[redacted]

EN4 [redacted]

[redacted]

Dear Barnet Council

This letter is written in relation to consultation 20/2988/FUL

I□m writing to let you know, as a Barnet Council resident [redacted], how much I support planning permission for our neighbours, the Markaz.

I am proud that Barnet is a place for many different religious communities. As you know, the Markaz community originate from Iraq, with many having to flee as refugees under Saddam Hussein□s regime. For thirty years they have met as a community in Barnet. We are horrified that a lawyer who is known as the □Mosque Buster□ has been hired by a group to oppose their use of a building. We stand against hate in all its forms. We appreciate their travel plan which explains how people will visit the Markaz, and we□re excited that a Barnet building with such historic and physical prominence will once again be used. Please consider this letter a sign of my support for the planning application.

[redacted]

Dear Sir/Madam

The above planning application must be rejected based on the following reason;

1) Noise pollution
2) Increased traffic and inconvenience for local residents
3) Religious tension and insecurity to local Jewish community
4) There are plenty of mosques all over Barnet and surrounding boroughs.

Regards

EN4

[redacted]

Dear Barnet Council,

I absolutley object to the planning application to convert the GOLDERS GREEN HIPPODROME into an Islamic Centre- Mosque. The result will be a huge increase in highway obstruction, traffic problems and clogged roads, swallowing up parking and to unsociable noise and disturbances due to the massive increase of customers of the mosque- cultural centre. The current owners have been guilty of breaking planning control since 2017 and the situation would only be-come acute!

Yours [redacted]

REFERANCE NUMBER
20/2988/FUL

Make sure you include the reference number
20/2988/FUL as well as the address
Golders Green Hippodrome, London NW11 7RP

[redacted]

5 March '21

To whom it may concern

We object to the proposed use of Golders Green Hippodrome.

[redacted]

[redacted]

Quote Ref: 20/2988/FUL

I totally support the Iranian centre and I am very disappointed at how racist the action letter sent asking for residents to object. Surely we can not allow such overt racism against the Muslim Community and we should allow this centre to proceed.

[redacted]
NW11[redacted]

[redacted]

From:[redacted]
Sent:Mon, 8 Mar 2021 21:06:49 +0000
To:Planning Consultation
Subject:OBJECT

I object to the hippodrome being turned into a Muslim centre, since this will greatly affect traffic.
[redacted]

[redacted]
NW11[redacted]

23 February 2021

Barnet Planning and Building Control
2 Bristol Avenue
Colindale
NW9 4EW

Dear Sirs

Re: The Hippodrome NW11 7RP (Your Ref: 20/2988/FUL

We write with reference to your letter of 25th January 2021 regarding the proposal to use the above as a place of worship.

From our experience of The Hippodrome being used as a place of worship before, we think that this will, once again, become a problem for parking in our road.

The parking became very bad and at first The Hippodrome employed people to help keep nuisance to a minimum, which they did try to do. However, many people just ignored them and although there were not many incidents of people parking directly over our drive, there were many incidents of people parking so that either the front or the back of their cars overhung our dropped kerb, making it very difficult, and on a few occasions, impossible, to get in and out of our drive.

[redacted] and need people to come and help us with living tasks – mainly in the evenings and it was very difficult to get the help when they could not park in our drive because of inconsiderate people using The Hippodrome and that had a knock-on effect, that they could not then park anywhere in our road or surrounding roads. One evening they could not get into our drive until late at night which was very distressing for us.

We sincerely hope that you take our concerns into consideration. [redacted] is already a very busy road for parking due to its proximity to Golders Green underground and bus station and also Golder's Hill park plus all the restaurants etc.

Yours sincerely

[redacted]

[redacted] NW11 [redacted]

22/2/21

[redacted]

London Borough of Barnet

Ref No 20/2988/FUL
Colders Green Hippodrome, London NW11 7RP

Sir

I write to express our objection to granting permission for the Colders Green Hippodrome to be made into a Mosque

It will inevitably result in causing a great increase in noise, traffic and a fundamental change to the present environment.

Especially at night the disturbance to the area both in the increased numbers of people and the accompanying vehicular traffic will cause distress and inconvenience to the area.

We hope that you will take the feelings and wishes of the Colders Green population into consideration

Respect [redacted]

[redacted]

Dear Planning dept

ref : 20/2988/FUL

I strongly object to the Golders Green Hippodrome having a change of use.

It is part of the general community of the area and is important as a performance and entertainment space

Yours

[redacted]

[redacted]

NW11[redacted]

[redacted]

EN5[redacted]

[redacted]

Dear Barnet Council

This letter is written in relation to consultation 20/2988/FUL

I□m writing to let you know, as a [Barnet Council resident and/or member of X community], how much I support planning permission for our neighbours, the Markaz.

I am proud that Barnet is a place for many different religious communities. As you know, the Markaz community originate from Iraq, with many having to flee as refugees under Saddam Hussein□s regime. For thirty years they have met as a community in Barnet. We are horrified that a lawyer who is known as the □Mosque Buster□ has been hired by a group to oppose their use of a building. We stand against hate in all its forms. We appreciate their travel plan which explains how people will visit the Markaz, and we□re excited that a Barnet building with such historic and physical prominence will once again be used. Please consider this letter a sign of my support for the planning application.

Yours sincerely,

[redacted]

[redacted]

FUL

NW4 [redacted]

Kind regards

[redacted]

We require your full home address in order to be able to log your comments.

Thank you

Kind regards

[redacted]

[redacted]

<image003.jpg>

[redacted]

Dear Sirs

I strongly object that the Hippodrom become a place of worship/Islamic Center.

Golders Green Station, North End Road, Finchley Road and Golders Green Road are all of limited sizes and could not cater for the resultant huge influx of traffic and parking.

The preservation of the Hippodrom as a community amenities would be also most desirable.

Yours faithfully

[redacted]

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[redacted]

NW11 [redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Application Ref: 20/2988/FUL

We are STRONGLY opposed to any conversion of our beautiful Hippodrome to a Mosque.

Parking/traffic flow and pollution will not lend itself to having this building used for any religious community and will cause havoc in the area.

Please stop this going ahead!

Kind regards

[redacted]

Sent from Yahoo Mail for iPhone

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[redacted]

OBJECT

Golders Green Hippodrome, London NW11 7RP- Application ref: 20/2988/FUL

Dear Sirs

As a residence of Golders Green for over 30 years I write to object the application in respect of the above property for the following reasons

1. **Adequacy of parking/loading/turning**. Golders Green in general and the area around the Hippodrome is suffering from a serious shortage of parking facilities for residence of the borough. An increase in traffic due to people attending the Centre would make this even worse.
2. **Traffic generation, Highway safety and parking.** As per par. 1, the increase in footfall resulting from the use as a Place of Worship) and for ancillary community uses, public conferences and performances would be to the detriment of local residence already struggling with not enough adequate parking and traffic in the area.
3. **Noise and disturbance resulting from use:** A planned large community centre would no doubt cause noise & disturbance around the area as opening hours would be well into late at night and noise from the increase footfall would be impossible to avoid.

Yours sincerely

[redacted]

NW11 [redacted]

[redacted]

NW11 [redacted]

[redacted]

We require your full home address in order to be able to log your comments.

Thank you

Kind regards

[redacted]

[redacted]

[redacted]

Re 20/2988/FUL

I object to the planning application for the Hippodrome to be turned into a mosque. This iconic building has been around all my life and should remain a cultural centre for all faiths.

The largest Islamic centre should not be right next to a main road that will add extra congestion problems nor next door residential houses, and certainly not at the door of our dear Golders Hill Park.

Yours,

[redacted]

Virus-free. www.avg.com

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This message has been scanned by Exchange Online Protection.

[redacted]

NW11 [redacted]

Yours sincerely

[redacted]

We require your full home address in order to be able to log your comments.

Thank you

Kind regards

[redacted]

[redacted]

[redacted]

Dear [redacted]

Regarding the above planning application, we would like to register our objection.

We feel that the proposal will create huge congestion in the area. Parking is already very difficult and that part of Golders Green is already congested. Opening the centre as proposed will exacerbate residents' ability to park and have guests and will no doubt have to be accompanied with additional parking restrictions which will impact all residents' quality of life.

Congestion in the area will inevitably increase significantly, particularly late at night. There will inevitably be additional noise in the surrounding roads as people seek to park their cars.

Having lived in this area for over 50 years, we have seen many changes. The Golders Green Hippodrome is a valuable community asset and should be retained as an asset for the whole community for future generations to appreciate and enjoy.

Once permission is granted, it will irrevocably change the lives of local residents. Residents' opinions should therefore carry significant weight in this decision.

Yours faithfully

[redacted]

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NW6

Good things always

New Planning Application Reference: 20/2988/FUL
Site Location: Golders Green Hippodrome, London NW11 7RP

Dear Sir/Madam,

Re: Application Reference: 20/2988/FUL
Site Location: Golders Green Hippodrome, London NW11 7RP

I would like to object to the above New Planning Application on the following grounds:

1. Golders Green and Hampstead Conservation Areas The mosque will dominate the area and be completely out of character. It will be twice the size of Finsbury Park Mosque and comparable to Regents Park Mosque. The promoters have said they want it "To be among the largest Islamic Centres in Europe".

This beautiful Grade II listed building is an arts and performance space for all, not for just one part of the community. This application will get rid of concerts, conferences, drama and dance which will cater for all of the community.

If this building is allowed to be turned into a mosque it's will irreversibly and permanently change and even damage a unique centralised Golders Green landmark which has a great universal artistic heritage as well as a local character with amenities which would serve all of the community.

2. Congestion and Parking
At over 58,500 sq feet, and over 3000 seats, plus standing room, one of the "largest Islamic Centres in Europe" would attract cars from across the UK and Europe.

Traffic congestion and parking on yellow lines have been continuous problems, and residents' lives have been badly affected by illegal parking and obstruction. Promises to manage traffic completely failed. Congestion is already serious on this major route, and it would become impossible. This mosque would intensify toxic emissions, where twice the legal limit for NO2 has already been reached. This is the worst place the applicants could have chosen for such a development.

3. Disturbance
Residents reported constant disturbance until after midnight: car doors slamming, engines revving up and lack of consideration for people asleep. Planning conditions were imposed in 2007 for this reason: "to safeguard the amenities of the area". The current owners and their community ignored these conditions, such as opening hours.
This already shows that it would always be hard to enforce, e.g. during Ramadan and Muharram. The owners use of the Hippodrome already has broken planning control since 2017.
This is a clear indication that the change of use could not and would never be controlled by planning conditions. The problem would likely worsen if this planning permission were granted.

[redacted]
NW6 [redacted]
[redacted]
[redacted]

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This message has been scanned by Exchange Online Protection.

[redacted]

[redacted] NW11 [redacted]

Sunday 28th February 2021

Reference: 20/2988/FUL
Solders Green Hippodrome
London NW11 7RP

Re: Objection to proposed to conversion to a mosque

Ladies/Gentlemen,

I object to the proposed conversion.

The Hippodrome should keep to its historic role as a centre for music or theatre for all

Yours truly,

[redacted]

[redacted]
NW11 [redacted]
[redacted]

[redacted]

21st Feb 2021

Dear Sirs

Re: GOLDERS GREEN PROPOSED BUILDING ON SITE OF HIPPODROME LONDON

REF NO: 20/2988/FUL

I emailed a few days ago stating my objections to the following construction of a Mosque on the plot that was originally a building used I believe for a cinema called the Hippodrome.

I am not quite sure if I left out one point against this proposal was the fact that a GRADE 11 LISTED BUILDING IS NOT ABLE TO CHANGE ITS ORIGINAL USEAGE.

I am sorry for the owner as this plot must be a very valuable plot for which he or his heirs bought some years ago and now must be worth a great deal more.

However as I and I hope a number of people living in the vicinity have written, a number of reasons why this should not now be used in the manner the Council have probably agreed to.

I trust you will listen to many people who will no doubt have realised they had to write an objection but will still be dismayed if such a brilliant site in the heart of Golders Green can be used for this purpose alone.

[redacted]

Cleary, Neil

From: [redacted]
Sent: 09 March 2021 09:41
To: Planning Consultation
Cc: planning@barnet.gov.uk; Duffin, Dominic; Marshall, Cllr John; Rozenberg, Cllr Gabriel; Grover, Cllr Rohit; Ryde, Cllr Shimon; [redacted]
Subject: Planning application 20/2988/FUL; The Hippodrome, North End Road, London, NW11 7RP; Planning Statement of Objection
Attachments: 2007 Planning Officer's Report.pdf; 17_5846_S73-TRAVEL_PLAN-3883524.pdf; 17_5846_S73-TRANSPORT_ASSESSMENT-3883523.pdf; [redacted]Planning Statement in objection to planning application 20-2988-FUL - March 2021.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mr. Duffin,

Planning application 20/2988/FUL;
The Hippodrome, North End Road, London, NW11 7RP;
[redacted]

Please find attached:

- [redacted] Statement of Objection in respect of the above planning application
- Appendix 2: The Planning Officer's Report in respect of the 2007 application Ref C00222W/07
- Appendix 5: The Applicants' Travel Plan and Transport Statement in respect of their October 2017 planning application, Ref 17/5846/S73

I would be grateful if you could confirm safe receipt, and add our objection to the planning file.

Thank you.

Yours sincerely,

[redacted]

PLANNING APPLICATION REF. 20/2988/FUL
IN RESPECT OF THE HIPPODROME, 3 NORTH END ROAD, LONDON NW11 7RP
USE AS A PLACE OF WORSHIP (D1 USE) AND FOR ANCILLARY COMMUNITY USES

MARCH 2021

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Harm to local amenity

Lessons from the Applicants' use of their previous mosque at 120 Cricklewood Lane

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5.0 CONCLUSION

APPENDIX 1 **PHOTOGRAPHIC EVIDENCE OF PROBLEMS ASSOCIATED WITH THE USE TO DATE**

APPENDIX 2 **PLANNING OFFICER'S REPORT 2007 APPLICATION REF C00222W/07**

APPENDIX 3 **"PUBLIC ENTERTAINMENTS FOR THE BENEFIT OF THE COMMUNITY", HELD AT THE HIPPODROME DURING THE CHRISTIAN CHARITY'S (PREVIOUS OCCUPANTS') USE**

APPENDIX 4 **PHOTOGRAPHIC EVIDENCE OF THE NUMBERS CURRENTLY USING THE HIPPODROME (UNLAWFULLY) AS COMPARED TO THE NUMBERS UNDER THE PREVIOUS OCCUPANTS**

APPENDIX 5 **THE APPLICANTS' TRAVEL PLAN AND TRANSPORT STATEMENT OF OCTOBER 2017**

1.0 INTRODUCTION

1.1 This Statement is prepared [redacted] who ask that this application is refused for the reasons set out in this Statement. As noted below, the enforcement of any restrictions and or other conditions on use will be extremely difficult, if not impossible, and we therefore oppose the application in its entirety.

1.2 The sequence of events in respect of the current use is as follows.

1.3 In 2007 Barnet Council granted planning permission ("the 2007 permission") for the previous owners of the Hippodrome:

> *To use building as a church to enrich community with schemes for children, unemployed, elderly etc.*
> *To hold concerts, conferences, drama and dance festivals.*

1.4 The Applicants purchased the Hippodrome in July 2017 and immediately changed the use of the building to use as a "cultural community centre", before their "grand opening" on 8th September 2017.

1.5 The Applicants submitted a planning application seeking retrospective consent for the "cultural community centre" by varying conditions 1 and 2 of the 2007 permission: specifically, by replacing the word "*church*" with "*place of worship*", and by extending opening hours to "*8:00am until 12:30am*". This application was withdrawn on 6th June 2019.

1.6 The Council served the Enforcement Notice, currently subject to Appeal, on the 25th April 2019. It required the Applicants to "*Cease the use of the building as a cultural centre and for uses other than as a church, to hold concerts, conferences, drama and dance festivals*".

1.7 The Council itemized its reasons for issuing the Enforcement Notice at Section 4 – in summary they were:

1) That no Travel Plan had been submitted.

2) That the use was likely to have significant transport implications and might result in harm to highway safety, the free flow of traffic or on the appropriate availability of residential parking spaces.

3) That the centre risked failing to provide an appropriate level of public performance for the benefit of the wider community.

4) That the use risked becoming detrimental to the amenities of neighbouring occupiers and to the character of the area.

1.8 We ask the Council to refuse this application for similar reasons, which we summarise as follows:

- Harm to the traffic and parking situation in the area;
- Loss of the Hippodrome as a performance venue, and harm to the heritage and conservation aims for the building and the area
- Disturbance and harm to local amenity.

2.0 HARM TO THE TRAFFIC AND PARKING SITUATION

2.1 These are the third Transport Statement and Travel Plan that the Applicants have submitted. The other two were in respect of the enforcement Appeal, and in respect of the September 2017 planning application. Those were not adequate to address the insurmountable problems that the proposal creates, and neither are the current Transport Statement and Travel Plan.

<u>The Applicants' Transport Statement and Travel Plan</u>

2.2 The Applicants' Transport Statement and Travel Plan prepared by Motion on behalf of the Applicants, that accompany this application, do not alter the fact that the proposed activity at the Hippodrome will have very significant, harmful effects on highway capacity, road safety, and neighbourhood amenity. This will be shown by our Highways response, [redacted], whose Highways document should be read in conjunction with this Planning Statement.

2.3 The Transport Assessment is fatally flawed, being based on the suppositions at 1.3 that "*the Markaz Centre is not a Mosque and there are no plans to extend activities*

beyond the current community-based uses, nor to increase regular membership beyond the current level, which is approximately 250".

2.4 The Hippodrome has capacity for more than 3,000 attendees. As set out in more detail in Section 3 below, the Applicants' own Facebook pages consistently refer to the Hippodrome as a Mosque. In one video on the Facebook page, reference is made to it being "one of the largest Mosques in Europe" and in another reference is made to the site being able to accommodate more than 2,000 visitors. The Applicants' applied (unsuccessfully) in 2012 for permission to double permitted capacity at their much smaller previous Mosque, the predecessor to the Hippodrome at 120 Cricklewood Lane, from 250 to 500.

