

**Location** **Frith Grange Camp Site Frith Lane London NW7 1PT**

**Reference:** **22/2210/FUL** Received: 25th April 2022  
Accepted: 25th April 2022

Ward: Totteridge & Woodside Expiry 25th July 2022

**Case Officer:** **Tania Sa Cordeiro**

Applicant: Barnet Borough District Scouts

Proposal: Replacement of existing accommodation (to be demolished), and facilities and addition of new, comprising of; 20 person bunk unit; Multi-purpose building; Warden flat/DofE building; Pair of camping huts. Archery range replaced in new location. New vehicular entrance to the site, parking provision to replace existing, new cycle and bin storage

## **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 Chair (or in their absence the Vice-Chair) 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:

Drg.no. 05/1074/PLAN/279\_A (Site Location Plan)  
Planning Statement Frith Scouts Planning Statement Final Apr  
Design and Access Statement D&A rev 08.04.22  
Heating and Hot Water Study Feasibility David J Higgins Consulting (FGCS-DJH-XX-FS-JO-0002 rev P3)  
SuDS Drainage Strategy rev B, (job number; 3813/2020)  
Energy Statement NRG Consulting (PP1923/FG/NR/202203-NR)/FG)  
Transport Statement (RKS Associates ref: VRP1367-01)

BS Report (Arbor Cultural Ltd) AC.2020.488 Frith Grange Scout Camp BS5837 Report

BS Report (Arbor Cultural Ltd) Drg.no. TPP-01 rev.L (Tree Constraints Plan / Tree protection Plan)

BS Report Photo (Arbor Cultural Ltd) 20220121\_125708

BS Report Photo (Arbor Cultural Ltd) 20220121\_125718

Drg.no. TP-002 (Topographical Site Plan)

Drg.no. 05/1074/PLAN/278\_A (Existing Site Plan)

Drg.no. 05/1074/PLAN/235\_B (20 persons Building Floor Plans)

Drg.no. 05/1074/PLAN/236\_B (20 persons Building Elevations)

Drg.no. 05/1074/PLAN/239\_B (20 persons Building Images)

Drg.no. 05/1074/PLAN/220\_B (Archery Range Floor Plans)

Drg.no. 05/1074/PLAN/222\_B (Archery Range Elevations)

Drg.no. 05/1074/PLAN/221\_B (Archery Range Section)

Drg.no. 05/1074/PLAN/245\_B (Camping Huts Floor Plans)

Drg.no. 05/1074/PLAN/246\_B (Camping Huts Roof Plan and Section)

Drg.no. 05/1074/PLAN/247\_B (Camping Huts Elevations)

Drg.no. 05/1074/PLAN/201\_B (Ground Floor Plan- Multipurpose Bldg)

Drg.no. 05/1074/PLAN/202\_B (First Floor Plan- Multipurpose Bldg)

Drg.no. 05/1074/PLAN/203\_B (Roof Plan- Multipurpose Bldg)

Drg.no. 05/1074/PLAN/204\_B (Elevations- Multipurpose Bldg)

Drg.no. 05/1074/PLAN/205\_B (Elevations- Multipurpose Bldg)

Drg.no. 05/1074/PLAN/206 (Section- Multipurpose Bldg)

Drg.no. 05/1074/PLAN/284 (Proposed Section C-C through camping field)

Drg.no. 05/1074/PLAN/285 (Proposed Section D-D through camping field)

Drg.no. 05/1074/PLAN/286 (Proposed Section E-E through camping field)

Drg.no. 05/1074/PLAN/210\_B (Wardens Flat-Floor Plans)

Drg.no. 05/1074/PLAN/211\_B (Wardens Flat-Elevation)

Drg.no. 05/1074/PLAN/212\_B (Wardens Flat-Elevation North & South)

Drg.no. 05/1074/PLAN/213 (Wardens Flat-Section)

Ecology Appraisal Biodiversity Metric 3.0 Calculation Tool

Drg.no. 05/1074/PLAN/250\_A (Existing Photographs)

Drg.no. 05/1074/PLAN/290\_B (Surrounding Buildings)

Drg.no. 05/1074/PLAN/281\_C (Phasing Plan) attached to email

The above were received on the 25/04/22

Drg.no. 05/1074/PLAN/280\_F (Proposed Site Plan)

Drg.no. 05/1074/PLAN/280\_F (Coloured Proposed Site Plan)

Drg.no. 05/1074/PLAN/287\_A (Proposed Site Elevation)

Proposed floor plans and Elevations - 20 persons Building (Coloured)

Proposed floor plans and Elevations - Archery Range (Coloured)

Proposed floor plans and Elevations - Multipurpose Building (Coloured)

Proposed floor plans and Elevations - Wardens Flat (Coloured)

The above were received on the 23/09/22

Proposed floor plans and Elevations - Camping Huts (Coloured)

Aerial view of similar camp sites

The above were received on the 26/09/22

Woodland management Plan (ref. AC.2020.532 rev2), prepared by Arbor Cultural Ltd.

