce an area of hardstanding for parking for vehicles including coaches. Details would be secured by condition for the materials of the building and also the hard surfaced areas but 'grasscrete' would be used to prevent the parking areas from appearing harsh given the open nature of the site.

Overall it is considered that the proposals would not materially harm the character and appearance of the general locality.

The impact on neighbouring amenity

Noise impact

The hours of use of the existing facility is not controlled by planning conditions. However, given that the proposals would result in an intensification of the use on the site, it is considered necessary to introduce conditions to prevent undue noise disturbance to neighbouring residents.

Following amendments Environmental Health officers are satisfied that noise escape from the new pavillion would be minimised and that the development would not result in harmful noise escape to neighbouring residents.

It is noted that the existing access from Ranulf Road is located close to residential properties either side. In order to prevent harmful noise and disturbance to neighbouring residents, this access would need to be managed appropriately. It is therefore suggested that conditions are attached to ensure that hours of use are limited and a noise management plan is provided.

A buffer zone to neighbouring properties would be created with dense planting and existing trees.

The new access to the parking area from Hocroft Road and Farm Avenue. There are nearby residential properties to the access. Landscaping Buffer zones are also proposed in this location as well as acoustic fences to properties to the north of the site.

A noise assessment has been provided to assess the impact from parking on neighbouring residents. The proposals include a 3m buffer zone to the north of dense planting and this would be secured by condition.

In terms of the maintenance area, this has been amended so that it is further from the nearest residential property at 50 Farm Avenue. Environmental Health officers have requested a condition that restricts work so it is only carried out 8am – 5pm Monday to Saturday and that no noisy work to be carried out outside of these hours. Also, that a noise management plan is conditioned to reduce the noise impact at this neighbours premises including such points as signage to turn engines off whilst vehicles stationary, no use of tools outside of hours. This would limit noise outbreak to the neighbouring residents.

Visual Impact

Following concerns expressed by the case officer the proposed bridge section to the north of the building to reduce potential overlooking and noise escape. The size and height of the bridge has been amended and this would now terminate further from the residential properties to the north.

The proposed building would be sited approximately 22m from the neighbouring residential properties to the north. Given the distance between the properties it is not considered that the proposed building would result in undue loss of light, or outlook as perceived from the windows or gardens neighbouring properties including those of 1-9 Hocroft Road, 50 Farm Avenue or 27-37 Ranulf Road.

The impact of lighting on neighbouring residents needs to be given thorough consideration. At this stage an External Lighting, Ventilation and Utilities Report has been provided which includes location of luminaires on 6m columns. The location of these is generally acceptable however a condition is suggested to ensure that further details are provided. The impact from the building itself in terms of lighting is considered acceptable.

Impact on highway and pedestrian safety

The University College School Sports Ground (UCSSG) is located between Hampstead Cemetery and the Brondesbury Cricket, Tennis and Squash Club and bounded by properties on Ranulf Road, Farm Avenue and Menelik Road. The main vehicular access into the site is from Ranulf Road with a secondary access at the junction of Farm Avenue and Hocroft Road.

There was a previous planning application in 1999 for a similar proposal which was recommended for approval by the Highway Planning Officer at the time. However, the application was refused by the members.

Since then there has been the following changes to the public highway in the vicinity of the site:

- Introduction of One Hour Controlled Parking Zone in the vicinity of the site which operates from Monday to Friday 10am – 11am.

- Introduction of 20 miles per hour speed limit restrictions on roads the following roads in the vicinity of the site.
 - Farm Avenue NW2 – entire length
 - Harman Close NW2 – entire length
 - Harman Drive NW2 – entire length
 - Hocroft Avenue NW2– entire length
 - Hocroft Road NW2– entire length
 - Lyndale NW2– entire length
 - Ranulf Road NW2 – between its junction with Hocroft Road and the boundary with the London Borough of Camden

Existing Use:

The playing fields are used by University College School (UCS). This includes UCS Junior and senior branches, The Phoenix School, The Old Gower's rugby and football clubs and sports courses during school holidays all of whom use the pavilion.

There are two pavilions on the site; the Eve Pavilion to the north, and the Wade Pavilion to the east. The site also includes the head groundsman's house, outbuildings and storage containers where the groundsman's equipment and sports equipment are stored.

Pedestrian and vehicular access to the site is directly from Ranulf Road. There is a secondary access to the site from Farm Avenue which allows for deliveries and emergency access.

An informal area for car parking is available on the site which accommodates approximately 10 - 15 cars.

Current Operation of Sports Ground:

Access to the site is currently provided from Ranulf Road which is the main access to the site and from Farm Avenue/Hocroft Road which serves as a secondary (emergency) access.