2.5 The Applicants' Transport Assessment itself notes at 3.12 that this figure "*can rise to 500 visitors for certain programmed lectures/seminars*"; and that "*During Muslim festival periods, of which there are up to seven a year, visitor numbers may rise to 1,400*". Please note that these seven Muslim festival periods include the month of Ramadhan and the 10 days of Muharram and Ashura as explained in Appendix A to the Applicants' Transport Assessment. In other words, the Applicants' own Transport Assessment is clear that visitor numbers may rise to 1,400 for up to a total of 45+ days of Muslim festival periods.

2.6 It is, first, a falsehood to suggest that the intended use is not as a mosque – the application to change of use of the Hippodrome to a place of worship speaks for itself on this point. Second, it is false to suggest that attenders will be limited to approximately 250. The Applicants' own Travel Assessment shows that numbers can be expected to rise to 1,400 on 45+ days a year for festival periods. These two false suggestions are so central to consideration of the proposal that a Transport Assessment based on them should be treated as inadequate and not fit for purpose.

2.7 The Applicants' Transport Assessment goes to great lengths in section 4 to rehearse the potential for visitor travel by public transport, on foot and by bike. However, the Applicants' website and Facebook pages have consistently promoted driving to the Hippodrome by car with advice as to where to park. Local people's experience is that the majority of visitors arrive by car, causing insurmountable congestion and parking issues in the surrounding streets.

2.8 The Applicants' own Transport Assessment contains a limited 'parking stress' analysis based on Lambeth Council Parking Survey Guidance, Lambeth Methodology. This analysis shows that parking stress in the Study Area averaged over 110% during both large events on Muslim festivals (which take place circa 45+ days per annum) and standard events (e.g. every Friday evening) (see 4.42 – 4.47 of Applicants' Travel Assessment).

2.9 Paragraph 4.50 of this Travel Assessment states that the threshold for parking stress is parking in excess of 85%. It also shows that on 90+ days per year (45+ festival days plus 46 additional "typical Friday evenings" as described in paragraph 4.46) there would be parking stress levels of over 110%. This, again, is based on the two false suggestions that the proposed use is not as a mosque, and that numbers will normally be below 250. Therefore, the Applicants' own analysis shows that the transport and parking situation would be intolerable under the proposal.

2.10 Section 8 of the Applicants' Travel Plan implicitly acknowledges this problem by setting out mitigation steps. These steps are unmeasurable and unenforceable, amounting as they do to exhortation and promises to ask attenders not to drive to the Hippodrome ("collaboration and engagement"), but including no substantive steps. We ask you to take a realistic approach to such promises, given the Applicants' previous Facebook posts advertising parking nearby.

2.11 The Applicants' Travel Plan provides inadequate information on visitors' catchment areas and relies on a WhatsApp survey conducted during the COVID lockdown, to which just 129 responses were received, some of which were incomplete (see 6.7 of Applicants' Travel Plan).

2.12 The Applicants' limited visitor postcode data analysis based on the WhatsApp survey and contained in Appendix G of the Applicants' Travel Plan shows that only 2 members live within a 15 minute walk of the Hippodrome and just 4 members within a 20 minute walk. 17 members (which presumably includes those living within a 20 minute walking distance) are within a 3 Kms cycling range.

2.13 The Applicants' WhatsApp survey shows that almost one-fifth of respondents have mobility impairments. This is consistent with what local residents have repeatedly

noted – large numbers of worshippers using disability Blue Badges, allowing them to park on single yellow lines outside of normal restriction times.

2.14 Instances of some of the traffic problems created by the Applicants' unlawful use of the Hippodrome since August 2017 are shown at Appendix 1. It is impossible to show the true levels of disturbance in photographs – that evidence will need to be presented at Appeal.

2.15 The facts are:

- The Applicants' proposed use will increase attendance numbers at the Hippodrome by significantly more than the numbers on which the Applicants' Transport Statement is based, a fact that is acknowledged within the body of that Assessment.
- The Applicants' own Transport Assessment demonstrates that the streets around the Hippodrome will suffer from unacceptable parking stress on 90+ days per year. We say that this is a significant underestimate based on experience since August 2017.
- The Applicants' Travel Plan acknowledges that the increase in congestion and parking stress which the Application would cause is unacceptable, but provides an unrealistic, unmeasurable, and unenforceable plan for alleviating that congestion and stress, based on inadequate information for the visitor catchment area and travel preferences derived from a WhatsApp survey.
- The proposed use would generate significantly more car driver trips than stated, as local people consistently reported whilst the mosque has been operating at the Hippodrome.
- The Applicants' parking surveys do not address the real level of attendance at the Hippodrome under the proposal, nor the substantial increase in levels of road and parking which would be generated.
- The levels of parking stress generated would magnify itself, for example through vehicles circulating local streets searching for parking opportunities. This effect is completely ignored in the Applicants' Travel Plan and Transport Assessment.
- Predictions of reductions in vehicle trips are unrealistic and unsubstantiated.
- The Applicants have repeatedly highlighted local and on-street parking as the main means of travel to the site both on their website and Facebook page in

direct contradiction to statements made in the Transport Assessment and Travel Plan.

The Applicants' Travel Plan dated October 2017

2.16 The Applicants' Travel Plan and Transport Statement of October 2017, submitted with their 2017 application, had no effect upon the levels of parking stress, stress on highway capacity, road safety, or neighbourhood amenity. There was no noticeable improvement in these factors as a result of the specific commitments made in those highways documents, such as the promotion of cycling, public transport, and walking, or the appointment of a TPC.

3.0 HARM TO THE HERITAGE AND CONSERVATION AIMS FOR THE BUILDING AND THE AREA

3.1 The Applicants' Heritage Statement fails yet again to address the heritage effects on the Grade II listed Hippodrome building. The crux of its argument is contained at paragraph 2.13, the final paragraph before the Summary:

> *2.13 The building will be retained and as no physical works or alterations are proposed to its exterior of the Hippodrome, there will be no implications for the setting of the surrounding conservation area.*

3.2 This has consistently been the Applicants' principal heritage argument at the 2017 application, at the Enforcement Appeal, and at this new Application. It fails to take account of the effect that an inappropriate change of use has on a listed building, and on the character of the Conservation Area. The harm to the building and Conservation Area would be significant as a result of the proposed change of use.

Effect on the Character of Golders Green Conservation Area and of the Grade II listed building

3.3 The Hippodrome is the most influential building on the character of the Golders Green Conservation Area, because it is such a prominent landmark at the entrance to it.

3.4 If this Application is allowed, it would mean the end of public performance at the Hippodrome, and the first time it has been subject to use without public performance for the benefit of the community. This would be a turning point for the Conservation Area, and harmful to the cherished local scene.

3.5 The Applicants are wrong to say that there will be no harm to this heritage asset simply because no building works are currently proposed.

3.6 The Hippodrome is a very significant heritage asset, of national importance – architecturally, historically, and as a performance venue. These heritage values are strongly informed by the use of the building as a performance space as well as by the physical fabric. It is through this use that the artistic and cultural values and the building's historic legacy are witnessed and appreciated.

3.7 The NPPF states twice, at paras 185 & 192:

> "*the desirability of sustaining and enhancing the significance of heritage asset and putting them to viable uses consistent with their conservation*".

3.8 A "viable use" is simple and straightforward: a use that preserves and enhances the significance of the heritage asset. The Applicants' Heritage Statement fails to refer back to the Hippodrome's heritage significance or to measure the proposal's impact against this. In this case, the Council has already determined that the use of the Hippodrome for public performance is key to the heritage significance.

3.9 Para 184 of the NPPF states that the Hippodrome should be "*conserved in a manner appropriate to their [its] significance*". That requires, in the case of the Hippodrome, an element of public performance in order that this heritage value may truly be appreciated. As per para 184, this is in order to:

- conserve the heritage values identified
- sustain the asset's heritage significance
- to enable users of the building and the general public to understand and appreciate the heritage significance
- to ensure the asset's contribution to the quality of life of existing and future generations

The heritage values associated with the Hippodrome are as follows, at paras 3.10-3.13, below.

3.10 The Hippodrome has exceptional evidential value:

- It is one of the only surviving C20th suburban theatres.
- It is one of the only (pre-WWI) surviving examples of the British Theatre Architect Bertie Crewe.
- It provides rare evidence of innovative early C20th construction techniques and materials.
- It contains evidence of building techniques and forms that were unique to the genre of Variety Theatre.
- It constitutes an exceptional material record, being substantially intact externally and internally, and supported by a full set of documentary evidence held in archives.
- There is very likely to be considerable technological heritage interest notably at the stage/back of house areas. The Applicants have not assessed this.

3.11 The Hippodrome has considerable historic value:

- It has exceptional historic interest as a Theatre of the Varieties.
- It is one of the greatest flagships for the genre of Variety Theatre.
- The history of artistic performance, by influential artists, including under its tenure with the BBC, gives it considerable historic value.
- The building fabric itself was the vessel for artistic endeavour and expression, which has a heritage value in its own right.

3.12 The Hippodrome interior has considerable aesthetic heritage value:

- The Hippodrome's layout, form and configuration (including reversible alterations from the 1969 change of use) remains true to the original scheme design as envisaged by Crewe, and has considerable value.
- The auditorium, largely intact, is of exceptional aesthetic value. The complete fibrous plaster interior scheme, by one of the leading craftsmen of the period, means that the interior should be subject to further research and reporting before the Hippodrome is converted to a use that might not be capable of preserving it.

3.13 The Hippodrome has exceptional communal value:

- The building was constructed with the ideal of serving the performance needs of the local community. It is a shared resource for all communities, that contributes to the civic hub of Golders Green.
- A loss of performance use at the Hippodrome would mean a loss in significance, and the greater the reduction of public performance use, the greater the impact on significance. This would in turn mean substantial harm to the heritage asset.
- Internal alterations resulting in loss of fabric, especially the interior of the auditorium and around the stage, including the 'back of house' areas (set equipment and handling constitute industrial heritage), would mean substantial harm to the heritage asset.
- These factors occurring together could result in the total loss of the Hippodrome's significance as a heritage asset.

<u>Performance use – policy requirements</u>

3.14 Para 194 of the NPPF is clear that substantial (or total) loss of significance will not be acceptable unless the justification is exceptional. Any public benefit from the proposal would need to be exceptional to warrant the loss of the public benefits associated with the use of the building as a public performance space.

3.15 Paragraph 20 of the National Planning Policy Framework states that:

20. Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make provision for:
…
c) community facilities (such as health, education and cultural infrastructure)"

3.16 Paragraph 92 states that:

92. To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:
a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

3.17 The London Plan summarises its relevant policy requirements as follows:

Policy GG1 Building strong and inclusive communities

To build on the city's tradition of openness, diversity and equality, and help deliver strong and inclusive communities, those involved in planning and development must:

A: Seek to ensure that London continues to generate a wide range of economic and other opportunities, and that everyone is able to benefit from these to ensure that London is a fairer and more equal city.

B: Provide access to good quality services and amenities that accommodate, encourage and strengthen communities, increasing active participation and social integration, and addressing social isolation.

C: Ensure that streets and public spaces are planned for people to move around and spend time in comfort and safety, creating places where everyone is welcome, which foster a sense of belonging and community ownership, and where communities can develop and flourish.

D: Promote the crucial role town centres have in the social, civic, cultural and economic lives of Londoners, and plan for places that provide important opportunities for face-to-face contact.

GG2 Making the best use of land

To create high-density, mixed-use places that make the best use of land, those involved in planning and development must:

Maximise opportunities to use infrastructure assets for more than one purpose, to make the best use of land and support efficient maintenance.

HC1 Heritage conservation and growth

Boroughs should, in consultation with Historic England and other relevant statutory organisations, develop evidence that demonstrates a clear understanding of London's historic environment. This evidence should be used for identifying, understanding, conserving, and enhancing the historic environment and heritage assets, and improving access to the heritage assets, landscapes and archaeology within their area.

The proposal would not improve access to the heritage asset, but would reduce it.

3.18 The Local Plan Development Management Policies document places a high degree of importance on cultural facilities, and states that:

Barnet is home to a rich diversity of groups involved in arts, music, theatre, literature, visual arts and film. Demands for performance and exhibition space are therefore high. Support and publicity for over 100 groups engaged in the arts is provided by an independent charity - the Barnet Borough Arts Council.

We are aware that though there are many rooms suitable for use for clubs, classes, meetings and rehearsals, the spaces for public performance of theatre, dance, musical theatre and music are limited in number. These spaces are mainly on the eastern side of the Borough where there is the greatest level of existing demand. There is also a shortage of spaces for exhibitions.

In order to create vibrant town centres we will support the temporary use of vacant shops for performance and creative work. Co-location for arts and culture will be explored with other community provision on a site by site basis. In terms of the school estate we will seek to maximise use of performance space in schools by the wider community.

<u>The 2007 permission and public performance use</u>

3.19 The Applicants' description of the current use, at para 5.1.1 of their Planning Statement, is misleading:

5.1.1 The proposed use is, for all practical and planning purposes, the same as that approved by the 2007 permission C/00222W/07, as a D1 use as a place of worship. The description of development for the 2007 permission is broad. The permission is for use as a "church" i.e. a place of worship and for wider communal and pastoral activities.

3.20 The 2007 planning permission was for two separate things, neither of which mentioned D1 use:

To use building as a church to enrich community with schemes for children, unemployed, elderly etc.
To hold concerts, conferences, drama and dance festivals.

We respectfully agree with the legal advice received by the Council, that the use granted constitutes a Sui Generis use, combining some religious worship (class D1), and public performance use (class D2).

3.21 Condition 2 of the 2007 permission specifically excluded D1 use, by requiring that the premises be used:

> *… for no other purpose other than the above (**including any other purpose in Class DI** of the Schedule to the Town and County Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).*
> *Reason:*
> *To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.*
> (Emphasis added)

The Applicants must realise the contents of Condition 2, since it was the subject of their 2017 application.

3.22 It is untrue to say, as the Applicants say, at paragraph 5.1.2, that:

> *The Applicant considers the extent of any such public performances at the Site in terms of their nature and frequency were ancillary or associated with the primary use as a place of worship and for a wide range of community activities.*

3.23 If the Council had intended the description of the 2007 permission to be read as one sentence then they would have written it as one sentence rather than two sentences on two separate lines. The Council's intention in 2007 is clear from page 8 of the Planning Officer's Report (attached at Appendix 2 to this Statement of Case):

> *"The use is considered to still provide an element of performance. The applicants have stated that they will hold music concerts with visiting musicians; pantomimes and drama performances approximately once a month. A public performance scheme has been conditioned."*

3.24 If "*concerts, conferences, drama and dance festivals*" were ancillary to the Church use, as the Applicants state, then there would have been no need to specify them within the planning permission or to condition a public performance management scheme. This would also put the Council in the absurd position of having dictated forms of worship to a church by requiring such unusual elements.

3.25 The Council did not make this 2007 decision because the performance aspect was integral to the church's form of worship, but because it was integral to the character of the Hippodrome and the Conservation Area. Pages 7 and 8 of the Planning Officer's Report quoted extensively from PPG15, including the guidance at paragraph 3.10 that:

The best use will very often be the use for which the building was originally designed, and the continuation or reinstatement of that use should certainly be the first option when the future of a building is considered.

3.26 This approach affirms the cherished local character provided by the building. Page 5 of the Planning Officer's Report notes: "*The building was built as a purpose built music hall and 'theatre of the varieties'*". Its performance use has continued uninterrupted since then, including as home to the BBC Symphony Orchestra. It was reasonable for the 2007 permission to require the Hippodrome to remain primarily a performance space.

3.27 Music concerts with visiting musicians, pantomimes and drama performances were not part of the church's "*wider pastoral activities*" and the Council never intended them as such. A nativity play or harvest festival does not turn a church into a public performance venue. The performance needs to be something that Is not part of the general functioning of a faith institution, and there needs to be a realistic expectation that people from outside the faith group might reasonably wish to attend the performance.

3.28 The Applicants appear to imply that religious events held by them fall within the terms of the 2007 planning permission so long as those religious events are in theory open to members of the public. But this contradicts the plain wording of the 2007 planning permission, the intention expressed in the 2007 Planning Officer's Report, and a straightforward understanding of the words "public performance". The proposed use is not "the same in nature". It crosses the line in terms of heritage use: the change from performance that is of interest to all sections of the public, i.e. a community use, to a use that is of interest only to one section of the public, i.e. a communal use.

3.29 It is also untrue that "*The primary use"* permitted in 2007 was as a church. The 2007 permission envisaged more entertainment and performance use than religious worship:

(a) Page 6 of the 2007 Planning Officer's Report states that church use was expected to be for only 2 days per week: "*As a church, they meet every Sunday and Wednesday for worship and bible teaching*". It is, therefore, more reasonable to say that, if a primary use existed, it was as a performance venue.

(b) Page 6 of the 2007 Planning Officer's Report states that the entertainment uses were substantial:

> ***Weekly*** *(either once a week or every day depending on activity)*
> - *Dance classes for children and youth;*
> - *Drama groups;*
> - *Instrument tuition;*
> - *Single tuition;*
> - *Children's and youth choir;*
>
> ***Special Events*** *(held approx once a month)*
> - *Music concerts with visiting musicians;*
> - *Pantomimes;*
> - *Drama performances held for children, including puppet shows, visiting theatrical groups etc.*
>
> *There will also be activities for adults. These include* ***Monthly:***
> - *Concerts by visiting musicians/bands and orchestras;*
> - *Theatrical performances*

(c) Condition 2 of the 2007 Planning Permission was unusually restrictive of religious use, forbidding any "*purpose other than the above (including any other purpose in Class D1…)":*

(d) Condition 3 of the 2007 permission was imposed in order to oblige the Applicants to hold a number of "*public performance for the benefit of the community*". It is unusual for conditions to impose a positive obligation to exercise a use, and so strictly:

> *Condition 3: The applicants shall submit a public performance management scheme to be submitted to and approved in writing by the Local Planning Authority within three months of the date of this decision. The use and associated public performance activities shall be carried out strictly in accordance with the approved scheme.*
>
> *Reason: To ensure an appropriate level of public performance for the benefit of the community.*

3.30 The current *Application* does not seek to amend or remove Condition 3. Instead, the Applicants assert that the terms "Public performance" and "community" are not defined in the 2007 permission, and that there was no policy basis for requiring public performances. They also continue blur the clear distinction between community uses and communal uses, by falsely suggesting that a particular faith community is the same thing as "the community".