The above were received on the 21/10/22

Drg.no. WMP-01 rev.F (Site Plan- woodlands management Plan)

The above were received on the 31/10/22

Justification in support of the development

The above were received on the 24/09/22

Ecological Management Plan

The above were received on the 17/10/22

Preliminary Ecological Appraisal

The above were received on the 04/08/22

Drg.no. 05/1074/PLAN/292\_B (Overlay-Existing and Proposed Site Plan with volumes)

The above were received on the 04/11/22

letter from EAS with supporting appendix A (Topographical survey.), appendix B (Exceedance Flow Routes) and Appendix C (Proposed SuDS Drainage Strategy Drawing)

The above were received on the 07/07/22

Thames Water Capacity confirmation 30.06.22

The above were received on the 14/11/22

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 other than demolition works shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

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 CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy D4 of the London Plan 2021.

- 4 a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.
- b) 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.
- c) 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 CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.21 of the London Plan 2016.

- 5 The approved Woodland Management Plan, Drg.no. WMP-01 rev.F (Site Plan- woodlands management Plan) and Ecological management Plan - dated october 2022, shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy G6 and G7 of the London Plan 2021.

- 6 a) Prior to the occupation of the hereby approved development, details of a Landscape Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.
- b) The Landscape Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.
- c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy G6 and G7 of the London Plan 2021.

- 7 Notwithstanding the parking site layout plan submitted with the planning application, prior to commencement of the development; a detailed parking layout plan showing the exact dimensions of the existing/proposed crossovers and proposed off-street parking spaces including any redundant crossovers to be reinstated to footway in the development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the 30 off-street parking spaces including 4 disabled parking bays 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.

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.

- 8 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 Authority. Thereafter, before the development hereby permitted is occupied, 20 (long stay) and 2 (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 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.

- 9 Before the permitted development is occupied, details of servicing management plan including refuse storage and collection arrangements shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall only be operated in accordance with the approved refuse storage and collection arrangements.

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

- 10 Before the permitted development is occupied, details of parking management plan shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall only be operated in accordance with the approved parking management plan.

Reason: In the interest of highway safety in accordance with London Borough of

11 No site works including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

1) details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;

2) site preparation and construction stages of the development;

3) 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;

4) 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;

5) the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;

6) 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;

7) noise mitigation measures for all plant and processors;

8) details of contractor's compound and car parking arrangements;

9) Details of interim car parking management arrangements for the duration of construction;

10) Details of a community liaison contact for the duration of all works associated with the development.

11) Provision of a competent banksman.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

12 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 a minimum of 3 active and 3 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

- 13 Within 3 months of occupation, a full Framework (Residential & Community Use) Travel Plan that meets the criteria of the current Transport for London Travel Plan guidance, currently 'Travel Planning for new development in London incorporating deliveries and servicing' and Itrace or TRICS compliant surveys shall be submitted to and approved in writing by the Local Planning Authority. The document shall set out the transport policy to incorporate measures to reduce trips by the private car especially single occupancy and single passenger journeys and encourage non-car modes of transport such as walking, cycling and public transport and to reduce, consolidate or eliminate delivery trips. The Travel Plan Statement should include the appointment of a Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The Travel Plan should be reviewed, updated and resubmitted in writing for approval in years 1, 3 and 5 in accordance with the targets set out in the Plan. Monitoring of the travel plan is to be funded by the applicant in accordance with the Barnet's Travel Plan SPD. The key headlines of the travel plan are to be secured via a s106 agreement.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies Core Strategy (adopted) 2012 CS9 and Development Management Policies (adopted) 2012 DM17.

- 14 Prior to commencement of the development, a plan of the proposed off-site highway works listed below shall be submitted to the Local and approved in writing by the Local Highway Authority. Details to be agreed/finalised as part of the S278 agreement. All off-site highway works must be completed to the satisfaction of the local highway authority prior to first occupation of the development.

1. Provision of site access on Frith Lane
2. Upgrading the existing access on Frith Lane
3. Provision of tactile paving at both accesses
4. Provision of an informal crossing point in the vicinity of the site exit on Frith Lane
5. Provision of warning signs and pedestrian activated flashing lights at the informal crossing point
6. Introduction of waiting restrictions as appropriate

Reason: To ensure that the works on the public highway are carried out to the satisfaction of the highway authority 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 Prior to commencement of the development, construction details of internal access roads which meet adoptable standards shall be submitted to and approved in writing by the Local Highway Authority.

Reason: This is to ensure that internal roads within the development have been constructed to adoptable standards and thus suitable for use by refuse vehicles. This is to indemnify the Council against claims for consequential damage caused to private roads arising from and/or in connection with the collection of waste by the Council from the premises,

or

Prior to occupation of the development, a waiver of liability and indemnity agreement must be signed by the developer and be submitted to and approved in writing by the Local Planning Authority. This is to indemnify the Council against claims for consequential damage caused to private roads arising from and/or in connection with the collection of waste by the Council from the premises

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

- 16 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: In the interest of good air quality in accordance with Policy DM04 of the Barnet Local Plan Development Management Policies (2012) and Policy SI1 of the London Plan 2021.

