

LOCATION: Williams Car Park, Middlesex University, Hendon Campus, The
Boroughs, London, NW4 4BT
REFERENCE: H/03345/14 **Received:** 23 May 2014
WARD(S): Hendon **Accepted:** 24 June 2014
Expiry: 19 August 2014

Final Revisions:

APPLICANT: Middlesex Univesity

PROPOSAL: Installation of 2no. porta cabins for temporary classrooms.

RECOMMENDATION: Approve Subject to Conditions

- 1 This development must be begun within one year from the date of this permission.

Reason:

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

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: HD/8254/05, 13001-07-07A, 13001-07-08A, 13001-07-09B, 13001-07-10B and 13001-07-11B

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).

- 3 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.

- 4 The development hereby permitted and all associated structures shall be

removed from the site edged red and shown on the drawing numbered 13001-07-07A on or before the expiration of two years from the date of this permission. Within six months of removal, the land shall be reinstated for the purposes of car parking as shown on the drawing numbered 13001-07-10B.

Reason: To ensure that the site is restored to a condition that is fit for purpose for outdoor sport and to accord with paragraph 74 of the National Planning Policy Framework and development Management policies DM01 and DM14

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.

1. MATERIAL CONSIDERATIONS

The National Planning Policy Framework 2012

The Mayor's London Plan: July 2011

Relevant Core Strategy (2012) Policies:

CS NPPF - National Planning Policy Framework - Presumption in Favour of Sustainable Development
CS5 - Protecting and Enhancing Barnet's character to create high quality places

Relevant Development Management (2012) Policies:

DM01 Protecting Barnet's character and amenity
DM02 Development standards
DM13 Community and education uses
DM17 Travel impact and parking standards

Supplementary Planning Documents and Guidance

Sustainable Design and Construction (2013)

Residential Design Guidance (2013)
Planning Obligations (2013)

Mayor's CIL

The Mayor of London is empowered to charge a Community Infrastructure Levy (CIL). The Levy is intended to raise £300 million towards the delivery of Crossrail. The Mayoral CIL will take effect on developments that are granted planning permission on or after 1 April 2012 setting a rate of £36.04 per sqm on all 'chargeable development' in Barnet.

Barnet CIL

Barnet's Community Infrastructure Levy was approved at Full Council on 16 April 2013. Adoption of the Barnet CIL Charging Schedule is the 1st May 2013. All planning applications decided on or after that date will be subject to the charge at a rate of £135 per sqm on all 'chargeable development' in Barnet.

Relevant Planning History:

None

Consultations and Views Expressed:

Neighbours Consulted: 263
Replies: 4
Neighbours Wishing To Speak: 2

Summary of objections:

The proposal would result in the overdevelopment of the site
The loss of parking on the site would exacerbate existing parking problems
The proposal will result in loss of light
The proposal would result in overlooking to neighbours at Heton Gardens

Internal /Other Consultations:

Council highways department - the proposal would result in a reduction in car parking spaces. However, given that there would be only a temporary reduction by 12 spaces (from 497 to 485) for a period of 2 years, the proposal is not considered to impact adversely on parking to an extent that would warrant the refusal of the application on these grounds.

2. PLANNING APPRAISAL

Site Description and Surroundings:

The application site features several university buildings and sport pitches.

Proposal:

The application proposes the erection of 2 portakabins to provide temporary classrooms on an existing car parking area for a period of 2 years. The units would be constructed of plastic coated galvanised steel. The 2 units would be linked with a storage and entrance lobby. The proposal would enable further classes to take place simultaneously for the temporary period.

Planning Considerations:

The main considerations are:

- The principle of the proposed development
- The impact on the character and appearance of the application site and surrounding area
- The impact on the amenity of neighbouring residents
- The impact on parking
- Other material planning considerations

The principle of the proposed development

The proposed classrooms would be used for a temporary period in order to provide a more efficient timetable for existing students. The applicant's supporting documentation states that "the key issue in the short term is making up the shortfall in teaching rooms. The portakabins will address this on a temporary basis. Use of the space has provisionally been timetabled and allocated to different Schools. Without this space, there will be extended timetables with students and lecturers having to come to campus more frequently and experience longer breaks between teaching sessions".

The applicant's supporting documentation also states that "the academic timetable is intense. Formal teaching takes place between 9am and 9pm Mon-Fri. Undergraduate year 1 students are taught 9am-6pm, years 2 and 3 between 9am-7pm and Postgraduates between 9am-9pm. Some additional teaching takes place on Saturday mornings. The Academic staff handbook stipulates how much time academics can teach each week, which imposes some limitations on teaching flexibility. The University timetable is constructed for students and aims to prioritise Full-Time students having their teaching on no more than 4 days of the week and ideally on no more than 3 days with gaps of no more than 2 hours between sessions on any given day. The 2013/14 timetable schedule resulted in a shortfall of 13 teaching rooms and was unable to meet these and other student timetable policy priorities. This resulted in a large proportion of students having to attend campus over 5 days and/or be on campus for longer periods each day".