3.31 The Applicants make a similar claim, at paragraph 5.3.7 of their Planning Statement:

> *5.3.7 The officers' report to the LPA's Planning and Environment Committee, 9 May 2007, indicates that the activities referred to within the description of development were always assumed to be in direct association with the use "as a church"…*

3.32 This is wrong. The 2007 Planning Officer's Report stated at Section 3 – "*Equalities and Diversity*" – that: "*Whilst the use is provided by a specific religious community group the range of activities offered, as stated in the application details, could benefit a considerable wide range of groups in the Golders Green and wider community, including children, parents, older people and faith followers.*"

> *5.3.7* (continued)*… The wording of the permission and in particular Condition 2 supports this view. The proposed use of the Appeal Site is for D1 with the inclusion of some associated public performances linked to the "church" use.*

3.33 Again, this is not the case, as is stated in the reason for Condition 3. The 2007 planning permission does not define "Public Performance", or "the community", because it is unnecessary to define plain language. These words have a plain, generally understood meaning. A religious service, or a use ancillary to religious use, is not a public performance. The community means the wider community of the area or Borough – members of the public from outside the religious group. If the intended meaning was members of a particular faith group, then that simple language could and would have been used.

3.34 This is why the Applicants repeat, at paragraph 5.3.8 of their Planning Statement, as they need to, that "community" refers to the specific religious community:

> *5.3.8 If performances are required by Condition 3, then there is no requirement in the permission itself that the performances be for the "benefit of the wider community" as suggested by the Enforcement Notice).*

3.35 This, too, is contradicted by the Planning Officer's Report attached to the 2007 permission:

> *"…the range of activities offered, as stated in the application details, could benefit a considerable wide range of groups in the Golders Green and wider community,* including children, parents, older people and faith followers.*"*

3.36 The Applicants make this claim again, at paragraph 5.2.10 of their Planning Statement:

> *5.2.10 The 2007 permission approved the use of the Site as a church, with a range of associated pastoral and community activities listed within the description which would be expected to fall within the activities of a place of worship.*

3.37 This is simply wrong, and conflicts with the clear wording of the 2007 permission, conditions, and reasons.

> *5.2.10* (continued)*… That represented a material change of use away from the historic use of the site as a place of entertainment, used a both a concert hall and theatre.*

3.38 This too, conflicts with the wording of the planning permission, the conditions, and the justification as expressed in the Planning Officer's Report.

> *5.2.10* (continued)*… In approving that application the Council accepted the use would not result in harm to neighbouring amenity. This application for an Islamic place of worship and community use with a public performance element and proposed works within that defined use, has already been deemed acceptable to the Council, and should be approved accordingly.*

3.39 This too is simply wrong. It conflicts with the plain wording of the 2007 permission, e.g. the reason for the prohibition against other D1 uses in Condition 2 – "*Reason: To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area*" – and the reason for requiring the public performance management scheme in Condition 3 – "*Reason: To ensure an appropriate level of public performance for the benefit of the community.*"

3.40 The Applicants also claim that the Public Performance Management Schedule ('PPMS') submitted pursuant to the 2007 permission only relates to one section of the public, i.e. Christians. Again, the Applicants must make this assertion, because

their Planning Statement, their PPMS, and their 2019 Calendar, make clear that they intend no public performances to benefit the community.

3.41 The previous owners hosted a wide range of events, Christian and non-Christian, pursuant to the 2007 permission and their PPMS:

- weekly "*dance classes for children and youth (run by qualified dancers)*";
- "*Vocal/instrument tuition*";
- "*stock market analysis*";
- "*Writers' Club – encouraging the potential to develop as a writer. Fiction, non-fiction, poetry, film/TV scripts, blogs, and song-writers – **all levels and genres***" (emphasis added);
- "*40's Up Group – Providing social networking opportunities **for anyone in that age bracket***" (emphasis added);
- "*20's Up Group – Providing social networking opportunities **for anyone in that age bracket***" (emphasis added);
- "*Salsa evenings – With tuition from a professional dancer*";
- "*Children's choir*";
- "*Christmas: Family Christmas party catering for 400 with salsa lessons, children's games, buffet, raffles and disco*" (the Christmas events appear to have been intended for a wider audience than Christian worshippers alone;
- "*Family Christmas Guest service including carols, readings, children's nativity, ballet and refreshments*";
- "*Speed dating*";
- "*Film showing*";
- "*A Christmas fair inviting national and local businesses and individuals to sell products, provide advice, and run trials*";
- "*X2 leadership conferences*".

3.42 The Hippodrome regularly hosted non-Christian performance events. For example, the celebration of Yom Hastzmaut, Israel Independence Day, in April 2015 (please see pictures at Appendix 3). This would not be possible under the Applicants' use, as the following paragraphs demonstrate.

3.43 It is also wrong to say that the Council has previously accepted that there is no policy requirement for any public performance element. The 2007 Planning Officer's Report repeatedly referred to the Policy basis for the 2007 permission.

3.44 Retaining public performances for the benefit of the community was justified by reference to the then PPG15, whose first paragraph is clear:

> ***1. PLANNING AND CONSERVATION***
>
> *1.1 It is fundamental to the Government's policies for environmental stewardship that there should be effective protection for all aspects of the historic environment. The physical survivals of our past are to be valued and protected for their own sake, as a central part of our cultural heritage and our sense of national identity. They are an irreplaceable record which contributes, through formal education and in many other ways, to our understanding of both the present and the past. Their presence adds to the quality of our lives, by enhancing the familiar and cherished local scene and sustaining the sense of local distinctiveness which is so important an aspect of the character and appearance of our towns, villages and countryside. The historic environment is also of immense importance for leisure and recreation.*

PPG15 no longer applies, but the Hippodrome is still a central part of the "cherished local scene".

3.45 Page 8 of the 2007 Planning Officer's Report also stated, under the heading "<u>Use of Building</u>", that the "*element of performance*" would "*bring a community facility*", and that this put the 2007 application in line with Policies GSC1 and CS1:

> *The use is considered to still provide an element of performance. The applicants have stated that they will hold music concerts with visiting musicians; pantomimes and drama performances approximately once a month. A public performance management schedule has been conditioned.*
>
> *It is considered that the use will bring a community facility which is encouraged in UDP policies GSC1 and CS1*

3.46 The Planning Officer's Report noted that Policy CS1 permitted community and religious facilities where they "*Would not have a demonstrably harmful impact on the character of the surrounding area*".

Loss of performance use under the proposal

3.47 The Applicants' proposal would involve a loss of public performances for the benefit of the community and, therefore, a significant adverse effect on the character of the building and the Conservation Area.

3.48 There is no public performance element in the proposed use, and there has been none during the (unlawful) use of the premises since September 2017. This contrasts with the public entertainments that were held at the Hippodrome, for the benefit of all sections of the community, during the previous occupiers' use.

3.48 The Applicants' 2019 Calendar states that their events "*cater for the Muslim Shia ithna Ashari community*", and "*are catered to the Shia community and are events that we have been held since the Markaz was formed in 1986*" (at their previous premises). These events are for one section of the community and not for the community as a whole. Their 2019 Calendar has blacked out the first page entirely. However, the events blacked out (supplied in respect of the enforcement Appeal) all relate to birthdays and martyrdom of religious figures.

3.49 Performance is only mentioned once in the Applicants' PPMS: the "Children's drama classes":

> *"Drama classes will be provided each Tuesday afternoon to learn how to act. The purpose of the classes will be to learn about an Islamic religious event and re-enact this through a performance given to members of the community each month. Attendance and participation available to all local children outside of the Markaz membership or Muslim faith."*

3.50 This is not a public performance because it is something that would only be of interest to people interested "to learn about an Islamic religious event". It would form part and parcel of use for normal religious worship.

3.51 We are not aware of any non-Muslim performance at the Hippodrome, or that it has been hired out to any outside group since its unlawful change of use began, in 2017. If this was the Applicants' intention, it is reasonable to say that it would have occurred by now. But the evidence to the contrary is sadly clear.

3.52 The Applicants planned an event to celebrate Muslim rescuers during the Holocaust, to be held at the Hippodrome on 6th January 2019. This was to be held in partnership with Yad Vashem UK. The Applicants cancelled the event at the last minute after what was reported to be pressure from abroad. The Muslim community media platform, 5Pillars, reported on 4th January 2019 that a statement had been circulated by the owners on WhatsApp: *"The Markaz did not know of the international connections some organisations had or of the political affiliations as throughout the process we were focused on our local relationships. Once that was made clear the event was cancelled."*

https://5pillarsuk.com/2019/01/04/london-mosque-cancels-israeli-holocaust-event-after-complaints/

The same article noted that Yad Vashem is based in occupied Jerusalem and is partially financed by and supports the State of Israel.

3.53 The Jewish Chronicle reported that: "*The Markaz (Centre for Islamic Enlightening) abandoned plans for the event — organised with local Jewish groups and the help of Israeli Holocaust centre Yad Vashem — after the Iranian regime's media outlets criticised it for collaborating with "Zionists".*" And that: "*A statement released by the mosque, which opened in 2017, said it had decided to cancel because it "didn't know of the international connections" that some of the organisations involved had. The mosque said once it learned that the exhibition had links to Yad Vashem "the event was cancelled".*"

https://www.thejc.com/news/uk-news/golders-green-mosque-cancelled-shoahexhibition-over-iran-fears-1.478387

Yad Vashem is, of course, Israel's official memorial to the victims of the Holocaust, a core goal of which is 'to recognize non-Jews who, at personal risk and without

financial or evangelistic motive, chose to save Jews from the ongoing genocide during the Holocaust.

3.54 Our point here is not related to religion or culture, but to a material planning consideration: whether the Hippodrome will remain genuinely and reasonably open to all sections of the Golders Green community under the Applicants' proposed use. If events were to be subject to such stringent conditions, and to cancellation at any stage, the Hippodrome could not be said to be available to the wider community in any reasonable sense. It would have been hard to call even this event a "public performance for the benefit of the community", or even a non-religious event.

3.55 The Applicants state that their proposed PPMS is modelled on the 2007 PPMS, but this is only true if one accepts their unreasonable use of ordinary words such as "public performance" and "community". Even if, which we strongly contest, Condition 3 does not "*define what may constitute a 'Public Performance'*" and "*does not say who the "community" is*", that does not mean that the Applicants can define those terms as they wish.

3.56 The Applicants do not satisfy the public performance requirement in any way:

(a) Communal uses are not public performance.
(b) A use is not a community use because it benefits members of a single community group: a community use must reasonably benefit other community groups, and potentially all.
(c) A place of worship does not serve a community group but a religious group. This distinction becomes clear if you look at the Applicants' 2019 Calendar which "*cater*(s) *for the Muslim Shia ithna Ashari community*", and contains no "*public performance for the benefit of the community*"

<u>Specific impact of proposed use a mosque</u>

3.57 In their 2017 application, the Applicants defined their proposed use merely as D1 use. At the enforcement Appeal they described it as a community centre, and not a mosque. Now, at paragraphs 5.2.4 and 5.2.5 of their Planning Statement they claim that it is for a Hussainiyat and still deny that it is for a mosque:

5.2.4 The Applicant uses the building as an Islamic centre at which communal prayer is a prominent feature. In land use terms the centre is a place of worship and for community activities. Communal prayer is regularly held at the Markaz but the centre is not a mosque according to Islamic doctrine. Members of the Markaz attend mosque as well as engaging in communal prayer and other communal activities at the Site where religious practice and social gathering tends to be more relaxed than the mosque in terms of who can participate and gender segregation.

3.58 The Applicants must deny this, too, because a mosque serves one section of the community. This might also explain the ambiguity around the word "community" in their Planning Statement. But that ambiguity could not survive an admission that the proposed use is for a mosque.

3.59 Reluctantly, therefore, we think that this issue is too central a part of the Applicants' case to ignore. It also goes to credibility.

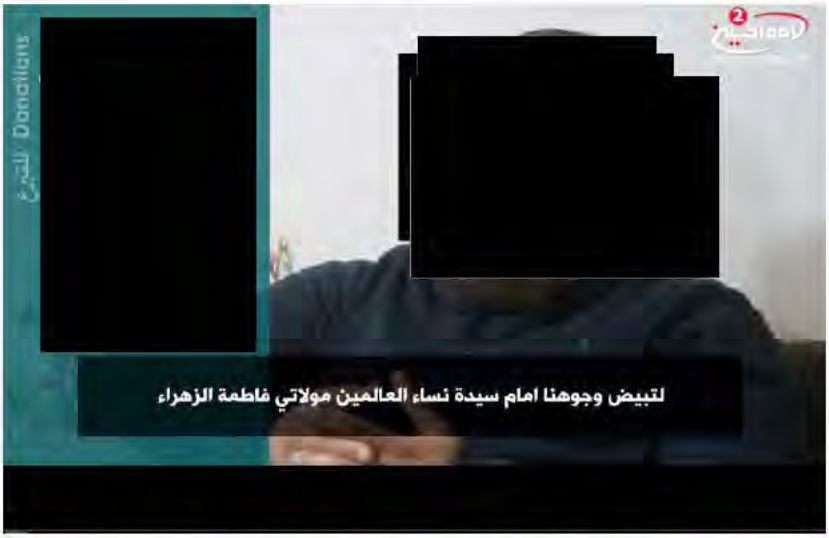
3.60 The Applicants' description of their use has changed with each planning case. However, their description of it to each other has been consistent: they have repeatedly called it a mosque, and continue to do so.

3.61 Their Facebook page does so in many places.

(a) The Applicants have published two fundraising videos. In the longer one, their main spokesman, [redacted] refers (at 19 minutes and 32 seconds) to "… *Al-Rasool Al-Adham mosque centre, a religious centre and so on*":

https://www.facebook.com/RasoolAlAdham/videos/1889364107756703/

(b) In the same video, (at 9 minutes, 35 seconds) another representative states that "*… it is amongst the largest mosques in Europe …*":



https://www.facebook.com/RasoolAlAdham/videos/1889364107756703/

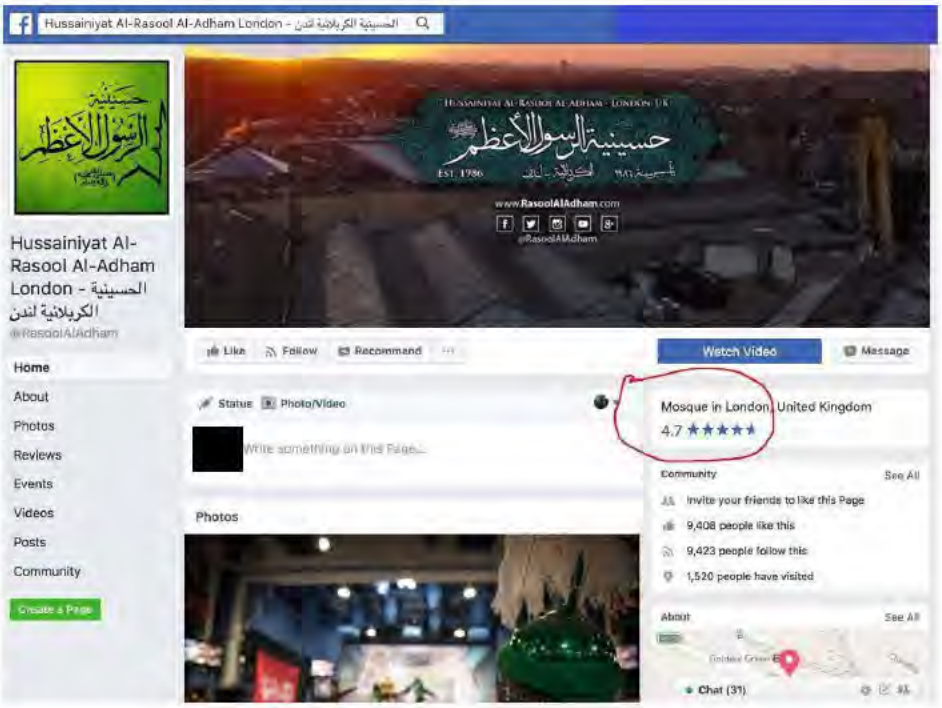
(c) In the same video (at 14 minutes, 40 seconds) a senior cleric describes the Hippodrome, "Hussauniat Al-Rasool Al-Adham", as "*the only centre which would focus and practice all of the Hussaini rituals fully*". This contradicts the assertion, at paragraph 5.2.4 of the Applicants' Planning Statement, that the proposal is for something that "*… tends to be more relaxed than the mosque*":

https://www.facebook.com/RasoolAlAdham/videos/1889364107756703/

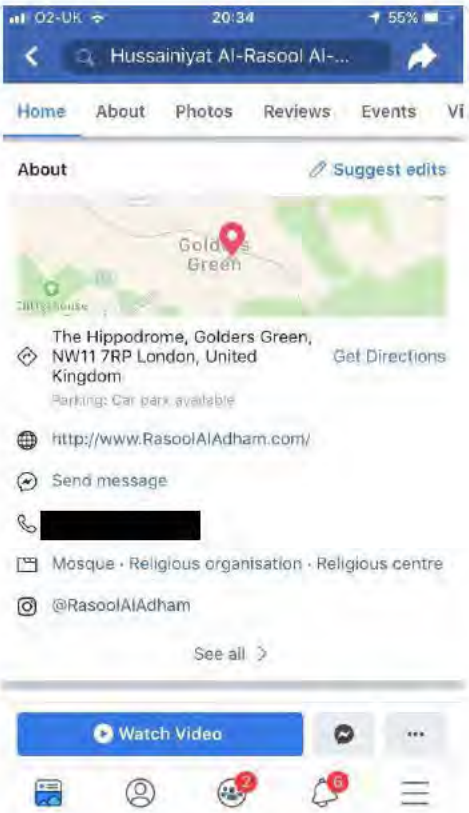
(d) Their Facebook page states plainly that the Hippodrome is used as a mosque:

[redacted]

... cont.