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



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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and D14 of the London Plan 2021.

- 18 All campfires shall be contained within the firepit as shown on the drawing WMP-01 Rev: F, dated 30/10/2022 titled "Woodland Management".

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD.

- 19 Before the site is occupied/ first used a site management plan should be submitted to the local authority for approval. Once approved all the measures should be implemented for the entirety of the development.

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 October 2016) and Policy D14 of the London Plan 2021.

- 20 No development (other than site demolition and site preparation works) shall take place until a Surface Water Drainage Strategy for the development have been submitted to and approved in writing by London Borough of Barnet planning authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed.

Reasons: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with Policy CS13 of the Barnet Local Plan.

**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. A pre-application advice service is also offered. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
  
- 2 If a concrete pump lorry is operated from the public highway, surface of the highway and any gullies or drains nearby must be protected with plastic sheeting. Residue must never be washed into nearby gullies or drains. During the development works, any gullies or drains adjacent to the building site must be maintained to the satisfaction of the Local Highways Authority. If any gully is damaged or blocked, the applicant will be liable for all costs incurred. The Applicant shall ensure that all watercourses, drains, ditches, etc. are kept clear of any spoil, mud, slurry or other material likely to impede the free flow of water therein.
  
- 3 The developer is informed that hoarding, scaffolding, crane and skips on or abutting the public highway require a licence. To make an application for these licenses please contact the council's Highways Licence Team on 0208 359 3555 for any necessary Highways Licenses or email [highwayscorrespondence@barnet.gov.uk](mailto:highwayscorrespondence@barnet.gov.uk) .
  
- 4 The submitted Construction Method Statement shall include as a minimum details of:
  - o Site hoarding
  - o Wheel washing
  - o Dust suppression methods and kit to be used
  - o Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
  - o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
  - o Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.
  - o Confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.
  - o For major developments only: provide a copy of an asbestos survey; For

smaller developments -confirmation that an asbestos survey has been carried out.

5 The London Borough of Barnet is a Smoke Control Area therefore bonfires are discouraged due to their potential for causing air pollution and therefore harm to health and nuisance. Campfires should always be controlled and the following steps should be taken:

- Burn only dry garden waste, and never other materials such as domestic waste, painted items, plastics, furniture, textiles, or wet garden waste including leaves
- Never use accelerants (for example - petrol) to start the fire
- Do not burn when there is potential for a woodland fire in particularly very dry or windy weather.
- Do not burn when the smoke will blow into neighbouring residents' properties, or on damp, still days when the smoke will hang in the air
- Supervise the fire at all times, and ensure it is totally extinguished at the end.

## **OFFICER'S ASSESSMENT**

This application is called in by Cllr Caroline Stock. The reason for this is that the site is partially in the Green Belt, and that it needs consideration at committee.

### **1. Site Description**

The application site is Frith Grange Camp Site and is sited on the west side of Frith Lane. The site is accessed via a single gated vehicular access point to the eastern boundary of the site onto Frith Lane.

It is comprised of a small area of open land within a relatively dense wooded area protected by the Woodlands Tree Preservation Order and extends to circa 1.4ha. The open land comprises of relatively low-key single storey huts that are used by the Barnet Borough District Scout Council.

The site is bounded to the south and west by predominantly new flatted residential development and some commercial elements. To the north by Millbrook Park CE Primary School and to the east by a wooded area, with Finchley Golf Club beyond. The tall mature trees and foliage, currently provides the much-required buffering and screening from the tall rise development which forms part of the Millbrook Park Regeneration.

The site is currently partially located within the Green Belt and is covered by trees protected by a Woodland TPO.

### **2. Site History**

Reference: 15/01043/FUL

Address: Frith Grange Camp Site, Frith Lane, London, NW7 1PT

Decision: Refused

Decision Date: 15 April 2015

Description: Base station comprising a 25m high lattice tower supporting 3no. antennas and 2no. 600mm dishes, supported at ground level by an equipment cabin and electrical meter cabinet, all contained within a secure fenced compound.

Reference: 16/2593/PNT

Address: Frith Grange Camp Site, Frith Lane, London, NW7 1PT

Decision: Prior Approval Required and Refused

Decision Date: 14 June 2016

Description: installation of a 15m high lattice supporting 3no. omni antennas and 2no. 600mm dishes, supported at ground level by an equipment cabin and electrical meter cabinet and development ancillary thereto, all contained within a secure fenced compound

Reference: 16/6816/LIC

Address: Frith Grange Camp Site, Frith Lane, London, NW7 1PT

Decision: Pending Consideration

Decision Date: No Decision Made.