School Coach Services:

The school provides a dedicated coach services to transport pupils from all the three school branched of UCS which includes pre-prep (Phoenix School), Junior and senior schools and in addition, visiting teams also arrive by coach.

UCS has provided indicative information on the number of likely coach trips on any given school week as shown in table below.

Coaches	Monday	Tuesday	Wednesday	Thursday	Friday
53 Seater	13.30 (2no)	11.00 (2no)	13.30 (2no)	11.00 (2no)	10.20 (2no)
		13.20 (1no)		13.15	11.00 (2no)

				(2no)	
49 Seater	13.30 (1no)		13.30 (1no)		
25 Seater		11.00 (1no)		13.15 (1no)	10.20 (1no)
		13.20 (1no)			13.20 (1no)
Total	3	5	3	5	6

The current arrangement for the school coach services is to drop off and pickup in pupils in Ranulf Road. The applicant has stated that the current arrangement is not satisfactory as it causes delays to traffic and problems for the local residents in terms of both noise and delays and raises health and safety issues due to conflict between pupils and traffic.

In addition to the school coaches dropping and picking up on Ranulf Road, parents and visitors to the facility arrive by car and park on-street on roads in the vicinity of the site. This has an impact on local residents in Ranulf Road, Lyndale, Hocroft Road and Farm Avenue.

The proposal is therefore to address the parking issues by providing dedicated parking facility within the site.

Proposal:

The development proposals are to replace the existing Eve Pavilion which is approximately 600m² on the west of the site with a purpose built replacement pavilion. This pavilion will improve facilities for the pupils of UCS and includes enhanced changing facilities and viewing areas. The proposed pavilion will have an overall GIA of 1388 m² which is an uplift of 788 m² over the existing Eve Pavilion.

The applicant has stated in the Planning Statement that there would be no additional users of the playing fields and pavilion beyond those that currently exist. The primary purpose of the proposals is to provide significantly improved facilities that meet the needs of the existing users and enables the long term and continued use of the sports ground. No intensification of use is proposed. The pavilion is designed to be appropriate to the needs of the school.

Access arrangement and Parking provision for the Site:

The existing access from Ranulf Road is not deemed suitable for larger vehicles such as coaches to access the site therefore a change is proposed to the access arrangement as indicated below.

Access to the University College School Sports Ground (UCSSG) site will still be provided via both the existing main entrance on Ranulf Road, which will become the secondary entrance (eastern entrance) and will become a private school access with improved pedestrian links into the site. The existing secondary access on Farm Avenue/Hocroft Road will become the main entrance (western entrance) and be semi-public.

It is proposed that the existing access on Farm Avenue/Hocroft Road will be improved by removing the existing gates and security fencing and realigning the current access to the west of the current location to provide a centralised access. This relocation will also move the access away from the current public right of way to the north of the site which will reduce the conflict between pedestrians and vehicles that currently exists in this location.

For safety reasons dedicated coach services are provided for all three branches of UCS covering the pre-prep (Phoenix School), junior and senior schools to transport pupils from the school sites to the UCSSG. In addition, visiting teams also arrive by coach.

The applicant has stated that the coach drop-off/pick up and visitor parking currently occurs on an ad-hoc basis on Ranulf Road, which the applicant has claimed is not a satisfactory arrangement for either UCS or neighbouring residents. The proposals therefore seek to address these issues and provide a safer and more sustainable vehicular and pedestrian environment through relocating the vehicular access from Farm Avenue/Hocroft Road. It is proposed that the access is to be relocated centrally to ensure that it is safe for passing vehicles, users of the car park, pedestrians, and cyclists.

The revised access from Farm Avenue/Hocroft Road under the development proposals will allow school coaches to enter the site via the proposed revised entrance and provide formalised arrangements for drop off and pick up, turning and parking. This will eliminate the need for the school and visiting coaches from waiting on public highways in the surrounding roads including Ranulf Road, Farm Avenue and Hocroft Road and would resolve the current problems caused to local highway network by these vehicles.

Whilst the access is on a bend it is on the outside of that bend. With the relocation of the access as proposed the visibility is likely to improve further than previously proposed. It was also observed during site visit that the vehicles approaching the bend negotiate the bend at lower speeds which would further assist the vehicles exiting the site.

The transport consultants have provided information on the visibility splays and swept path information for coaches entering and leaving the parking area from Farm Avenue/ Hocroft Road which is considered acceptable on highway grounds.

However, to ensure that in case the visibility was being obstructed by parked vehicles on exist from the proposed access, a S106 contribution is sought towards the provision of additional waiting restrictions on Farm Avenue/ Hocroft Road if required.