(e) The Facebook page also lists the Hippodrome under the categories "mosque", "religious centre", and "religious organization":



[redacted]

... cont.

(f) On another tab, the Facebook page states: "Mosque":

(g) Similarly, the "About" tab states: "Mosque":

(h) All of the events listed on this Facebook page are religious in nature, consistent with use as a mosque, but not consistent with use as a community centre.

3.62 There are more examples that we could use from the Applicants' Facebook page. The Applicants give the impression of telling the planning authorities that this is not a mosque, but saying the reverse to worshippers and donors.

3.63 The Applicants' website – a http://rasoolaladham.com/ – doesn't mention the term "mosque" in English:

Donations

3.64 However, when Google Translate is applied to the Arabic on the webpage, it says "*Great Prophet mosque*". This has been the case since April 2018:

Donations

3.65 Again, this is consistent with an attempt to say one thing to the planning authorities, and another to worshippers and funders.

3.66 There have so far been no public performances for the wider community (as distinct from events for "the Shia Muslim community") and all the events publicized on the website appear to be religious in nature, or part of the normal activities of a place of worship.

3.67 The small mosque icon at the top-right of the web page reveals a full schedule of prayer times:

December – London

Date	Imsaak	Fajr	Sunrise	Dhuhr	Sunset	Magribain
01/12/2019	05:36	05:51	07:43	11:49	03:55	04:15
Date	Imsaak	Fajr	Sunrise	Dhuhr	Sunset	Magribain
02/12/2019	05:37	05:52	07:44	11:49	03:54	04:14
Date	Imsaak	Fajr	Sunrise	Dhuhr	Sunset	Magribain
03/12/2019	05:39	05:54	07:46	11:50	03:54	04:14
Date	Imsaak	Fajr	Sunrise	Dhuhr	Sunset	Magribain
04/12/2019	05:40	05:55	07:47	11:50	03:53	04:13
Date	Imsaak	Fajr	Sunrise	Dhuhr	Sunset	Magribain
05/12/2019	05:41	05:56	07:48	11:51	03:53	04:13
Date	Imsaak	Fajr	Sunrise	Dhuhr	Sunset	Magribain

3.68 This website is the site that previously publicized the mosque at 120 Cricklewood Lane. The change of address on the website occurred in September 2017.

3.69 The facility at 120 Cricklewood Lane was a mosque, and generally referred to as such. It was classified as "*use for public worship (Class D1)*", but the Applicants still referred to it as a "*centre*" and to worshippers as "*the community*". Their 2012 planning application, asking to increase visitor numbers, stated that: "*As the community number has increased the demand for larger numbers of people wishing to attend the centre increased too*". Again, we ask you not to confuse the term "a community" with "the community".

3.70 The Applicants have also displayed a "*Ladies Entrance*" sign at the doors to the Hippodrome. This conflicts with the claim in their Planning Statement that the

proposal is for a use that "*tends to be more relaxed than the mosque in terms of who can participate and gender segregation*".

This sign has been removed, but women appear still to enter separately:

3.71 Therefore, it is appropriate to treat the Applicants' proposed use of the Hippodrome as being use as a mosque, with the implications that has for lack of wider community use, and especially for lack of "*public performance for the benefit of the community*". It is also axiomatic that it is appropriate to treat the Applicants' other assertions with care.

4.0 HARM TO LOCAL AMENITY AND DISTURBANCE

4.1 There has been widespread local concern about the Applicants' use of the premises. More than 1,000 objections were submitted from within the Borough to the 2017 application.

4.2 There were over 500 objections submitted to the Applicants' proposal at the enforcement Appeal. The concerns included:

- Traffic impacts
- Parking impacts
- Noise impacts
- Loss of "*public entertainments for the benefit of the community*"
- Patterns and intensity of use
- Number of visitors
- Impacts on the character and appearance of the Golders Green and Hampstead Garden Suburb Conservation Areas
- Impacts on the character, setting, and context of the Grade II listed building
- Pressure for further development to the Grade II listed building as a result of the change to a place of worship

<u>Harm to local amenity</u>

4.3 The two main issues stressed in the 2007 Planning Permission Decision Notice were "*public performance for the benefit of the community*" – please see above – and "*safeguarding the amenities of the area*". The latter was the reason for condition 1 ("*To safeguard the amenities of occupiers of adjoining residential properties*") and condition 2 ("*to safeguard the amenities of the area*").

4.4 Local residential amenity is more at issue with this Application than in 2007. First, the previous owners, El-Shaddai, proposed to use the Hippodrome for worship on two days of each week, during the middle of the day. They did not have large gatherings

at night or early in the morning. Second, the number of attendees was modest, as the photos at Appendix 4 to this Statement show. By contrast, the numbers attending the Hippodrome since the grand opening on 8 September 2017 have regularly exceeded 500 attendees and, as noted in the Applicants' own Transport Assessment, visitor numbers may rise to 1,400 on te 45+ days per annum of Muslim festivals. Third, very few of the El-Shaddai congregation visited by car, resulting in little pressure on local roads. With church services taking place only in the middle of the day, parking in residents' bays and on single yellow lines was not an option open to the community.

Lessons from the Applicants' use of their previous mosque at 120 Cricklewood Lane

4.5 The harm that the Applicants' proposal will cause to local amenity is evident from the history of the Applicants' use of their previous premises at 120 Cricklewood Lane, and the harm to amenity caused by their unlawful use of the Hippodrome over the last 3½ years.

4.6 The Council received many complaints about the Applicants' operation of their mosque at 120 Cricklewood Lane, London, NW2 2DP, particularly regarding opening hours and numbers of attenders. This led the Council to issue enforcement proceedings twice against this use. First, in 2006, Ref ENF/01156/06/C for "*Building under development, Used as a Mosque*".

4.7 Second, in 2009, was a Breach of Condition Notice, Ref ENF/01680/09/F, stating:

> *The following condition has not been complied with;*
> *Condition 3 of planning permission C02550AJ/00 which says;*
> *The use hereby permitted shall only be open between 9:00am to 10:30pm on any day and shall not be occupied by any more than 100 persons at any time.*
> *Reason:*
> *To safeguard the amenities of neighbouring residents.*

4.8 The Applicants' 2009 Breach of Condition Notice was in respect of excessive numbers and excessive opening hours. This situation appears to have continued until 2012, when they applied to increase the numbers permitted, to 500 (application Ref F/00159/12).

4.9 This application received 31 public objections, and 1 letter in support. Ten of those objections still appear on the Council's web page. Neighbours were clear that the

Applicants' use had harmed residential amenity, and that they had failed to observe planning control. The objections were summarised in the Planning Officer's Report, where the list of issues is very similar to the issues raised by local residents at this Application:

1. *Very limited evening parking for residents on a daily basis;*
2. *Noise disturbances from increased numbers of people;*
3. *Increased traffic in surrounding areas;*
4. *Debris from site is often jettisoned onto adjacent gardens;*
5. *Increased numbers of pedestrians.*

4.10 A sample of some of the comments follows:

"On occasion of high use, the noise pollution has been appalling, and often late into the evening when young children are trying to sleep.
I fully respect all religions & the right to worship, but i have had on occasions been trying to enjoy an evening in the garden & the noise has been so loud from this site, blaring out music that is unacceptable."

……..

"I have been in communication with Mark Springthorpe ref planning REF: enf/01680/09/f Over the last two years about this venue. They have continually broken their planning consent and have never taken action to conform to it. To the point where a prosecution is taking place. The reason for this application is to legalize their law breaking! On the nights when the have more than 100 people attending it is mayhem in the surrounding streets. Driveways are blocked, dangerous parking, traffic
congestion, litter and high noise levels well up to 12:00 midnight. This is a quiet area and having 500 people leaving at the same time is like a nightclub closing.
Despite numerous complaints to the leasee no action was taken and they never seemed interested in the neighborhood concerns. Having this number of people in one place every evening for 30 days is not acceptable and seriously degrades the quality of life for people...especially the elderly and families who have to park some distance away or as in my case got blocked in 5 nights in a row!"

……..

Since the mosque was established, the number of users has been increasing and during religious celebrations I have noticed far more than 100 users coming out of the mosque. As things stand, during these times my family is always affected, not only because I am left without a place to park in my road and have to struggle to my house with a boot full of shopping and a toddler, but also because the majority of the occupants of the mosque are not respectful of the fact that this is a residential area. When they enter and leave the mosque, they are exceedingly noisy and have woken us and our child up on a number of occasions. They talk very loudly as they walk down the road to their cars and also shout across the road to each other. They slam car doors and call out of car windows. When they arrive during busy times, the mosque actually has 2 or 3 designated parking attendants trying to help the mosque users find somewhere to park and at the same time stop them parking in front of neighbours driveways . They also seem to act as buffers between angry residents who cant park, get down their road or have been

... cont.

blocked in and the mosque users who seem oblivious that they are causing havoc. On top of this, they park extremely dangerously all around the curve in front of St Agnes church which unfortunately is only a single yellow line. Sometimes there are cars doubled parked with a driver just waiting inside for a space to become available but again right at the end of the road. This means that the likelihood of an accident at the junction of Cricklewood Lane and Gillingham Road is far greater – particularly when the weather is bad and it is dark (as it is during those months) causing poor visibility."

……..

"The parking problem is often from early evening through to late night. As a women with small children I find it hard to park near my own house and at night I feel vulnerable when coming back and I cant even park on my street.. .I am also not confident that the numbers (up to 500) will be adequately policed and enforced. At present the local vicinity is significantly disrupted on festivals by what seems to be a large number of non local people coming to the mosque."

……..

"This development will exacerbate the acute parking issues experienced by all tenants on this estate. The disabled in particular who rely on transport that often cannot get close enough to their homes for easy access and tenants with vehicles that already have problems.
Further objections concern the noise caused by the construction Use and Purpose of this building. This is a peaceful estate."

……..

"we are quite aware of how this will affect traffic, parking, noise and littering, as for the last two years they have been breaking their planning consent by doing exactly what they have applied for (enf/01680/09/f dealt with by Mark Springthorpe) So in one sense we have had a trial run of what will happen and it is absolute chaos.
1) parking: it is horrendous with cars parking on corners, pavements and blocking driveways. Whilst this may seem to be an issue for wardens...it does not help if someone blocks my drive way and I have to wait 2 hours for the police to arrive to remove the car (as occurred last time) whilst we have no right to park on the street we do expect to be able to leave and arrive on our driveways without being blocked in. Dropped curbs are ignored with impunity and the area can not handle this volume of cars.
2)traffic: having a traffic jam with beeping of horns between 7pm and 12am on a residential street for 30 days street is horrendous. Sleep patterns are disturbed with the ensuing health effects.
3) Noise: large groups of people leaving and arriving at the same time causes considerable noise pollution late into the night. I have been subject of abuse and intimidation when asking politely for these groups to keep the noise down (at 11pm every night)
4) Littering: there is a huge increase in littering during these times with the street looking like a concert was held there. Again when asking people not to litter I was the subject of abuse."

……..

"I have no objection to any local places of worship as we have a very rich multi-cultural area. The only objection I have is to the volume of traffic and noise whenever there is a high holiday at the above named Mosque. It is impossible to park not only in my street (Caddington Road) but anywhere near my house, usually I have to park a 5-10 minute walk away which is difficult with my baby and shopping. Also the noise level when the

congregation return to their cars is very high and late which disturbs us as our bedroom is at the front of the property, on the street side."

4.11 The significance of this history is twofold. First, it goes to credibility. The Applicants appear consistently to have flouted planning control and to have ignored planning conditions at their previous mosque. The questions at this application are, therefore, whether the Applicants' assertions can be taken at face value, and whether their proposed use can be regulated by condition. The residents at Cricklewood Lane gave a clear negative to those questions.

4.12 Second, the concerns of neighbours in respect of the current application are well founded because the history is so similar to the history of the Applicants' use of 120 Cricklewood Lane: operating without planning permission; operating in breach of planning condition; disturbance to local amenity; excessive numbers; excessive opening times; and highways and parking problems.

<u>Disturbance</u>

4.13 The noise and disturbance that the Applicants have created by their use of the Hippodrome has caused significant stress to local people. That noise and disturbance would increase if this application was to be granted permission. The Applicants' stated aim is shown at 45 seconds into the shorter promotional video on their Facebook page – "*To be among the largest Islamic centres in Europe*":

https://www.facebook.com/RasoolAlAdham/videos/1872490682777379?vh=e&d=n&sfns=mo

4.14 And on their longer promotional video, (at 9 minutes, 35 seconds): "*… it is amongst the largest mosques in Europe …*":

https://www.facebook.com/RasoolAlAdham/videos/1889364107756703/

4.15 In this same video (at 18 minutes, 35 seconds) the Applicants' main spokesman states that they can accommodate 2,000 visitors – "*… It has 600 seats on the first balcony, 600 seats on the second balcony, and on the ground floor around 2,000 seats we can put on here in this place*":

https://www.facebook.com/RasoolAlAdham/videos/1889364107756703/

4.16 There can be no confusion. This is the potential for the site and the Applicants' aim. It will bring greater disturbance and harm to amenity than has already been the case. This likelihood is enhanced by the fact that the Hippodrome:

- Is 58,500 sq ft in size
- Has always had a seating capacity of 3,500 people.

- Has seen an increase in capacity since seating was removed from the stalls.

4.17 The harm to amenity that the unlawful use has caused is set out in more than 1,000 objections submitted by local people to the 2017 planning application. Those objections centred on the following amenity issues:

- Large numbers of visitors (particularly compared to the numbers under the Hippodrome's previous occupiers, El-Shaddai Church) – please refer to photographic evidence in Schedule 3;
- General pedestrian and traffic noise;
- Aggressive and obstructionist parking;
- Shouting in the street;
- Blocking residential driveways, and parking inside residents' driveways;
- Car stereo music;
- Car horns sounded by blocked drivers, including ambulances;
- Hindrance to public transport;
- Hindrance to emergency services, increasing risk to local residents;
- Threats of violence to residents when visitors have been politely asked to move cars blocking driveways;
- Swastika graffiti on the house of a local resident.

4.18 The home [redacted] in a road close to the Hippodrome was daubed with swastika graffiti following complaints about parking. Another [redacted] was surrounded by several male worshippers in their 20's and 30's outside the Mosque and threatened by one that he would "cut his tongue out", after he complained about being blocked into his driveway for the 4 h consecutive night during Muharram. The resident called the police, who spoke to the offending worshippers at length, and escorted him home for his own protection. When the police questioned these congregants, one of them replied that such a threat was not seen as having violent intent in the Shia world. Raising these incidents is not political: it goes to the issue of local amenity.

4.19 These problems can reasonably be expected to grow as use of the Hippodrome grows.

4.20 The maximum number of parking spaces claimed for the Hippodrome is 26 as per the Applicants' Transport Assessment. We ask you to note at your site visit that this car park cannot realistically accommodate 26 cars. In addition, 26 car spaces are completely inadequate for the traffic that the use would attract from across London and beyond. Visitors from further afield will not know about any traffic management plan.

4.21 It would be unrealistic to expect traffic marshals to cover all parking problems, in all streets. We refer to the objection to the Applicants' 2012 planning application, which stated that the function of traffic marshals was "*to act as buffers between angry residents … and the mosque users who seem oblivious that they are causing havoc*". Traffic patrols would not be possible during all hours of mosque operation.

4.22 These roads are already very congested. The Applicants claimed to have 150 parking spaces available at their 120 Cricklewood Lane mosque, i.e. six times the number of spaces claimed for the Hippodrome.

4.23 Traffic problems caused by the Applicants' use of the Hippodrome to date are reported by local residents to fall under the following headings:

- Restriction on two-way movement along streets, due to cars parked along the full length of both sides of the road.
- Blocked driveways, night after night, even after residents politely asked the worshippers to move their cars.
- Cars parked on double yellow lines up to the corner of West Heath Avenue and West Heath Drive, creating safety hazards at the junction of North End Road.
- Cars parked on double yellow lines on a busy street near Golders Hill Park, where children gather to play.
- Traffic conflicts. Cars parked on pavements, forcing pedestrians onto the street.

4.24 Please see the photographs at Appendix 1 to this Statement.

5.0 CONCLUSION

We ask you to refuse this contentious application because:

- The Applicants' proposed use of the Hippodrome has caused substantial harm to the traffic and parking situation in the area, which will continue to worsen if permission is granted for "*one of the largest Islamic centres/mosques in Europe*"
- The Applicants' proposed use will do significant harm to the character of the Golders Green Conservation Area, and to this Grade II listed building. It will end "public performances for the benefit of the community at the Hippodrome". It will harm, and reduce access to, the artistic heritage of Golders Green.
- The Applicants' use of the Hippodrome has caused significant disturbance, harm to amenity, and distress to local residents. That harm would increase as the intensity of the Applicants' use increased.

Therefore, we ask you to refuse planning permission, and to allow this contentious application to be dealt with by a higher authority, at appeal.

APPENDIX 1 PHOTOGRAPHIC EVIDENCE OF PROBLEMS ASSOCIATED WITH THE USE TO DATE

Parking Hazards, Obstruction, and Disturbance

15 Oct 22:25pm, at West Heath Ave

15 Oct 22:20pm parking on double yellow lines, corner of West Heath Drive

[redacted]

... cont.