Description: Installation of temporary mobile telecommunication tower with ancillary equipment and works

Reference: TPF/0684/20

Address: Frith Grange Camp Site, Frith Lane, London, NW7 1PT

Decision: Trees: Approved subject to Conditions

Decision Date: 9 March 2021

Description: 8 x Hawthorn - Remove. Standing in woodland W1 of Tree Preservation Order;, 1 x Blackthorn - Remove. Standing in woodland W1 of Tree Preservation Order, and plant replacements as shown on Block HH Proposed Boundary Tree Planting Plan (BMD-20-022-DR-C305 Rev C) comprising: 7 x Crab Apple, 2 x Scots Pine (AMENDED DESCRIPTION)

Reference: 21/8190/QCE

Address: Frith Grange Camp Site, Frith Lane, London, NW7 1PT

Decision: Pre-application advice issued

Decision Date: 6 October 2021

Description: Replacement of existing accommodation and facilities and addition of new for the scout camp site at Frith Lane. New accommodation comprises 20 person bunk unit, multi-purpose building and warden/classroom building plus pair of camping huts. Archery range is replaced in new location. New entrance and exit to the site and new parking provision to replace existing.

Reference: TPP/0755/21

Address: Frith Grange Camp Site, Frith Lane, London, NW7 1PT

Decision: Application Invalid On Receipt

Decision Date: No Decision Made.

Description: Achieve 4% of total area coppice each year for the next 25 years within tree preservation order-W1, Start scalloping of the woodland edges within tree preservation order-W1

Reference: H/00193/12

Address: Frith Grange Camp Site, Frith Lane, London, NW7 1PT

Decision: Approved subject to conditions

Decision Date: 8 March 2012

Description: Extension to existing toilet block.

### 3. Proposal

The proposal is for the 'Replacement of existing accommodation and facilities and addition of new structures, comprising of; 20 person bunk unit; Multi-purpose building; Warden flat/DofE building; Pair of camping huts. Archery range replaced in new location. New vehicular entrance to the site, parking provision to replace existing, new cycle and bin storage.'

#### Warden/classroom building:

The warden's building will accommodate a private self-contained family living space for the use of a caretaker / site manager at first floor level. An activity hub, office, tea point, WC and storage will be accommodated at ground floor level.

It will be sited to its east adjacent to an existing 3 storey Barry M Building. This building is two storeys with a pitched roof. A single storey front porch provides entrance to this building. The building has a depth of 9m, a width of 18.8m and a maximum height of 7.55m.

#### 20 Person Bunk Unit:

It would have an L shaped footprint and will be single storey with accommodation within the roof. It will replace an existing single storey archery range and storage area.

This unit is a purpose build guest accommodation building. It comprises of a self-contained kitchen, hall space and bathroom spaces. This offers disabled access accommodation that is not currently available. Solar panels are proposed on the pitched roof on the south elevation of the building

#### Multi-Purpose Building:

It is a two storey L shaped building that covers a footprint of 411m<sup>2</sup>. The longest elevation adjacent to the woodlands will measure approximately 28.1m in depth. The width of the elevation fronting the street (Frith lane) will measure approximately 23 meters. The two storey elements of the building will have a pitched roof with a maximum height of 7.5m. The single storey elements will have a maximum height of approximately 3.8m. Solar panels are proposed on the pitched roof on the south elevation of the two storey element.

The building is sited close to the entrance of the site adjacent to the 20 person building. It will be the first point of contact for the campsite. It will comprise of a reception / office space, meeting rooms and the main hall. The first floor will accommodate a lounge/kitchen, sleeping accommodation and a air rifle range. As per the supporting document provided, the site will be used as the Head Office of Barnet Scouts as well as the campsite for the scouts.

#### Archery range:

The archery building will be sited adjacent to the south and west boundary with the Millbrook Park Development. It is single storey and covers a footprint of 214m<sup>2</sup>, has a width of 20.1m, depth of 10.7m (additional overhang of 2m) and a height of approximately 4.2m. Due to the drop in levels the ground will be levelled to accommodate this structure.

The east elevation of the Archery Range has been designed as a climbing wall.

#### Pair of camping huts:

The camping huts are sited adjacent to the Archery Range. They are single storey and cover a footprint of 24m<sup>2</sup>. It will have a maximum height of 3.5m, width of 5.6m and depth of 3.5m. A open veranda is proposed measuring 3m in depth.

New Parking:

The proposal also involves new entrance and exit to the site with a new parking layout which extends into the woodlands.

#### **4. Public Consultation**

Consultation letters were sent to 9 neighbouring properties.

39 responses in support on the application have been received.

Comments have been summarised below;

- Will provide a much improved facility for the young people of Barnet alongside an safer entry / exit system on a busy road
- Will be a valuable contribution and local resource, especially for young people
- Redeveloping this site to improve its security, disability access and the quality of its buildings will not impact upon its neighbours as all said buildings are single storey and therefore hidden by the woodland area on site
- As this is the only Scout site in the very large Barnet Scout district there are a large number of Scout groups who rely on this site for weekly events and camping
- I look fondly on the site however it is very run down and in need of development
- The buildings and entrance alongside parking etc. if the site had a warden on it like many others eg Northern Heights in Elstree it could have accessed and maintained to ensure maximum benefit for our youth
- Fully appreciative of the benefits this development will bring for the youth of our borough with little deleterious effect on the neighbourhood
- The facilities at Frith are life expired and in desperate need of upgrade
- BBC reported on 1st May 22 90,000 young people are on waiting lists to join Scouting and as ever is short of leaders
- The development of Frith Grange is vital to offer the youth of Barnet the best possible opportunities
- This is for the good of the community and would give young scouts amazing opportunity to enjoy camping, love outside, use their skills and just have fun with friends
- Camps offer so much more than a few nights away from home, they forge friendships, teach new skills and allow a sense of independence and responsibility in learning some important life skills
- A permanent on-site warden will mean that the site is safe, accessible and any problems spotted and dealt with quickly

Internal Consultees;

Highways - No objections, subject to conditions.