Parking Provision:

3 coach parking bays are proposed as part of the re-development proposals. A total of 50 formalised car parking spaces are proposed. 25 parking spaces are to be provided in the eastern area car park. These parking spaces will be private school

spaces and will be accessed via controlled gates. 25 semi-public spaces are provided including 3 disabled parking spaces, adjacent the new pavilion building and will be accessed from the west site entrance.

Parking assessment:

The consultants have justified the parking provision of 50 parking spaces to meet the current parking requirements of the UCSSG site.

The existing parking provision is for 10 to 15 cars on site which results in overspill of parking in the surrounding public highway. Therefore provision of any additional parking spaces over and above 15 parking spaces and allowing parents and staff to park on site will contribute towards relieving the pressure on parking on street and reducing the detrimental impact on public highway.

Cycle Parking Provision:

Cycle parking will be provided in accordance with the cycle parking standards specified in the Transport for London (TfL) London Plan cycle parking standards. Cycle parking provision would be reviewed as part of the Travel plan assessment if required.

Public Transport Accessibility (PTAL):

The PTAL Score for the site is calculated by using Transport for London model and is considered as a low accessibility level.

Bus routes 113, 328, 13, 82, 245, 260, 460 and C11 are within walking distance of the site.

Traffic Generation:

No additional new trips are expected as a result of the proposed improvements to the operation of the sports ground.

Personal Injury Accidents:

The consultants obtained personal injury data from Transport for London for five year period August 2008 to July 2013. 5 personal injury accidents have been recorded at the A41 Hendon Way, Finchley Road and Burgess Hill. The accidents were slight in nature.

No accidents were recorded in the residential areas in the vicinity of the site.

School Travel Plan:

A Framework Travel Plan has been submitted with the planning application. However, a Travel Plan for the proposed use will need to be included in the S106 Agreement. A contribution of £5,000 will need to be provided for the monitoring of the objectives of the Travel Plan.

Public Right of Ways:

There are two scheduled footpaths associated with the site as follows:

Public Footpath No 118 is on the western edge of the site adjacent to Brondesbury Cricket, Tennis and Squash Club and links Menelik Road. The footpath is approximately 2 metres wide and is lit.

Public Footpath No 156 dissects the sports ground. The footpath is approximately 2 metres wide and is lit. It provides a public right of way across Hampstead Cemetery and Fortune Green and links to Fortune Green Road.

Gated accesses are proposed to cross the footpaths at various locations to cross over from one field to the other. The applicant is advised that these gated accesses must be locked and kept secured at all times to ensure that it does not open on to the foot paths and cause obstruction and danger to public.

Proposed Rerouting of Public Rights of Ways:

It is proposed that the replacement pavilion building will bridge footpath 156 and the public footpaths would be re-routed to soften their corners and to reduce visual clutter on the site. As part of this proposal the applicant has offered UCS land for adoption.

However, it is not considered necessary for the relocation of the footpath and therefore the offer of small parcels of land would not add any value to the proposed improvements to the scheduled footpaths. The Highway Officers are of the opinion that the proposed amendments to the site as part of the development would provide better visibility and security over the section of footpath proposed for relocation, considering that the site is to be monitored by CCTV cameras as stated in the item 5.29 of the Planning Statement submitted with the planning application.

Given the comments above the Council will not be adopting the parcels of land offered for adoption.

The applicant would also need to provide details of vertical clearance being provided under the bridging of the footpath as maintenance vehicles would need to access the footpaths for lighting and routine maintenance. A condition is placed on the planning application to provide these details.

Public Consultation Responses:

Objections have been raised via emails by the residents in the vicinity of the site as follows as part of the planning process. London Borough of Barnet's (LBB) responses to the objections are as follows:

- 1) Objection to the proposed new access point on the bend in Hocroft Road and Farm Avenue on safety grounds due to lack of visibility and parked cars on the bend.

LBB Response: The objection is noted. However, the proposed access is on the outside of that bend and enjoys reasonable visibility. It is proposed that the access

is to be relocated centrally which will further improve the visibility on exiting the site. The proposal also allows for a turning facility within the site for the coaches and vehicles therefore the vehicles exiting the site will do so in forward gear eliminating the need for vehicles to reverse out.

A S106 contribution is sought to ensure that funds are available to provide any additional waiting restrictions by the proposed access in Hocroft Road/Farm Avenue if required. The obstruction of the access would be a matter for Police to enforce if required.

2) Comments were also made regarding the insufficient car parking provision.

LBB Response: At present the parking arrangement on site is informal with provision of approximately 10-15 parking spaces. The proposed overall parking provision of 50 car parking spaces which includes 25 semi-public parking spaces will formalise the existing parking arrangement and will assist in reducing the impact of parking on the public highway in the vicinity of the site and as result will also benefit the residents.