15 Oct 22:23 West Heath Drive, 2 cars parked on the pavement, forcing pedestrians to walk on the road

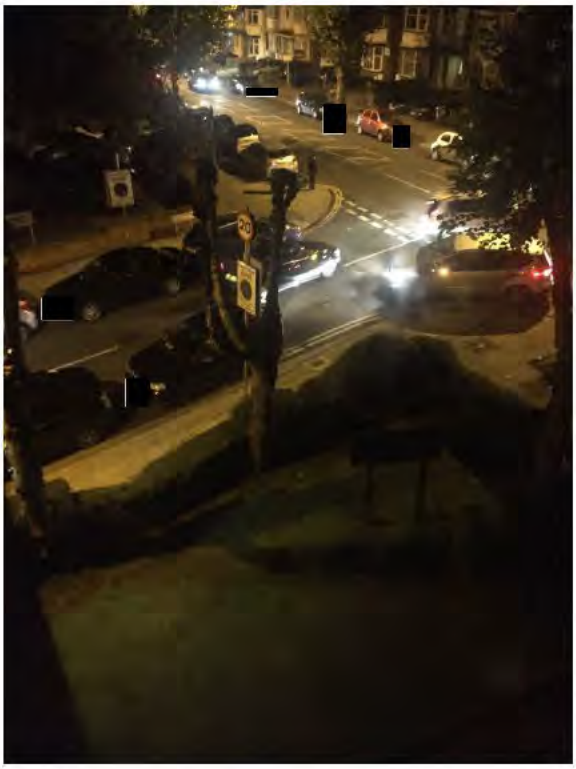
17 Oct 20:04 West Heath Drive, 3 cars parked on double yellow lines, up to the corner of North End Road, During prayer times

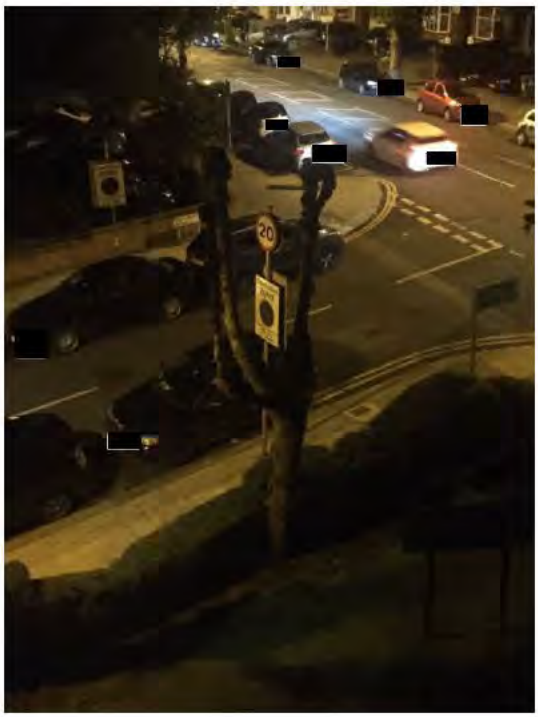
17 Oct 20:04, driveway entrance obstructed, West Heath Drive.

[redacted]

... cont.

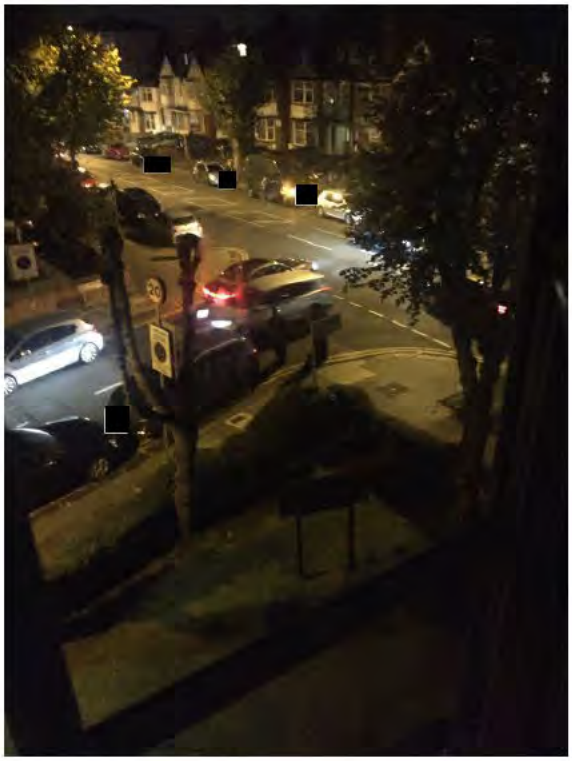
Photographs of traffic hazards on West Heath Avenue: 22 Oct, cars parked on both sides of West Heath Ave, obstructing vehicles turning in from North End Road

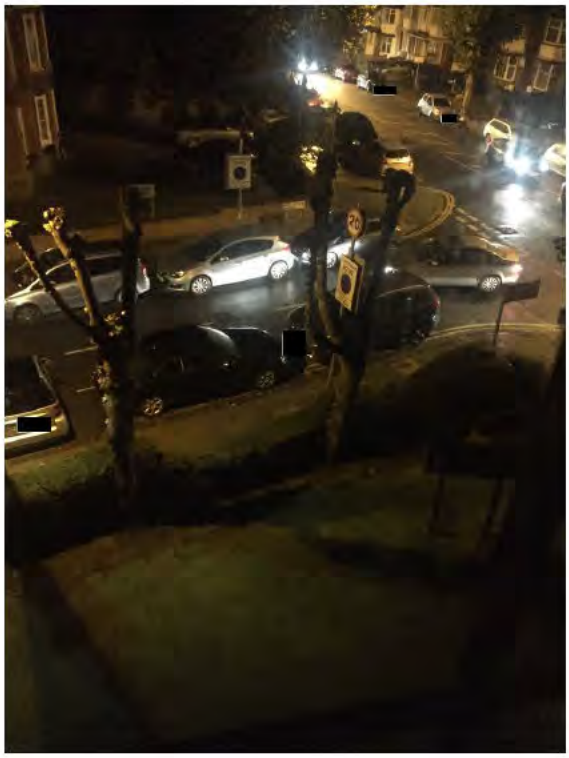




[redacted]

... cont.





APPENDIX 2 PLANNING OFFICER'S REPORT 2007 APPLICATION REF C00222W/07

LOCATION: Hippodrome, North End Road, London, NW11.

REFERENCE: C00222W/07 **Received:** 15 Jan 2007
Accepted: 16 Mar 2007

WARD: Garden Suburb **Expiry:** 11 May 2007
Final Revisions:

APPLICANT: El-Shaddai International

PROPOSAL: To use building as a church to enrich community with schemes for children, unemployed, elderly etc. To hold concerts, conferences, drama and dance festivals.

RECOMMENDATION:

APPROVE SUBJECT TO CONDITIONS

1. The use hereby permitted shall not be open before 8am or after 11.30pm on any day of the week.

   Reason:
   To safeguard the amenities of occupiers of adjoining residential properties.

2. The premises shall be used for a church with schemes for children, unemployed, elderly to hold concerts, conferences, drama and dance festivals and, for no other purpose other than the above (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

   Reason:
   To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

3. The applicants shall submit a public performance management scheme to be submitted to and approved in writing by the Local Planning Authority within three months of the date of this decision. The use and associated public performance activities shall be carried out strictly in accordance with the approved scheme.

   Reason:
   To ensure an appropriate level of public performance for the benefit of the community.

4. Within three months of the date of this decision, details of the arrangements for the provision of a Travel Plan and its monitoring shall be submitted to and approved in writing by the Local Planning Authority. This should include the appointment of a Travel Plan coordinator. The Travel plan should be reviewed annually in accordance with the target set out in the Travel Plan.

   Reason:
   To encourage the use of sustainable forms of transport to the site in accordance with policies GSD and GNon Car of the London Borough of Barnet Adopted Unitary Development Plan 2006.

5. Visitors, residents if any, and businesses of this development will be excluded from obtaining visitor, business parking permits for the Golders Green Controlled Parking Zone (G) and (H).

Reason:
To ensure that the free flow of traffic and highway and pedestrian safety on the adjoining highway is not prejudiced in accordance with Policies M8 and M14 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

INFORMATIVE(S):

1. The plans accompanying this application are: ELSOO1; ELSOO2; ELSOO3; ELSOO4; ELSOO5; ELSOO6; ELSOO7.

2. The reasons for this grant of planning permission or other planning related decision are as follows:
(i) The proposed development accords with strategic planning guidance and policies as set out in the Mayor's London Plan (published 10 February 2004) and the Adopted Barnet Unitary Development Plan (UDP) (2006). In particular the following policies are relevant:
Adopted Barnet Unitary Development Plan (2006) – HC1, HC10, HC11, GCS1, CS1 and GTCR3.
(ii) The proposal is acceptable for the following reason(s):
The proposed use is not considered to be detrimental to the special architectural or historic interest of the building or to the amenities of the neighbouring properties.

1. MATERIAL CONSIDERATIONS

National Planning Policy Guidance/Statements
Of relevance are a range of Government Planning Policy Guidance Notes (PPG's) and more particularly the recently issued Planning Policy Statements PPS1: Delivering Sustainable Development. National policy guidance/statements particularly relevant to the proposals include:
PPG15 – Historic buildings and Conservation Areas

PPS6 – Town Centres

The Mayor's London Plan (February 2004)
The Mayor's London Plan is now part of the development plan under the Planning and Compulsory Act 2004. It provides the strategic planning guidance and policies for the capital, which promotes sustainable growth and environmentally responsive development. Polices of relevance include: 3A.15 and 4B.11.

Development Plan – Barnet Unitary Development Plan (UDP)
Barnet Adopted Unitary Development Plan (2006) – HC1, HC10, HC11, GCS1, CS1 and GTCR3.

Relevant Planning History
C00222A – Use for Class XIX purposes (bingo) on 90 days a year other than Sundays – refused 1966.

C00222D – Change of use to XIX purposes – bingo – refused 1969.

C00222F – Adaption for permanent accommodation of the BBC Concert Orchestra for radio broadcasting and televised concerts – granted 1970.

C00222K – Internal alterations – granted 1987.

C00222M/00 – External alterations including formation of level access with handrail to main entrance at south west corner of the building – granted 2000.

Consultations and views expressed
Neighbours Consulted: 424 Replies: 14

The objections raised can be summarised as follows:

- Increased congestion;
- There is already sufficient provision for community facilities in the area;
- The building should be for the use of productions for all religious groups;
- Increased noise and nuisance;
- Do not believe the organisation will enhance the community;
- Not appropriate for the Grade II Listed Building;
- Will add to the 'ad hoc' uncoordinated developments that are taking place in Golders Green.

English Heritage have commented that the application should be determined in accordance with national and local policy guidance, and on the basis of our specialist conservation advice.

Save Londons Theatres Campaign object to the change of use. They feel that the use is entirely inappropriate for the Hippodrome. The building has always been part of the cultural and social life of the area. Their concern is that the concerts the group will hold will only be for a specific group of people and not under the open theatre bookings policy. Feel that there should be a control over the amount of performances that occur in the building so that its theatrical use remains live.

The Theatres Trust have no objection to the development but require that there be certain conditions imposed on an approval.

Transport for London have no objection.

One letter received was in support of the application.

2. PLANNING APPRAISAL

Site and surroundings
The application site is situated in North End Road and is located within the Golders Green Conservation Area and town centre, opposite Golders Green Underground station. The bus terminal is located on the other side. Adjoining the building, is a small car park for the use by the premises. The car park falls outside the Golders Green Conservation Area. The Conservation Area ends with the Hippodrome building itself. Effectively, the Hippodrome acts as a 'bookend' to the Conservation Area.

The building was built as a purpose built music hall and 'theatre of varieties' in 1913 by the architect Bertie Crewe. The building is a Grade II Listed Building awarded in 1973. The Golders Green Parish Church opposite is also a Grade II Listed Building. The hippodrome building has significant prominence both in terms of its architectural merit both externally and internally and also due to its importance as a suburban theatre and its prominence due to the size of the building. Its importance to the Conservation Area is not its uniformity with other buildings but its prominence as a stand alone building of architectural merit. The building is on the English Heritage Building at Risk Register.

The proposal

The applicants, a religious organisation, proposes to use the site for their 'home' in London. The Hippodrome would become the head offices for El-Shaddai Ministries. They have been operating form the Mermaid Conference and Events Centre (formally the Mermaid Theatre), Blackfriars in the city of London. As a church, they meet every Sunday and Wednesday for worship and bible teaching. The meetings include children's ministry which involves teaching, games, dance and drama, youth choir, prayer seminars, foundation of faith classes and courses that explain who they are and what their vision is.

The following are some of the activities which they intend to carry out:

Activities of Church Group:

Weekly (either once a week or every day depending on activity)

1. Mums and toddler groups;
2. dance classes for children and youth;
3. drama groups;
4. instrument tuition;
5. single tuition;
6. children's and youth choir;
7. support group for lone parent or disadvantaged children;
8. after school clubs run by professional teachers.

School Holidays (approx every other month run either every day or once a week depending on activity

1. School holiday clubs run by professional teachers;
2. Activities for children in lone parent families;
3. activities for disadvantaged children.

Special Events (Held Approx once a month)

1. Music concerts with visiting musicians;
2. Pantomimes;
3. drama performances held for children, including puppet shows, visiting theatrical groups etc.

There will also be activities for adults. These include

Weekly

1. parenting and parent-craft classes;
2. support for lone or disadvantaged parents;
3. over 40's and 60's group;
4. student and 20's up groups;
5. support groups for those hopmeless or disadvantaged;
6. drug support and advice centre;
7. pregnancy crisis centre;
8. bereavement counselling;
9. leadership training centre;
10. school or entrepreneurship;
11. prayer meetings;
12. bible study;
13. general counselling centre.

Monthly

1. Concerts by visiting musicians/bands and orchestras;

2. theatrical performances;
3. conferences.

The applicants state that they propose to use the building as a church to enrich the community with schemes for children, unemployed, elderly etc to hold concerts, conferences, drama and dance festivals.

No physical changes are proposed as part of this application. The application is simply for the use of the building as set out above.

Planning History

The building was a purpose built music hall and theatre of varieties in 1913 and was intended to attract more than just locals, being situated next to the Golders Green Tube station. In the 1920's, its capacity was reduced by the introduction of a full theatre stage and was used for west end previews, ballets and operas. As the cinema industry and home entertainment were developed the Hippodrome began to struggle. The entertainment company Mecca took over the Hippodrome in 1968 and tried to run it as a theatre and plans were proposed to turn it into a place for bingo, dancing etc but planning permission was never granted. In the late 60's/early 70's the BBC acquired the leasehold of the building and converted it into a radio studio and concert hall. The theatre was used for radio and television broadcasts and for recordings and performances of the BBC Concert Orchestra. In 2003 the BBC left the Hippodrome and since this date, the Hippodrome has been left vacant. The building was bought by Safeland PLC who have since sold it to the El-Shaddai International Christian Centre.

Use of Building

Given the Hippodrome's previous history of uses as a multi-functional theatre/orchestra and performance entertainment venue, it is considered that the application use is appropriate in planning land use terms. Following consultations and responses from English Heritage the application use will not harm the character of the Listed Building. It is considered that the use will preserve the character of the building and will not be harmful to the amenities of the neighbouring residents in this core town centre location. The number of people visiting the premises with the proposed use would not be any more harmful than if the building were to be used as its original intended use as a theatre. The site is situated in one of the most accessible locations in the borough, being directly adjoining the Golders Green underground station, bus stops and coach area.

The building is not considered to have been used in its original use as a theatre for nearly fourty years and seeking to protect the historic original use is not realistic in planning terms. Listed Buildings are required to 'adapt' to new uses providing their special architectural or historic interest is not harmed. Therefore it is not considered that the proposed use is harmful to the use of the building.

Government historic building guidance, set out inPPG15 para 2.18 states that "new uses may often be the key to a building's or areas preservation, and controls over land use, density, plot ratio, daylighting and other planning matters should be exercised sympathetically where this would enable a historic building or area to be given a new lease of life. The Secretary of State is not generally in favour of tightening development controls over changes of use as a specific instrument of conservation policy. He considers that, in general, the same provisions on change of use should apply to historic buildings as to all others. Patterns of economic activity inevitably change over time, and it would be unrealistic to seek to prevent such change of use by planning controls."

Para 3.8 states “Generally, the best way of securing the upkeep of historic buildings and areas is to keep them in active use. For the great majority this must mean economically viable uses if they are to survive, and new, and even continuing, uses will often necessitate some degree of adaptation. The range and acceptability of possible uses must therefore usually be a major consideration when the future of listed buildings in conservation areas is in question.”

Para 3.9: “Judging the best use is one of the most important and sensitive assessments that local planning authorities and other bodies involved in conservation have to make. It requires balancing the economic viability of possible uses against the effort of any changes they entail in the special architectural and historic interest of the building or area in question…”

Para 3.10 “The best use will very often be the use for which the building was originally designed, and the continuation or reinstatement of that use should certainly be the first option when the future of a building is considered. But not all original uses will now be viable or even necessarily appropriate: the nature of uses can change over time, so that in some cases the original use may now be less compatible with the building than the alternative…”

The theatre is a large building seating over 1000 people and it is considered that times have changed and a theatre of this size in this location is not proving attractive to theatrical organisations. Theatrical organisations of this nature that can provide performances for audiences of this size would prefer to be in the West End.

The Hippodrome is currently on the English Heritage ‘Buildings At Risk’ Register and has been for a number of years. There have been several expressions of interest in the Grade II Listed building and meetings have taken place with architects and agents since it was sold by the BBC. Each of the schemes put forward have involved proposals which have caused some concern to officers, mainly due the alterations required to the building and the consequential impact on its special architectural and historic interest. The new owners have expressed verbally that they are proposing minimal changes to the building, both internally and externally. An application is due to be submitted shortly. The proposed re-use of the building is welcomed and will help to ensure its longer-term preservation. Hopefully it can be removed from the ‘At Risk’ Register in the near future. Given the difficulties of finding a purchaser willing to take on the Hippodrome and use it in its current form without significant alteration, it is considered the proposed use be supported in principle. The application for Listed Building consent will allow a full assessment to be made of any proposed changes to the building. English Heritage will be consulted on such proposals. English Heritage have raised no objection to the proposed use.