Ecology - No objections, subject to conditions.

Landscaping and Trees - No objections, subject to conditions.

Environmental health - No objections, subject to conditions.

Suds (Drainage) - No objections, subject to conditions.

## **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 20th July 2021. 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 London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

#### Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5.
- Relevant Development Management Policies: DM01, DM02, Dm06

The Council's approach to extensions as set out in Policy DM01 is to minimise their impact on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the Borough. The

development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

### Barnet's Local Plan (Reg 22) 2021

Barnet's Draft Local Plan -Reg 22 - Submission was approved by the Council on 19th October 2021 for submission to the Secretary of State. Following submission the Local Plan will now undergo an Examination in Public. The Reg 22 document sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. It represents Barnet's draft 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 the policies and site proposals in the draft Local Plan and the stage that it has reached.

### Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

- Sets out information for applicants to help them design an extension to their property which would receive favourable consideration by the Local Planning Authority and was the subject of separate public consultation. The SPD states that large areas of Barnet are characterised by relatively low density suburban housing with an attractive mixture of terrace, semi-detached and detached houses. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene.
- States that extensions should normally be subordinate to the original house, respect the original building and should not be overly dominant. Extensions should normally be consistent in regard to the form, scale and architectural style of the original building which can be achieved through respecting the proportions of the existing house and using an appropriate roof form.
- In respect of amenity, states that extensions should not be overbearing or unduly obtrusive and care should be taken to ensure that they do not result in harmful loss of outlook, appear overbearing, or cause an increased sense of enclosure to adjoining properties. They should not reduce light to neighbouring windows to habitable rooms or cause significant overshadowing, and should not look out of place, overbearing or intrusive when viewed from surrounding areas.

Sustainable Design and Construction SPD (adopted October 2016)

- Provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet.

## **5.2 Main issues for consideration**

The main issues for consideration in this case are:

- Whether the building would be detrimental to the Green Belt
- Whether harm would be caused to the character and appearance of the application site, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Impact on Bio-diversity (trees, ecology and landscape)
- Impact on highways;



- Provision of refuse storage

### **5.3 Assessment of proposals**

#### Impact on the Green Belt

##### *Preamble*

Only part of the site currently (southern area) falls within the green belt. However, proposed changes to the Policies Map which forms part of our draft Local Plan (Reg 19) shows that the existing Green Belt has been extended across the entire Scout Camp. The justification for the change is: It is part of the Frith Grange Scout camp (the balance is already in the Greenbelt), and the addition will make the Greenbelt boundary consistent with the ownership boundary, along the edge of the urban area immediately adjoining to the north of the camp.

The evidence behind the changes was the Barnet Green Belt and Metropolitan Open Land (MOL) Study (2018). The Study considered the accuracy and robustness of Barnet's existing Green Belt boundaries, with a view to highlight areas for potential realignments along alternative permanent and readily recognisable physical features where necessary.

Barnet has not received any objections to this proposed change. The timetable for the Local Plan is examination in early 2022 and adoption by 2023. Para 6.3.4 of the 2009 Mill Hill East Area Action Plan says 'The Scout Camp is to be protected within the Green Belt.' The Area Action Plan sees the Scout Camp as a buffer between the high-density urban form of the high street and the Green Belt to the east of Frith Lane. So, the designation of the site as Green Belt has remained consistent since the Area Action Plan in 2009.

Whilst the Local plan is still at examination stage, considerable weight has been given to the above.

##### *Whether Inappropriate Development*

Section 13 of the National Planning Policy Framework (NPPF, 2021) establishes the great importance government attaches to Green Belts, "the fundamental aim" of which is to prevent urban sprawl by keeping land permanently open. The guidance indicates the essential characteristics of Green Belts are their openness and their permanence and identifies five purposes:

- To check the uncontrolled sprawl of urban areas
- To prevent neighbouring towns merging into one another
- To assist in the safeguarding of countryside from encroachment
- To preserve the setting and special character of historic towns
- To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

Paragraph 149 of the NPPF 2021 states that the construction of new buildings are inappropriate in the Green Belt, with the exception (in part) of limited number of scenarios to this general approach. Paragraph 150 also comments that "certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it." It goes on to outline such exceptions.

Local Plan Policies CS7, DM01, DM15 would apply to the proposal in particular Policy DM15 of the Development Management Policy DPD which aims to protect the Green Belt. Policy DM15 of the Development Management Policy DPD reiterates the NPPF's requirements and states that development in the Green Belt will only be acceptable where they are essential facilities for appropriate uses which do not have an adverse impact on the openness of the Green Belt. The Council's Policy (DM15) also states that the construction of new buildings within the Green Belt, unless there are very special circumstances, will be inappropriate, except for...agricultural purposes. The supporting text to the policy confirms that appropriate development in the Green Belt includes development for agriculture.