S106 Contributions:

- Travel Plan meeting the TfL criteria shall be submitted 3 months prior to occupation
- £5,000 will be required towards the monitoring of the Travel Plan objectives.
- £5,000 will need to be secured towards the implementation of Waiting Restrictions on roads in the vicinity of the development in necessary to ensure that the proposed accesses are kept free of obstruction.

Recommendation:

The application is recommend for approval on highway grounds.

The impact on trees of special amenity value

The proposals have been discussed with tree officers. There are trees under Tree Preservation Order to the north boundary of the site. There is an existing hardstanding close to the trees. It is suggested that details are secured by condition regarding the excavation of existing hardstanding to create landscaped area. The details provided are generally considered acceptable.

The ecological report provided with the planning application concludes that the site is of limited ecological value. It also makes recommendations for creation of habitats and a condition is suggested to ensure that this is followed through.

The impact on security in the locality

A number of residents have expressed concerns that the proposals would have a harmful impact on local security. The Metropolitan Police have been consulted on the proposals and expressed concern regarding the initial semi-public parking arrangement. This has been removed and replaced with a gated parking area on the

new proposals and the Metropolitan Police have confirmed that they have no objection to the revised arrangements.

The sustainability requirements of the proposals

The proposals would need to comply with the requirements of policies 5.2 and 5.3 of the Mayors London Plan. The energy Statement states that the 40% Total Emission Reduction figure would be met by use of:

- Design of roof with low overhang
- Glazing to maximise daylight entry to the building
- The adoption of natural ventilation strategies
- High Thermal Performance
- Low building air leakage rate
- High efficiency boilers
- Photovoltaic energy generation

3. COMMENTS ON GROUNDS OF OBJECTIONS

Generally addressed in the main report.

Current access is restricted to emergency access and was previously refused permission - *Noted however this was some time ago and the current proposals have to be considered on their own merits.*

Rodent infestation - *This is primarily an environmental health issue.*

Design of the gates - *This would be secured by condition*

Open car park unsafe - *The open car park would no longer be proposed.*

The objections of the London borough of Camden are noted. The issue of trip generation is addressed in the report. In terms of the construction management plan, it is considered sufficient to secure this by condition.

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. SECTION 106 ISSUES

The contributions are necessary, directly relevant and fairly and reasonably related in scale and kind to the development, in accordance with Regulation 122 of The Community Infrastructure Levy Regulations 2010.

6. CONCLUSION

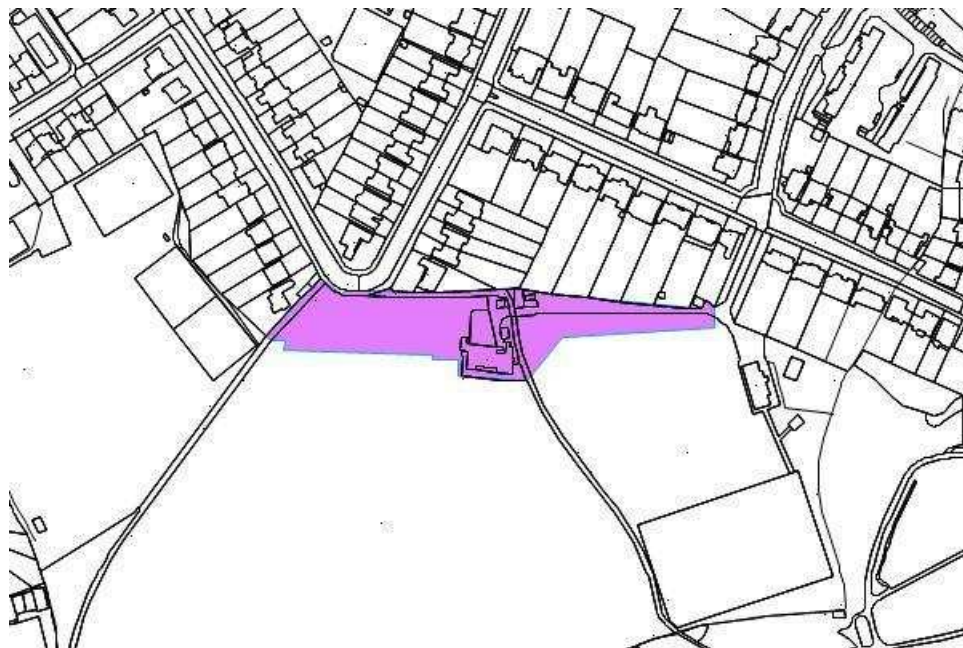
Taking all above matters into account, the application the application is recommended for **APPROVAL**.

SITE LOCATION PLAN:
Road, London, NW2 2BS

University College School Sports Ground, Ranulf

REFERENCE:

F/00002/14



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