The use is considered to still provide an element of performance. The applicants have stated that they will hold music concerts with visiting musicians; pantomimes and drama performances approximately once a month. A public performance management scheme ahs been conditioned.

It is considered that the use will bring a community facility which is encouraged in UDP policies GSC1 and CS1.

Policy CS1 states that development proposals for community and religious facilities will be permitted where they:

- Are easily accessible by public transport, walking and cycling;
- If in a town centre, would not be situated within the primary retail frontage;
- Would not have a demonstrably harmful impact on the character of the surrounding area and the amenities of nearby properties and other uses; and
- Are designed to be accessible with people with disabilities.

It is considered that the use meets the points in the policy noted above.

Town Centre Issues
As the Hippodrome is in a key town centre location the vitality and viability of Golders Green is relevant. PPS6 promotes the enhancement of town centres to ensure that the vitality and viability of the town centres remain. Policy GTCR3 of the Adopted UDP also notes that the Council will seek to ensure that the quality of the environment of town centres in enhanced.

Impact on amenities of neighbouring residents
It is considered that the proposed use will not have any more of a demonstrably harmful impact on the amenities of the neighbouring residents than if it were to be used as a theatre. The building will not change its external appearance so the character of the street scene will not change.

3. EQUALITIES AND DIVERSITY

The proposal must comply with Part M of the Building Regulations and ensure an accessible building. Whilst the use is provided by a specific religious community group the range of activities offered, as stated in the application details, could benefit a considerable wide range of groups in the Golders Green and wider community, including children, parents, older people and faith followers.

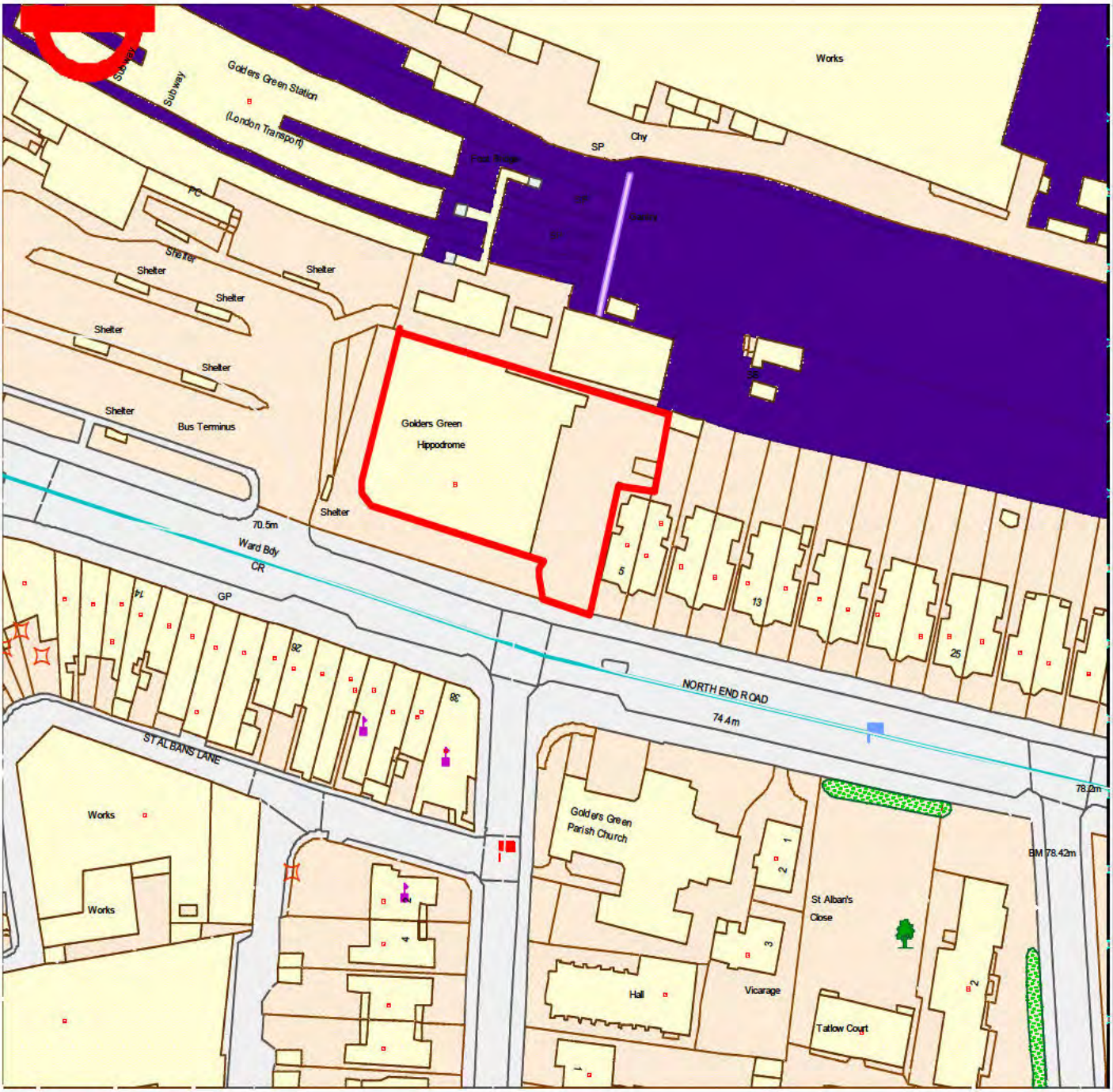
4. CONCLUSION

It is considered that the application use does not harm the character of the Grade II Listed Building and it will bring a building that is on the English Heritage Buildings at Risk Register back into active use hereby protecting its future. The use is not considered to harm the amenities of the neighbouring residents or be harmful to the character of the area. The building and uses are located in an area of high public transport accessibility in the heart of Golders Green Town Centre and activities associated will be required to be the subject of a travel assessment.

The application is recommended for APPROVAL.

BARNET
LONDON BOROUGH

Golders Green Hippodrome, North End Road, NW11



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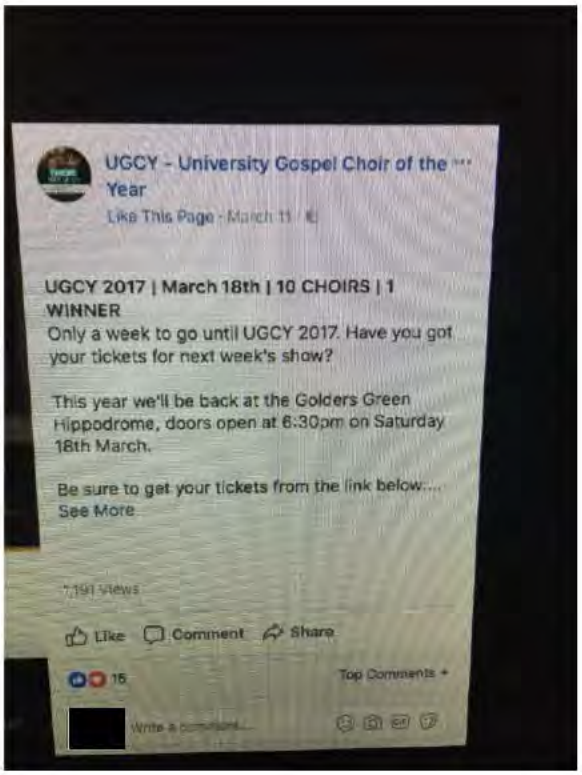
London Borough of Barnet LA086290 2003

APPENDIX 3 "PUBLIC ENTERTAINMENTS FOR THE BENEFIT OF THE COMMUNITY", HELD AT THE HIPPODROME DURING THE CHRISTIAN CHARITY'S (PREVIOUS OCCUPANTS') USE



AFRICA GOSPEL
MUSIC AWARDS 2012
THE OLYMPIC EDITION!
featuring
[redacted]
Emmy Kasiyo
Mkhulali Bhebhe
Makoma
[redacted]
Royal Priesthood
Ivolla Van Lierop
Terrie Tee
[redacted]
AGMA
AFRICA GOSPEL MUSIC AWARDS
7TH JULY 2012 • 5PM-10PM
THE HIPPODROME

Photos
Ug@50.UK
Uganda's Golden jubilee
CELEBRATING
50YRS OF UGANDA'S
INDEPENDENCE
13-OCT-2012
12 Midday till late
VENUE:
THE HIPPODROME,
GOLDERS GREEN NW1 7RP
[Just outside Golders Green Station]
TICKETS: £ 20
Salayed

[redacted]

... cont.

GET FIT WITH NUYOO
START

FEATURES

IN PICTURES: ZF Yom Ha'atzmaut concert with Sarit Hadad

Over 1000 people gathered to celebrate Israel's 67th birthday, with acclaimed Israeli singer Sarit Hadad wowing the crowd. The ZF's Yom Ha'atzmaut event took place on ...

April 24, 2015, 3:23 pm | 0

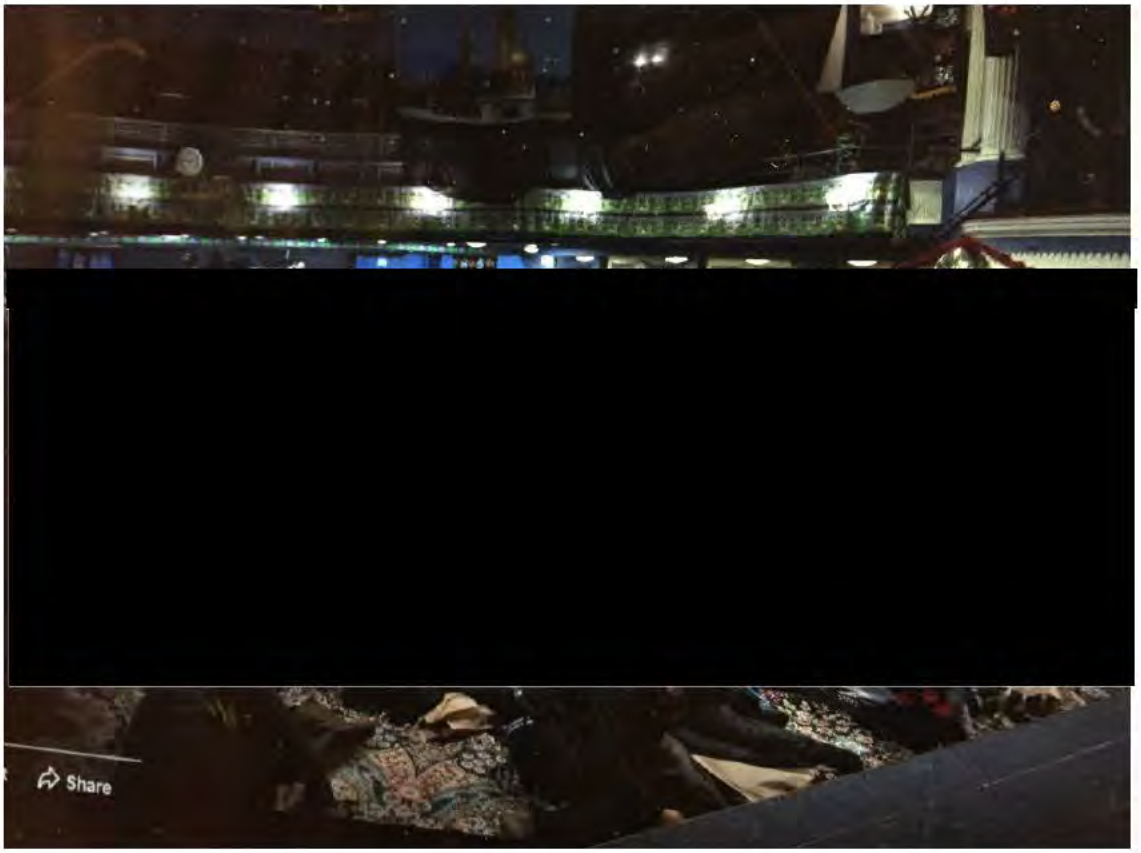
Share 0 Tweet WhatsApp

Over 1000 people gathered to celebrate Israel's 67th birthday, with acclaimed Israeli singer Sarit Hadad wowing the crowd.

The ZF's Yom Ha'atzmaut event took place on 23 April at the Hippodrome in Golders Green.

APPENDIX 4 PHOTOGRAPHIC EVIDENCE OF THE NUMBERS CURRENTLY USING THE HIPPODROME (UNLAWFULLY) AS COMPARED TO THE NUMBERS UNDER THE PREVIOUS OCCUPANTS

Large numbers at the mosque



Modest numbers attending a church service under the 2007 planning permission

... cont.

APPENDIX 5 THE APPLICANTS' TRAVEL PLAN AND TRANSPORT STATEMENT OF OCTOBER 2017

THE HIPPODROME, NORTH END ROAD, GOLDERS GREEN

Section 73 application (17/5846/S73) for the variation of Condition 1 and 2

Draft Travel Plan
On behalf of Ahmad Alkazemi

October 2017

Transport Planning
& Infrastructure

Document Control		
Project:	THE HIPPODROME, NORTH END ROAD, GOLDERS GREEN Section 73 application (17/5846/S73) for the variation of Condition 1 and 2	
Client:	Ahmad Alkazemi	
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3 Existing Conditions and Site Accessibility 7
4 Objectives and Benefits 11
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8 Monitoring and Reviewing 18
9 Action Plan 20

Figures

Figure 3.1: Bus Spider Map

Appendices

Appendix A: TfL Bus Spider Map
Appendix B: TfL WebCAT PTAL Output

1 INTRODUCTION

1.1 Transport Planning & Infrastructure Ltd. has been appointed by Ahmad Alkazemi to provide a draft Travel Plan with regard to the proposals at The Hippodrome, North End Road, Golders Green, London Borough of Barnet (LBB) for a Section 73 application (17/5846/S73) for the variation of Condition 1 and 2 of planning permission reference C00222W/07 dated 16/03/2007.

1.2 The site is located in Golders Green, to the immediate east of the underground station and the North End Road / Finchley Road signalised junction. The site is bounded by the bus station the west, the underground line to the north, residential properties to the east and the A502. There is an on-site car park providing 30 spaces, with a barrier, which can be accessed from North End Road.

1.3 The s73 proposals include the variation of planning condition 1 and 2 of application C00222W/07, to increase opening hours by 1 hour to operate between 08:00 to 00:30 on any day of the week (variation of condition 1), and for the site to be defined as a 'place of worship' rather than 'church' (variation of condition 2).

1.4 It is pertinent to note that the increase in members (650 in total) is likely to result in no material changes to the number of members attending services outside of the festival period. It is also estimated that in the region of 80% of existing members live in Greater London and the excellent PTAL provides a real opportunity for existing and new members to travel by public transport.

Scope

1.5 A Travel Plan is a bespoke package of measures aimed at promoting sustainable travel choices to reduce reliance on the private car. Travel Plans involve the development of a set of targets, measures and monitoring mechanisms intended to achieve the Plan's objectives, whilst also bringing a number of other benefits to the organisation, its employees, the environment and the local community.

1.6 The applicant, supports the aims and objectives of travel planning established through Government and local policy. The applicant is committed to the success of this Travel Plan and will use its best endeavours to achieve the targets set out herein.

Aims of the Travel Plan

1.7 The aim of this Travel Plan is to put in place the management tools that are necessary to enable staff and members to make informed decisions about their travel to / from the site. This will in effect minimise the adverse impacts of their travel to / from the site on the environment. The aim is achieved by setting out a strategy for eliminating the barriers of sustainable transport.

Structure of the Travel Plan

1.8 This Travel Plan provides the details necessary for the promotion and targets for achieving sustainable travel to the site.

1.9 The remainder of the document is structured as follows:

i) Section 2 – Outlines the relevant policy and best practice;

ii) Section 3 – Describes the site and surrounding area;

iii) Section 4 – Sets out the objectives and benefits of a Travel Plan;

iv) Section 5 – Identifies the Travel Plan targets;

v) Section 6 – Sets out the Travel Plan Strategy;

vi) Section 7 – Sets out the measures that will be implemented to help achieve the objectives and targets of the Travel Plan;

vii) Section 8 – Outlines the monitoring and review programme that will ensure that the Travel Plan is reported and updated as necessary; and,

viii) Section 9 – Provides the Travel Plan Action Plan.

2 POLICY CONTEXT

2.1 This section details the relevant transport policy for the proposed development at a national, regional and local level.

National Policy

2.2 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

2.3 One of the 12 core land-use principles within the NPPF includes:

"[to] actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

2.4 Section 4 of the NPPF deals with 'Promoting Sustainable Transport.' Paragraph 29 states that:

"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel."

2.5 Paragraph 35 states that Development Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. It therefore recommends that developments should be located and designed where practicable to:

"i) accommodate the efficient delivery of goods and supplies;

ii) give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

iii) create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians;

iv) incorporate facilities for charging plug-in and other ultra-low-emission vehicles; and,

v) consider the needs of people with disabilities by all modes of transport."

2.6 In paragraph 36, the document identifies that to facilitate the objectives of Paragraph 35, a Travel Plan will be required. It states that:

2.7 "A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan."

Local Policy

2.8 Barnet's Development Management Document Policy DM17 indicates that:

"Travel planning for significant trip generating developments, (defined by Transport for London thresholds), the council will require the occupier to develop, implement and maintain a satisfactory Travel Plan (or plans) to minimise increases in road traffic and meet mode split targets. In order to ensure that they are delivering this the travel plan will need to contain measurable outputs so that they can be monitored."