In evaluating the scheme, it is important to consider whether the proposal would constitute inappropriate development in the Green Belt. As set out above, paragraph 149 identifies a number of exceptions where the construction of new buildings can be supported, which of relevance to this application includes:

b) the provision of appropriate facilities..... for outdoor sport, outdoor recreation.... as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

In terms of appropriate use, the proposed facilities are acknowledged to be ancillary to the operation of the site, which is an outdoor sport use with the exception of the Wardens Building which includes a self-contained unit at first floor level. It is therefore considered that the use could partly meet exception (b) in that the use of outdoor recreation would not be an inappropriate development within the Green Belt.

The wardens building will be used by a residing caretaker of the camp site to ensure the day to day running of the camp site. It is essential to have a resident caretaker on site as a point of contact to control any noise nuisance associated with the use on site. It is therefore considered to be ancillary to the current outdoor sports use of the site and therefore falls within an exception set out under paragraph 149 of the NPPF 2021. Furthermore, caretakers lodging is not entirely unexpected on such sites.

### *Openness*

The NPPF makes it clear that an essential characteristic of the Green Belt is their openness. Open means the absence of development, irrespective of the degree of visibility of the land in question from public vantage points. A number of factors are capable of being relevant including spatial and visual considerations. Recent case law confirms that it is a matter of planning judgement as to whether, given the amount of building and development, the proposal would preserve the openness of the Green Belt and whether it would conflict with the purposes of including land within in it. A key consideration is, whether the level and amount of proposed built form, and its impact on the surrounding Green Belt, would be consistent with openness (as distinct from urban sprawl). The visual impact is not irrelevant and can be taken into account in determining the impact on openness, with the provision that it should not be determinative on openness.

The site is currently occupied by 7 buildings, a series of storage containers, telecoms mast and enclosure. Having visited the site, it was noted that the existing structures are in various states of despair. The proposal involves demolishing a few of the existing structures, namely the Cyril Allen and the Crew Hut and a few other low key single storey structures. These will be replaced with new structures which includes 2no. two storey

building. The existing structures are low-key and modest in size and inevitably any structures to replace what is existing will likely adopt a more prominent presence within the site. However, it is noted that the proposal has been designed so that most of the buildings are sited away from the boundary to create a cluster of development towards the centre of the site. This will maximise the area left for open land/woodland.

Given that the new structure will be constructed in approximately the same location as the structure in situ and the degree of buffer distance from the boundaries, it will create greater openness within the site and present the development and its neighbours in a looser arrangement of buildings with gaps through between the buildings, it is therefore not considered that the proposal would be detrimental to the openness of the Green Belt.

### *Special circumstances*

Paragraphs 147 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. This has been reiterated in the London Plan (2021), policy G2 states the Green Belt should be protected from inappropriate development and that development proposals that would harm the Green Belt should be refused except where very special circumstances exist.

It is noted that the development is indeed greater in scale than what is in situ and therefore 'Very special circumstances (VSC)' has to be provided to justify further development on this site. The planning statement provides details of VSC, stating that the use of the site for scouting dates back to pre-war days and the VSC in regard to the proposed development relates to the long term use of the existing scouts camp and the provision of modern facilities to meet the growing needs of the District as a whole.

The planning statement has provided an insight into the operation of the Scout Association. 'The Scout Association within the Borough of Barnet is comprised of the District Scout team, under which there are 30 independent Scout and Explorer Scout groups. Frith Grange Campsite is the District Head Office and the only camping and activity centre with the Borough of Barnet. It currently provides a permanent meeting space for two groups, as well as operating as a Duke of Edinburgh training centre. Vernon Hall is also available to the District but offers meeting space only'.

Officers visiting the site noted the dilapidated state of some of the buildings, particularly The Cyril Allen building and Crew Cabin. The planning statement states that 'the repair to these dated buildings is both expensive and ongoing and therefore to continue without meaningful investment in the Frith Grange site will result in the inability of the District scouts to properly function'.

The loss of the main meeting hall and office space has resulted in the inability for existing scouting groups to use the site as a location for their weekly groups, as well as preventing a new scout group from being formed. Therefore, the proposal wishes to make use of this opportunity to re develop and provide better quality buildings and also at the same time expand the facilities and structures to accommodate the growing increase in the number of scouts.

Justification for VSC provided by the applicant has been summarised below:

- Frith Grange is the Head Office of Barnet Scouts and the only Camping, Residential and Activity Scout Centre in the London Borough of Barnet.
- Other scout groups in the Borough lack outdoor space and activities are limited as

many rely on meeting in premises such as church halls so access to the offerings at Frith are key to the vitality of the scout movement in the borough.