In addition to a supporting statement, the applicant has submitted prospective student numbers for the next five years. This indicates that the student numbers on the application site are predicted to steadily decrease over the next few years. As

such, based on the information provided, the provision of a temporary structure to relieve pressure on the current timetable is considered appropriate.

The impact on the character and appearance of the application site and surrounding area

The 2012 National Planning Policy Framework states that *“the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”*. In addition to the NPPF, Policy CS5 of the Core Strategy states that the Council *“will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high quality design”*. In addition to this, Policy DM01 of the Council’s Development Management Policies 2012 states that *“development proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets... development (should) demonstrate a good understanding of the local characteristics of an area. Proposals which are out of keeping with the character of an area will be refused”*.

The proposed units would be of a simple design and given their intended use for a temporary period and their siting well within the application site, the units are not considered to impact adversely on the character and appearance of the application site or surrounding area.

The impact on the amenity of neighbouring residents

Policy DM01 of the Development Management Policies 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 proposed units by virtue of their scale and siting well away from neighbouring properties would not impact adversely on any neighbouring properties access to light, privacy or have an overbearing impact on the neighbouring property.

The impact on parking

The proposed siting of the temporary units would reduce parking by 12 spaces on the site for a temporary period of two years. The council highways department have not objected to the proposed development. The site has a PTAL rating of 3. In this instance, given the fact that the site has good public transport accessibility and the reduction in spaces would be for a temporary period of 2 years, the temporary reduction in parking spaces is not considered to warrant the refusal of the application on these grounds.

Other material planning considerations

None

3. COMMENTS ON GROUNDS OF OBJECTIONS

The concerns raised have been addressed in the considerations above.

4. EQUALITIES AND DIVERSITY ISSUES

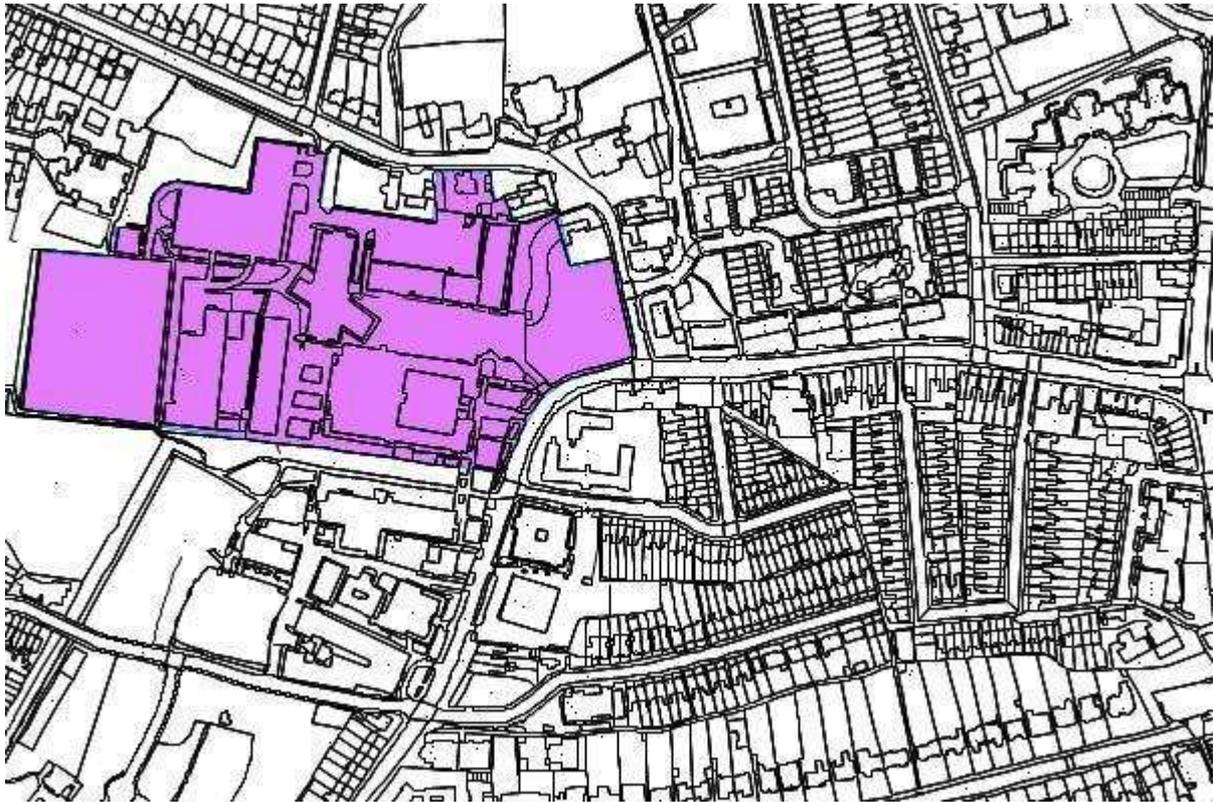
The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

5. CONCLUSION

Approval subject to conditions

SITE LOCATION PLAN: Williams Car Park, Middlesex University, Hendon Campus, The Boroughs, London, NW4 4BT

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