3 EXISTING CONDITIONS AND SITE ACCESSIBILITY

Site Location and Existing Situation

3.1 The site is located in Golders Green, to the immediate east of the underground station and the North End Road / Finchley Road signalised junction. The site is bounded by the bus station the west, the underground line to the north, residential properties to the east and the A502.

3.2 It is noted that the site is currently used as a 'church', however, I note the public comments received on the Council's planning portal that contest the current use with regard to extant planning permission.

3.3 Notwithstanding this, it has been confirmed that outside of the festival period, the site generates a demand of between 100 and 150 members each evening, however, this could rise to up to 500 members during evening lectures / seminars. During festival periods, this number rises to 1,400 (i.e. operating at full capacity).

3.4 It is estimated that in the region of 80% of members live / travel within Greater London.

3.5 The current opening hours are 08:00 to 23:30, seven days a week and the site currently employs up to 10 members of staff.

Travel Patterns (2008 Travel Plan)

3.6 As part of the previous Travel Plan, travel surveys were undertaken in 2008. These identified the following modal splits, however, only represented 1/3 of the members at the time:

- Train/Underground - 21%
- Bus - 18%
- Bus and Train/Tube - 17%
- Walking - 1%
- Car - 43%

3.7 As shown above, in 2008, 57% of members travelled by bus, train, underground or foot and 43% drove a car. The proportion of car sharing members is unknown, as well as those travelling by bicycle.

Accessibility by Non-Car Modes of Transport

3.8 The PTAL of the site is 6a / 6b and therefore has excellent accessibility to public transport modes. On this basis, it is considered that most of the existing members would attend evening services via public transport, walking or cycling. It is currently unknown as to the existing modal share, however, it is proposed that a Travel Plan is secured via condition that would contain baseline surveys, targets and monitoring, to be agreed with the Council.

Bus

3.9 Golders Green bus station is located immediately to the west of the site (150m, or 2 minutes' walk) and provides access to 14 services and over 90 one-way services during peak hours.

3.10 A TfL bus spider map is located at **Appendix A** and indicates that's the services provide access to locations such as Finchley, Edmonton, Finsbury, Central London, Shepherd's Bush, Brent, Cricklewood, Webley, etc and provide connections to a large number of underground stops / stations.

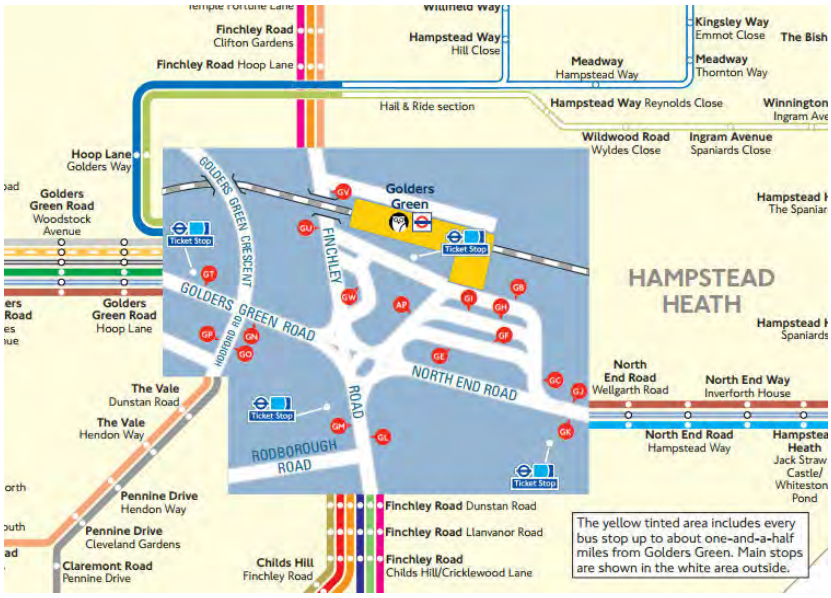


Figure 3.1 Bus Spider Map Extract

3.11 As shown above, Golders Green bus station and surrounding streets provide access to a significant number of bus services, serving Greater London.

London Underground

3.12 Golders Green Underground station is also located adjacent to the site (160m, or 2 minutes' walk) and provides services on the Northern Line between Edgware, Kennington and Morden.

3.13 In total, there are in the region of 29 services per hour during peak hours.

Walking

3.14 Immediately outside the site, on the northern side of North End Road, there is a wide footway which contains two bus stops, cycle parking, bins, trees and a post-box. All other roads in the surrounding area provide footways on both sides of the carriageway.

3.15 With regard to crossings, there are a number of signalised / controlled crossing immediately outside the site, that contain dropped kerbs, tactile paving and rotating cones. In addition, street lighting is provided at regular intervals. Routes to / from Golders Green bus and Underground station are considered to be straightforward, given the level of pedestrian provision.

Cycling

3.16 With regard to cycling, TfL's Cycle Guide 4 indicates that there are cycle parking facilities at Golders Green bus / underground station, a short walk from the site. There a number of routes surrounding the site that consist of '*routes signed or marked for use by cyclists on a mixture of quiet or busier roads', 'other roads that have been recommended by cyclists',* and *'off-road routes'.* In addition to this, there are also cycle stands outside the site on the North End Road footway.

Public Transport Accessibility Level (PTAL)

3.17 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. This method is a way of measuring the density of the public transport network at a particular point.

3.18 Walk times are calculated from the specified point of interest to all public transport access points including bus stops and stations within pre-defined catchments. The PTAL incorporates a measure of service frequency to calculate an average wait time based on the frequency of service at each public transport access point. A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes are then added together to give a single value. The PTAL is categorised in nine levels, 1a to 6b where 6b represents a high level of accessibility and 1a, a low level of accessibility.

3.19 The site is classified as a PTAL 6a / 6b representing 'excellent' access to public transport. The PTAL output for the site is contained within **Appendix B**.

4 OBJECTIVES AND BENEFITS

4.1 The main aim of this Travel Plan is to put in place the management tools deemed necessary to enable staff and members to make informed decisions about their travel to and from the site, which at the same time minimises the adverse impacts of travel on the environment.

4.2 The Travel Plan is of particular importance during the festival period, when there will be a significantly higher number of members attending the site.

4.3 Improving the transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development that provides travel options for all occupants/visitors regardless of whether they own a car.

Objectives

4.4 The transport principles for the site reflect sustainable objectives which can be summarised under the following headings:

i) promote sustainable transport choices for staff and members travelling to and from the site;

ii) promote accessibility to the site by walking, cycling, public transport and car sharing; and,

iii) increase the awareness of the environmental and social benefits of using alternative modes of transport.

4.5 These objectives accord with the aims of National, Regional and Local Government. The objectives will provide focus and direction to the Travel Plan, leading to appropriate measures and targets being set.

Benefits

4.6 By meeting the objectives, the Travel Plan will bring about the following benefits:

Staff and Member benefits:

i) Health benefits associated with walking and cycling, including reduced levels of stress;

ii) The opportunity to save money by using alternative modes of travel to the car; and,

iii) Improved quality and reliability of student resident journeys to and from university/college.

Wider community benefits:

iv) On-going reductions in vehicular generated traffic on the local highway network;

v) Increasing patronage on existing public transport modes;

vi) Health benefits associated with walking and cycling; and,

vii) A contribution towards overall reduction in travel emissions.

4.7 It is intended that these objectives will be met by identifying and implementing initiatives that provide staff and members with a variety of travel choices and reduce the need to travel by private car. By meeting the objectives set out above, the applicant will fulfil its desire to achieve consistency with national, regional and local planning policy and facilitates accessibility by all available modes of travel to the redeveloped site.

5 TARGETS

5.1 Targets are the measurable goals by which progress will be assessed. This Travel Plan sets out targets that the applicant will seek to reach within the Travel Plan monitoring period. All targets need to be SMART; that is Specific, Measurable, Achievable, Realistic and Time related.

5.2 There are two types of targets, namely: 'Action' and 'Aim' targets. Action targets set out specific commitments to implement measures to ensure delivery. Aim targets provide numerical goals for mode shift.

Action Targets

5.3 The key action targets are set out below. These targets are included within the Action Plan in Section 9:

i) A Travel Plan Co-ordinator (TPC) will continue to work at the site, with the role of the TPC becoming ever more important if the scheme is approved;

ii) The first travel plan survey will be undertaken within 6 months of the approval, during both a 'typical' and 'festival period' day / evening; and,

iii) The finalised Travel Plan will be agreed once travel patterns are identified through the member and staff travel surveys.

Aim Targets

5.4 **Table 5.1** below outlines the proposed Aim Targets for the site.

5.5 The baseline mode split figures for members should be taken from the results of the first travel plan surveys, undertaken within 6 months of the approval of the s73 application (for a 'typical' and 'festival' period). It is recognised that it is not possible to set out accurate targets far in to the future, even when based on actual modal share data. Given this, it should be acknowledged that the targets will change over time as the results of on-going monitoring become available.

Target	Indicator	Modal Split		
		Baseline	Year 3	Year 5
Achieve a 15% decrease in vehicle trips	Modal split monitoring surveys for vehicle use	As surveyed	-7.5%	-15%
Achieve an increase in walking and cycling trips to offset vehicle trips	Modal split monitoring surveys for cycle use	As surveyed	+3.75%	+7.5%
Achieve an increase in use of alternative modes to offset reduction in vehicle use. Modes to include: Walking Car share Public transport	Modal Split monitoring surveys for public transport	As surveyed	+3.75%	+7.5%

Table 5.1: Travel Plan Aim Targets

5.6 All data to be collected will be in accordance with Local Authority standards, to ensure the Travel Plan is being accurately monitored and that the targets are being met. The survey data will be collated, analysed and stored on an annual basis to monitor the impact of the Travel Plan for the proposed development.

6 TRAVEL PLAN STRATEGY

6.1 A TPC will continue to be appointed at the site. The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of the Travel Plan.

Travel Plan Co-ordinator

6.2 The TPC will be a part-time role whose responsibilities will include:

i) Acting as a point of contact for all staff and members;

ii) Managing the development and implementation of the Travel Plan measures;

iii) Promoting the objectives and benefits of the Travel Plan;

iv) Monitoring the success of the Travel Plan against the agreed targets; and,

v) Reporting the results of the Travel Plan monitoring to Officers at the Council.

Marketing

6.3 Staff and members will be made aware of the existence of the Travel Plan upon commencement of their employment / membership. The following methods could be used as a means of disseminating information to employees and promote events/campaigns/promotions;

i) Common area notice boards;

ii) Member newsletters;

iii) Staff Travel Pack; and/or

iv) E-groups and forums.

7 MEASURES AND INITIATIVES

7.1 This section of the travel plan outlines the specific physical and management measures to be implemented. The implementation of the listed measures, which include awareness initiatives and infrastructure provisions, is the core of the Travel Plan.

Promoting Walking

7.2 The following measures are proposed in order to promote walking to and from the site:

i) The TPC will provide staff and members with information about available walking routes between the site and nearby public transport facilities, as well as local routes;

ii) The TPC will raise awareness of the health benefits of walking; and,

iii) The Travel Plan Coordinator will encourage participation in relevant schemes promoted in the Borough.

Promoting Cycling

7.3 The benefits of cycling as an alternative mode will be promoted to all staff and members. The following measures are proposed for the applicant to promote cycling:

i) The TPC will raise awareness of the health benefits of cycling;

ii) All staff and new members will be provided with a Travel Pack which will include maps of local cycle routes and information; and,

iii) The TPC will encourage participation in national cycle events such as Bike Week.

Promoting Public Transport

7.4 The publicity, marketing, and promotion of the public transport services will inform staff and members as to the benefits of travelling by bus and underground. Public transport timetable information and locations of bus stops, underground stations should also be provided in the publicity material. National Rail and Journey Planner websites, smartphone application ("apps") and enquiry phone numbers will also be promoted through all relevant means.

Car Sharing

7.5 Car sharing is an effective method of reducing congestion and car parking stress, and should therefore be encouraged. The TPC will provide promotional leaflets to staff and members advertising local car sharing initiatives such as Liftshare.com and promote it through regular meetings.

7.6 This is of particular importance during the festival period.

Taxis

7.7 To promote the use of taxis, local taxi operator numbers will be made available within the site. The prevalence of Uber and other similar on demand services is also noted and staff and members will be informed of the correct location for pick-up and drop-off.

8 MONITORING AND REVIEWING

8.1 Monitoring of the Travel Plan has two key roles:

i) To provide feedback to allow the Travel Plan to be developed; and,

ii) To measure the level of success in meeting identified targets using key performance indicators.

8.2 A Framework for undertaking the monitoring and review is outlined in this section.

Monitoring Strategy

8.3 In order to determine the success of the Travel Plan in achieving the desired aims, a defined, regular programme of monitoring will be required. The objective of the monitoring process is to regularly assess staff and member travel patterns, and identify when / if the plan, or elements of the plan strategy, are not working and may need to be changed.

8.4 The monitoring programme will begin with the initial travel survey, to be undertaken within 6 months of the approved s73 application. Further surveys up to Year 5 will be carried out to monitor progress towards the interim and final targets.

8.5 Monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored as part of the programme:

i) The level of usage of cycle stands in the immediate surrounding area, as well as on-site;

ii) Demand for additional cycle parking facilities;

iii) Comments received from staff and members relating to the operation and implications of the Travel Plan.

Reporting

8.6 An annual Travel Plan review will be undertaken for a period of 5 years from the initial baseline surveys, by the TPC, to assess the progress of the Plan. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data. This report will be submitted to Travel Plan Officers at the Council.

9 ACTION PLAN

9.1 The Action Plan outlined in **Table 9.1** sets out the measures included within the Travel Plan that are directed at influencing travel patterns.

9.2 The Action Plan will be updated by the TPC when required.

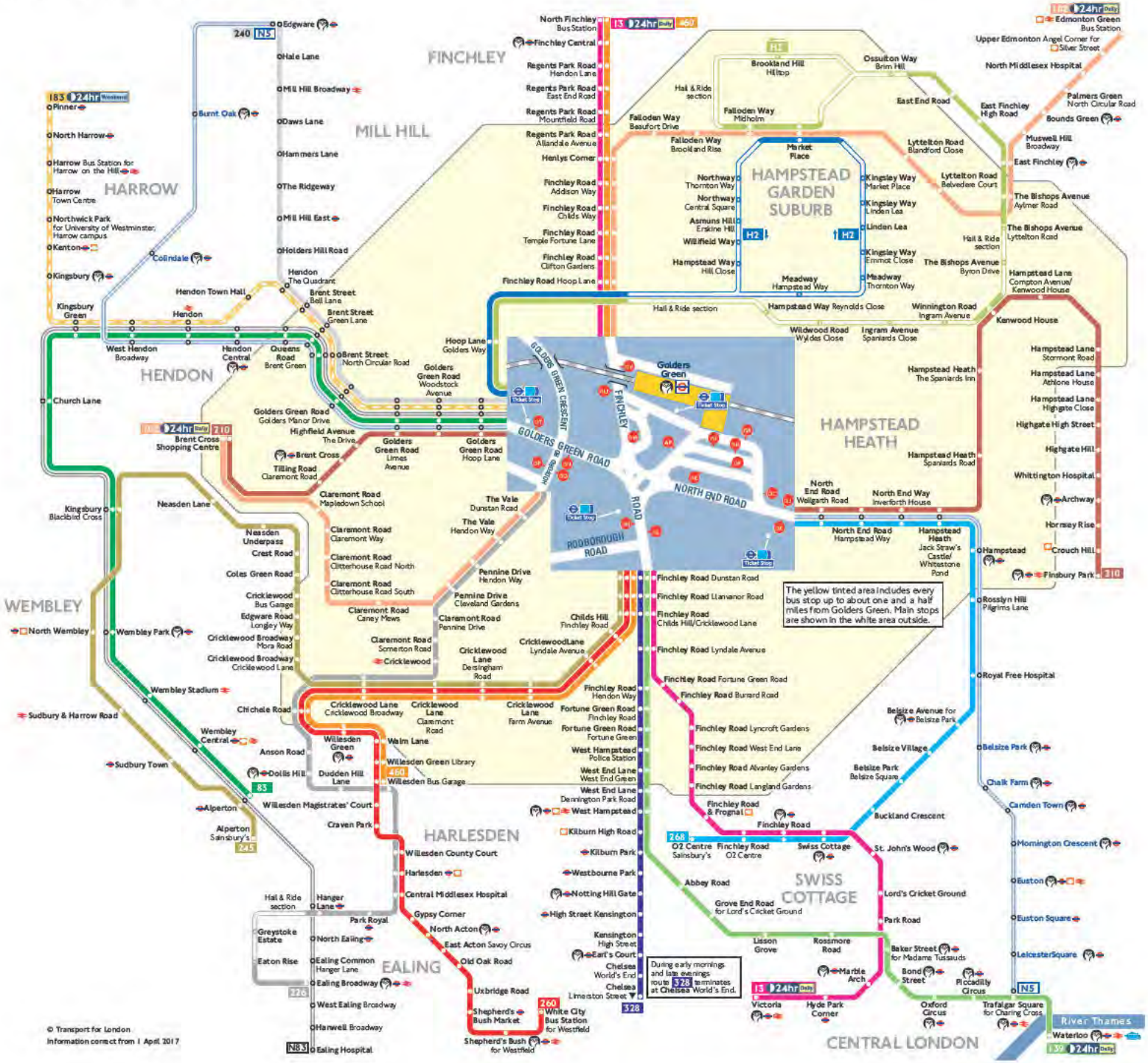
Measure	Status/Target Date	Method of Monitoring	Responsibility
General			
Appointment of the Travel Plan Co-ordinator (TPC)	Prior to the opening to student residents	N/A	Applicant
Information Provision			
Provide a travel noticeboard	Provided as part of the development process and once s73 application approved	N/A	Applicant
Walking			
Provision of information related to walking routes in the area	On-going through notice boards and travel packs	N/A	TPC
Cycling			
Provision of cycle stands (separate application)	Provided as part of the development process and once s73 application approved	Spot checks as part of maintenance rounds	Applicant
Provision of cycle route maps, local training and other information	On-going through notice boards and travel packs	N/A	TPC
Promote National Cycle Initiatives	Annually	TPC to monitor uptake	TPC
Public Transport			
Provide sustainable travel information with timetable and bus stop information for staff and members	On-going through notice boards and travel packs	N/A	TPC
Taxi			
Provide details of local taxi services	On-going	TPC to ensure details are kept up to date	TPC
Vehicles			
Promote car sharing	On-going	TPC to monitor travel patterns	TPC