- The Frith site is long established and requires additional space and improved facilities to safeguard its future.
- The Millbrook Park development is expected to give rise to the need for a new scout group for the new young residents.
- At present the built forms and storage containers and huts comprise a motley collection of structures and the Cyril Allen building and Crew Cabin have been water damaged and require replacement.
- There is no suitable alternative site in the Borough that can replace Frith - it is unique with the camping field and the woodland, both of which will be maintained and enhanced. The latter with the benefit of new planting and a woodland management plan that forms part of this application.
- The proposed new multi-purpose building and 20 Person building will sit between the field and the woodland, broadly in locations of the existing water damaged buildings and hard standings.
- The multi-purpose building is to be the main hub for the Head Office, re-providing the hall, kitchen and meeting rooms previously in the Cyril Allen building and providing replacement crew accommodation on its upper floor.
- The 20 person building is single storey of similar height to those being removed and will provide accessible accommodation for all visitors and will be critically important to the sustainability of the site in securing a financially stable future.
- The Wardens building is sited close to the new entrance with the backdrop of Barry M. It will facilitate the introduction of a permanent security presence and create a dedicated space for Duke of Edinburgh training.
- Frith Scout site is a vital community facility and the proposed improvements should be seen as an investment in the youth of Barnet, their health, wellbeing and education. Once developed there will need to be no further encroachment in the Green Belt.
- As a unique site with dedicated scouting and community use very special circumstances apply and no precedent will be set for other development in the Green Belt.

Paragraph 148 of the NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Having taken into consideration the 'Very Special Circumstances' put forth by the applicant and having considered the design and layout of the proposal and its minimal impact on the openness of the Green Belt. It is considered that the proposal is acceptable in terms of its impact on the green Belt.

#### Principle of development and impact on the Character and appearance of the Area

There would be no objection, in principle, to the demolition of the existing structures. As stated above the existing structures are in a dilapidated state with no heritage interest. These existing structures forms a neutral element within the immediate vicinity and therefore does not contribute to the character or appearance of the area.

The new buildings cover a larger footprint and has increased in massing compared to what is in situ, however, when viewed in context to the adjacent neighbouring properties, the proposal appears subordinate in scale. The intention is to introduce a better quality of buildings that is more sympathetic to the character and distinctiveness of the local area.

The site benefits from very verdant surroundings with thick mature trees within the Woodlands . The existing vegetation is not only an important character of the overall area but also offers a positive protective barrier along with an effective and significant screening. The proposal would be set back within the site and public views from the street Frith Lane would be very restricted. Any available views would not be visually intrusive given the degree of set back from the street. It would create greater openness within the site and present the development with adequate buffer screening from the street and neighbouring properties.

Since the proposal would involve a subordinate increase in scale to the existing structures, its impact on the character of the area will be limited.

#### Impact on Living condition of neighbouring residents

New developments should have due regard to the amenity of existing occupiers in neighbouring buildings. Careful consideration needs to be given to the siting and the scale of development and the impact the proposed development will have on the amenity of neighbouring occupiers.

Any development should ensure that the amenities of neighbouring occupiers are respected. The Residential Design Guidance SPD advocates that there should be a distance of 10.5 metres between a new development and a neighbouring garden; careful consideration should be given to the siting of the building on the plot. In addition, any proposal should retain a distance of 21 metres between habitable windows.

The proposal is designed to meet and exceed these requirements. Furthermore, as stated above the some of the new structures will replace the existing structures in approximately the same location. Most of the structures are single storey with the exception of the two storey wardens Building that is sited adjacent to the three storey Barry M building and the two storey Multi-Purpose Building that is centrally situated within the site. Due to the context of these two storey buildings with neighbouring buildings it is not considered to have an impact on the amenities of this neighbouring occupiers.

It is noted that the Archery range is situated adjacent to the boundary with the Millbrook development, however due to it being single storey and the nature of the use it provides, it is not considered to have a detrimental impact on the amenities of these neighbouring occupiers.

In terms of the noise nuisance associated with the use of the site, Environmental Health officers were consulted and they have raised no objections, subject to conditions. Furthermore, it is noted that the site has been in use as scouts camp and therefore whilst it will have an increased footfall, it would not be any worse than existing. Furthermore, the wardens building will provide onsite security and supervision which will control any noise nuisance associated within the camp site. A condition requiring a 'Site Management Plan' is to be submitted to the local authority for approval. This will ensure that the activities within the site is properly managed without detriment to the neighbouring occupiers.

Given the buffer distances between the proposed buildings and the neighbouring properties, combined with the existing mature vegetation along the boundaries with neighbours, it will not materially affect their sunlight or lead to overlooking and loss of privacy to these neighbours.

## Impact on Bio-diversity (trees, ecology and landscape)

The importance of trees, ecology and landscape is recognised at every policy level, Nationally NPPF chapter 15; regionally London Plan policy G6 and locally within Barnet Council's adopted policies DM01, DM04, DM15 & DM16 all require developers to consider, trees, ecology and landscape which builds bio-diversity. In addition the following references are also considered; Circular 06/2005: Biodiversity and Geological Conservation - Statutory Obligations and their Impact within the Planning System, ODPM, 2005, London Biodiversity Action Plan, London Plan, 2021, London Regional Landscape Framework, Natural England, 2010.

To support planning applications where there are trees growing on the site or on adjoining land supporting information following guidance set out within BS5837:2012 Trees in relation to design demolition and construction-recommendations must be submitted. Designs must incorporate existing trees and provide space for new tree planting.

Sites being considered for development must retain valuable, and protected habitats such as bat roosts or badger setts deliver net bio-diversity gains. Guidance set out within BS 42020 - a code of practice for biodiversity in planning and development. This will inform the level of information required for the authority to evaluate supporting information.

Policy DM16 requires that "when considering development proposals the council will seek the retention and enhancement, or the creation of biodiversity". The proposal would need to demonstrate how the policy would be met.

The Authority's ecologist and Arboriculturist have been consulted they are happy with the amended Woodland management Plan and the amended Ecological Management Plan, subject to conditions.

## Highways and parking provision

The Scout camp site is on Frith Lane, local distributor road which joins onto Bittacy Hill to the south and Lullington Garth to the north. The site is not in a CPZ and it has a PTAL score of 2 (low). There are 3 bus routes (240, 382, 221) within 4-6 minutes walking distance of the site. Also, Mill Hill East station on the London Underground Line is within 7 minutes walking distance of the site. There are no yellow lines in the immediate vicinity of the site but there are yellow lines and an event day CPZ (1pm-6pm) at the southern end of Frith Lane and at side road junctions along the road.

The proposal seeks to demolish existing accommodation and provide 20 person bunk units and other buildings on site including a wardens flat, new vehicular access, parking provision and refuse storage facilities. The proposal does not fall under any specific category but is akin to a education/community use facility.

In relation to parking, a proxy of 1 space for every 10 visitors is considered appropriate and so provision of 15 spaces for 153 visitors anticipated is acceptable but given the fact that no drop off areas have been provided the provision of an additional 15 spaces for drop-offs is acceptable based on the profile of arrival and departures to the facility. The provision of 4 disabled parking spaces is considered acceptable. The additional visitor spaces are intended to reduce any overspill parking from the site. The internal layout can accommodate two coaches which is supported.

Regarding cycle parking, the provision has to meet London Plan standards and for educational uses, it 1 space per 8 staff/students for long stay cycle parking and 1 space per 100 students for short stay spaces. This equates to 20 long stay spaces and 2 short stay spaces. Cycle parking is proposed adjacent to the car parking area and the location is acceptable but long stay cycle parking must be provided in a covered, secure and enclosed compound. Details of cycle parking are therefore requested by way of a planning condition.

2 electric vehicle charging points are proposed. Highways would recommend that 10% of the parking spaces provided should be fitted with active points and a further 10% with passive provision. This can be secured by way of a planning condition.

The internal layout comprises of a separate entry and exit which serves a two rows of parking bays on either side of a 6m internal access road. The creation of an "in and out" arrangements will reduce turning conflicts within the site. As pedestrians will be able to enter the site from these two egress points designated crossing point on the internal access road close to each entrance. Highways notes the proposed aisle width of 6m and the swept path drawings submitted. However, the swept paths drawings provided only shows coaches exiting to the south. Swept paths of coached exiting the site and heading north are requested.

A designated coach drop-off and parking area is to be designated on the plan. Also measures to slow down traffic within the car park should be considered. In addition to creating a new access the existing access will need to be upgraded. It is also proposed that an informal crossing and flashing warning lights are introduced in the vicinity of the proposed exit on Frith Lane to make it safer for scouts who cross at this point. To facilitate this, the applicant is requested to enter into a s278 Agreement with the council to undertake the follow off-site highways works.

- 1) Provision of site access on Frith Lane
- 2) Upgrading the existing access on Frith Lane
- 3) Provision of tactile paving at both accesses
- 4) Provision of an informal crossing point in the vicinity of the site exit on Frith Lane
- 5) Provision of warning signs and pedestrian activated flashing lights at the informal crossing point
- 6) Introduction of waiting restrictions as appropriate

All off-site highway works must be completed to the satisfaction of the local highway authority prior to first occupation of the development.

Refuse collection and servicing will take place on site and refuse vehicle will be able to enter and exit the site in forward gear. However, a designated refuse storage area and a servicing area need to be shown on the site plan so demonstrate that refuse and delivery vehicles will not obstruct the free flow of traffic within the site.

A parking management plan that sets out how parking will be enforced or allocated on site is requested. In addition, a travel plan is requested for the site alongside a contribution of £5000 towards travel plan monitoring.

## Refuse

The proposed development is required to comply with Barnet's Waste and Recycling

Strategy (2020). Refuse collection and servicing will take place on site and refuse vehicle will be able to enter and exit the site in forward gear. However, a designated refuse storage area and a servicing area need to be shown on the site plan so demonstrate that refuse and delivery vehicles will not obstruct the free flow of traffic within the site. Details of secured enclosures need to be provided. This can be secured by condition.

#### **5.4 Response to Public Consultation**

Comments received have been in support of the proposal. No objections have been raised.

#### **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 the proposal will accord with the requirements of the Development Plan and is therefore recommended for approval, subject to conditions.