Table 9.1: Travel Plan Action Plan

APPENDIX A

TfL Bus Spider Map

Buses from Golders Green



Route finder

Bus route	Towards	Bus stops
13 24hr Daily	North Finchley	GH GU
	Victoria	GU GV
83	Alperton	GW GN
102 24hr Daily	Brent Cross Shopping Centre	GG GV
	Edmonton Green ●	GW GU
139 24hr Daily	Waterloo	GF GL
183 24hr Weekend	Pinner	GH GN
210	Brent Cross Shopping Centre	GB GN
	Finsbury Park	GU GT
226	Ealing Broadway	GW GG
240	Edgware	GF GN
245	Alperton	GW GL
260	White City	GF GL
268	Finchley Road O2 Centre	GZ
328	Chelsea	GG GL
460	North Finchley	GH GU
	Willesden Bus Garage	GL GV
H2	Hampstead Garden Suburb	GH GW
H3	Hill Top ■	GH GW

Night buses

Bus route	Towards	Bus stops
N5	Edgware	GW GN
	Trafalgar Square	GZ GT
N83	Ealing Hospital	GW GN

Other buses

Bus route	Towards	Bus stops
631 School journey	Henrietta Barnett School	GW

Coaches

Coach route	Bus stops
All coaches	GB

Key

13	Day buses in black
N5	Night buses in blue
	Connections with London Underground
	Connections with London Overground
	Connections with National Rail
	Connections with river boats
	Operates daily with 24-hour service Friday and Saturday nights
	Tube station with 24-hour service Friday and Saturday nights
■	Mondays to Saturdays daytime only
●	Route 102 is a 24-hour service between Golders Green and Edmonton Green
▼	Not served early mornings or late evenings

Ways to pay

Ticket Stop

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

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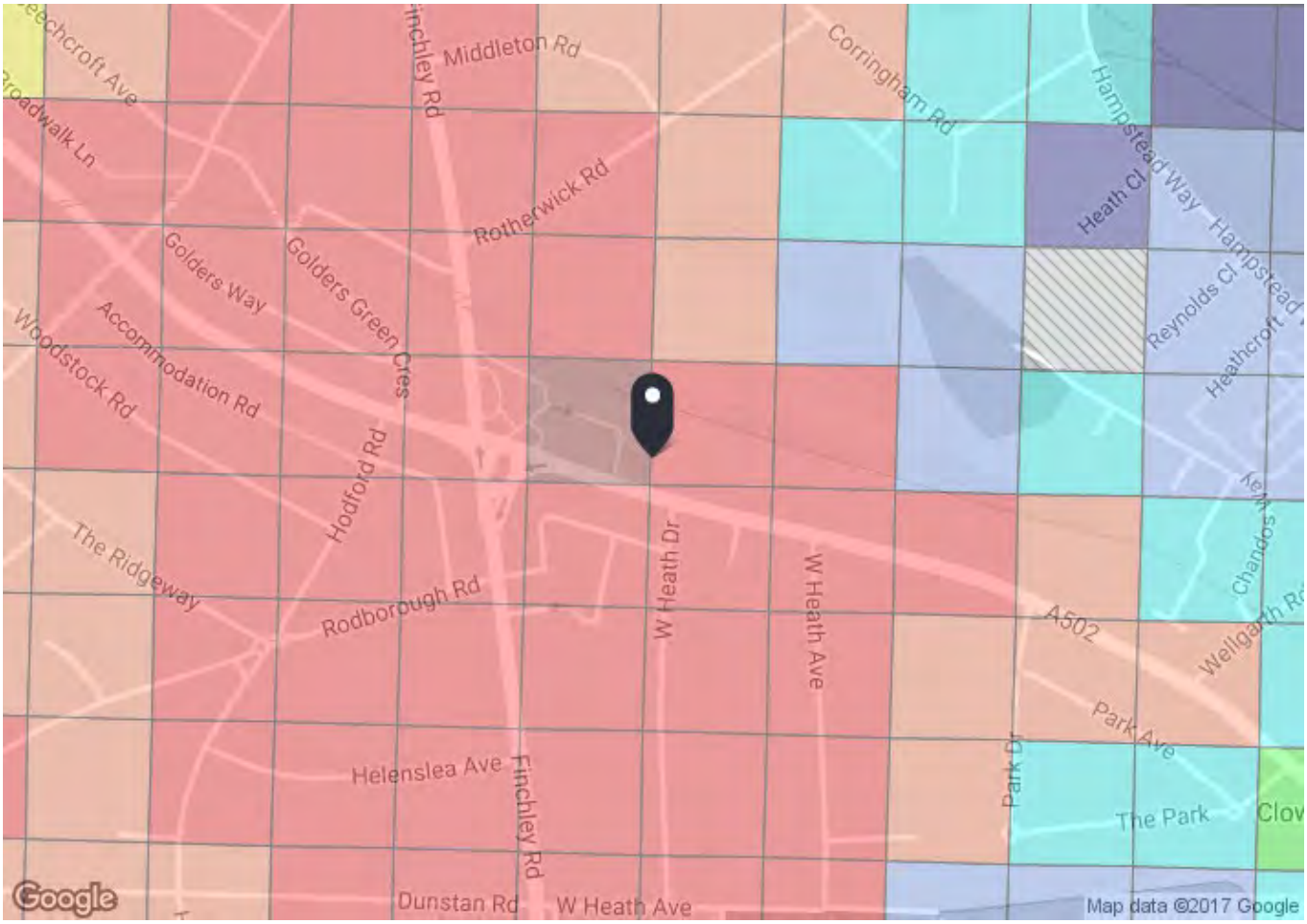
APPENDIX B
TfL WebCAT PTAL output

TRANSPORT FOR LONDON



PTAL output for Base Year
6a

32 N End Rd London NW11 UK
Easing 525300 Northing 187413

Grid Cell 117586

Report generated 27/10/2017

Map key - PTAL

0 (Worst	1a
1b	2
3	4
5	6a
6b (Best	

Map layers

PTAL (cell size 100m

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

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Ca cu at on data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	GOLDERS GREEN STAT ON	H2	186 31	5	2 33	8	10 33	2 9	0 5	1 45
Bus	GOLDERS GREEN STAT ON	102	186 31	7 5	2 33	6	8 33	3 6	0 5	1 8
Bus	GOLDERS GREEN STAT ON	183	186 31	7 5	2 33	6	8 33	3 6	0 5	1 8
Bus	GOLDERS GREEN STAT ON	13	186 31	8	2 33	5 75	8 08	3 71	0 5	1 86
Bus	GOLDERS GREEN STAT ON	83	186 31	7 5	2 33	6	8 33	3 6	0 5	1 8
Bus	GOLDERS GREEN STAT ON	226	186 31	5	2 33	8	10 33	2 9	0 5	1 45
Bus	GOLDERS GREEN STAT ON	240	186 31	5	2 33	8	10 33	2 9	0 5	1 45
Bus	GOLDERS GREEN STAT ON	245	186 31	7 5	2 33	6	8 33	3 6	0 5	1 8
Bus	GOLDERS GREEN STAT ON	328	186 31	9	2 33	5 33	7 66	3 92	0 5	1 96
Bus	GOLDERS GREEN STAT ON	260	186 31	5	2 33	8	10 33	2 9	0 5	1 45
Bus	GOLDERS GRN POST OFF CE	460	298 95	5	3 74	8	11 74	2 56	0 5	1 28
Bus	GOLDERS GRN POST OFF CE	82	298 95	8 75	3 74	5 43	9 17	3 27	0 5	1 64
Bus	GOLDERS GREEN NTH END RD	210	127 2	7 5	1 59	6	7 59	3 95	1	3 95
Bus	GOLDERS GREEN NTH END RD	268	127 2	5	1 59	8	9 59	3 13	0 5	1 56
LUL	Golders Green	'Edgware-Morden'	177 39	9	2 22	4 08	6 3	4 76	0 5	2 38
LUL	Golders Green	'Morden-Edgware'	177 39	4 67	2 22	7 17	9 39	3 19	0 5	1 6
LUL	Golders Green	'Kennington-Edgware'	177 39	14 67	2 22	2 79	5 01	5 99	1	5 99
									Total Grid Cell AI:	**35.23**

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THE HIPPODROME, NORTH END ROAD, GOLDERS GREEN

Section 73 application (17/5846/S73) for the variation of Condition 1 and 2

Transport Statement
On behalf of Ahmad Alkazemi

October 2017

Transport Planning
& Infrastructure

Document Control		
Project:	The Hippodrome, North End Road, Golders Green Section 73 application (17/5846/S73) for the variation of Condition 1 and 2	
Client:	Ahmad Alkazemi	
Document:	Transport Statement	
TPI reference:	AH/17-1010 Transport Statement v1_0.docx	
Version:	**Issue date:**	**Authorised by:**
Draft 1.0	25th October 2017	AH
Final Version	27th October 2017	AH

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2 Transport Planning Policy 3
3 Existing Situation and Accessibility by Non-Car Modes of Transport 8
4 Effects of Development Proposals 12
5 Summary / Conclusion 15

Figures

Figure 3.1: Bus Spider Map

Appendices

Appendix A: TfL Bus Spider Map
Appendix B: TfL WebCAT Output (PTAL)

1 INTRODUCTION

1.1 Transport Planning & Infrastructure Ltd. has been appointed by Ahmad Alkazemi to provide transport planning advice with regard to the proposals at The Hippodrome, North End Road, Golders Green, London Borough of Barnet (LBB) for a Section 73 application (17/5846/S73) for the variation of Condition 1 and 2 of planning permission reference C00222W/07 dated 16/03/2007.

1.2 The site is located in Golders Green, to the immediate east of the underground station and the North End Road / Finchley Road signalised junction. The site is bounded by the bus station the west, the underground line to the north, residential properties to the east and the A502. There is an on-site car park providing 30 spaces, with a barrier, which can be accessed from North End Road.

1.3 The s73 proposals include the variation of planning condition 1 and 2 of application C00222W/07, to increase opening hours by 1 hour to operate between 08:00 to 00:30 on any day of the week (variation of condition 1), and for the site to be defined as a 'place of worship' rather than 'church' (variation of condition 2).

1.4 There are no changes to the existing site, and the layout plans are therefore identical to those previously submitted.

1.5 This Transport Statement is set out as follows:

i) Section two provides an analysis of national, regional and local transport planning policy;

ii) Section three sets out the existing situation, accessibility by non-car modes and existing travel patterns;

iii) Section three sets out the potential effects of the development; and,

iv) Section four provides a summary and conclusion.

2 TRANSPORT PLANNING POLICY

National Policy

2.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

2.2 One of the 12 core land-use principles within the NPPF includes:

> *"[to] actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."*

2.3 Section 4 of the NPPF deals with 'Promoting Sustainable Transport.' Paragraph 29 states that:

> *"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives…The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel."*

2.4 Paragraph 32 addresses the relationship between development and sustainable transport as follows:

> *"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*
>
> *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
>
> *safe and suitable access to the site can be achieved for all people; and*
>
> *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be*

prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

2.5 Paragraph 35 suggests that developments should be located and designed where practical to, among other things, give priority to pedestrian and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport.

2.6 Paragraph 37 encourages planning policies that aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

Regional Policy

2.7 'The London Plan, Spatial Development Strategy for London consolidated with alterations since 2011' including the Minor Alterations to the London Plan (MALP) adopted in March 2016, sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

2.8 One of the Mayor's six objectives for London, which is reiterated in Policy 1.1 in terms of delivering the strategic vision and objectives for London is:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

2.9 The transport aspects of the London Plan, relevant to the proposals, are discussed in the following paragraphs.

2.10 Policy 6.1 establishes the Mayor's strategic approach to transport. Of relevance it states that the Mayor will encourage the closer integration of transport and development by:

"a. encouraging patterns and nodes of development that reduce the need to travel, especially by car;

b. seeking to improve the capacity and accessibility of public transport, walking and cycling;

c. supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations;

d. promoting walking by ensuring an improved urban realm;

g. supporting measure that encourage shifts to more sustainable modes and appropriate demand management."

2.11 In relation to walking, Policy 6.10 states that in respect of planning decisions, developments should:

"ensure high quality pedestrian environments and emphasis the quality of the pedestrian and street space."

Local Policy

2.12 LBB Core Strategy was adopted in 2012 and sets out the vision, objectives and related strategic policies. Within the Core Strategy, the following strategic policies are related to this application:

Policy CS9: Providing safe, effective and efficient travel

"We will promote the delivery of appropriate transport infrastructure in order to support growth, relieve pressure on Barnet's transport network and reduce the impact of travel whilst maintaining freedom and ability to move at will."

Ensuring more efficient use of the local road network

- *"In order to enable traffic to flow more smoothly we will prioritise the reduction of congestion, including through encouraging trips to route according to the road hierarchy, the implementation of development related schemes that also address pinch-points, a review of traffic signals, parking management measures and more efficient freight movements*
- *We will continue to invest in improvements to the condition of roads and footways in the borough to ensure that the local road network operates efficiently and safely, and seek to improve co-ordination of maintenance and utility works*
- *We will continue to manage a parking regime which recognises that many Barnet residents will continue to own and travel by car*
- *We will work with TfL to review and improve the bus network*
- *We will continue to make travel safer and more attractive by improving street lighting, security coverage and accessibility at transport interchanges and around bus stops as well as delivering, where resources permit, targeted local safety schemes."*

2.13 *The* Development Management Document was also adopted in 2012 and sets out policy framework for decision making on planning applications. Within this document, the following policies are relevant to this application:

Policy DM17: Travel impact and parking standards

c: Development, location and accessibility. The council will expect major development proposals with the potential for significant trip generation to be in locations which are, or will be made, highly accessible by a range of transport modes

d: Transport assessment. In considering planning applications for new development, the council will require developers to submit a full Transport Assessment (as defined by Department for Transport threshold) where the proposed development is anticipated to have significant transport implications in order to ensure that these impacts are considered. This assessment should include an analysis of accessibility by all modes of transport.

e: Travel planning. For significant trip generating developments, (defined by Transport for London thresholds), the council will require the occupier to develop, implement and maintain a satisfactory Travel Plan (or plans) to minimise increases in road traffic and meet mode split targets. In order to ensure that they are delivering this the travel plan will need to contain measurable outputs so that they can be monitored.

f: Local infrastructure needs

i. Developments should be located and designed to make the use of public transport more attractive for all users by providing improved access to existing facilities, and if necessary the development of new routes and services, including improved and fully accessible interchange facilities.

ii. The council will expect development to provide safe and suitable access arrangements for all road users to new developments. Where improvements or changes to the road network are necessary by virtue of an approved development, the council will secure a Legal Agreement from the developer.

iii. The council will require appropriate measures to control vehicle movements, servicing and delivery arrangements. Where appropriate the council will require Construction Management and/or Delivery and Servicing Plans.

iv. Where appropriate, development will be required to improve cycle and pedestrian facilities in the local catchment area by providing facilities on site and/or funding improvements off site.

Section Summary

2.14 The site is considered to accord with the broad principles of planning policy at all levels. The site's location in a PTAL 6a / 6b, with 'excellent' connections to public transport, ensures that there is a real opportunity to promote sustainable travel use for staff and members at all times of the day. In addition, there are no proposals to increase the existing car park and additional on-site cycle parking will be provided.

3 EXISTING SITUATION AND ACCESSIBILITY BY NON-CAR MODES OF TRANSPORT

Site Location and Existing Situation

3.1 The site is located in Golders Green, to the immediate east of the underground station and the North End Road / Finchley Road signalised junction. The site is bounded by the bus station the west, the underground line to the north, residential properties to the east and the A502.

3.2 It is noted that the site is currently used as a 'church', however, I note the public comments received on the Council's planning portal that contest the current use with regard to extant planning permission.

3.3 Notwithstanding this, it has been confirmed that outside of the festival period, the site generates a typical demand of between 100 and 150 members each evening, however this could rise to 500 members for any programmed lectures / seminars, etc. During festival periods, this number rises to 1,400 (i.e. operating at full capacity).

3.4 It is estimated that in the region of 80% of members live / travel within Greater London.

3.5 The current opening hours are 08:00 to 23:30, seven days a week and the site currently employs up to 10 members of staff.

Travel Patterns (2008 Travel Plan)

3.6 As part of the previous Travel Plan, travel surveys were undertaken in 2008. These identified the following modal splits:

- Train/Underground - 21%
- Bus - 18%
- Bus and Train/Tube - 17%
- Walking - 1%
- Car - 43%

3.7 As shown above, in 2008, 57% of members travelled by bus, train, underground or foot and 43% drove a car. The proportion of car sharing members is unknown, as well as those travelling by bicycle.

Accessibility by Non-Car Modes of Transport

3.8 The PTAL of the site is 6a / 6b and therefore has excellent accessibility to public transport modes. On this basis, it is considered that most of the existing members would attend evening services via public transport, walking or cycling. It is currently unknown as to the existing modal share, however, it is proposed that a Travel Plan is secured via condition that would contain baseline surveys, targets and monitoring, to be agreed with the Council.

Bus

3.9 Golders Green bus station is located immediately to the west of the site (150m, or 2 minutes' walk) and provides access to 14 services and over 90 one-way services during peak hours.

3.10 A TfL bus spider map is located at **Appendix A** and indicates that's the services provide access to locations such as Finchley, Edmonton, Finsbury, Central London, Shepherd's Bush, Brent, Cricklewood, Webley, etc and provide connections to a large number of underground stops / stations.

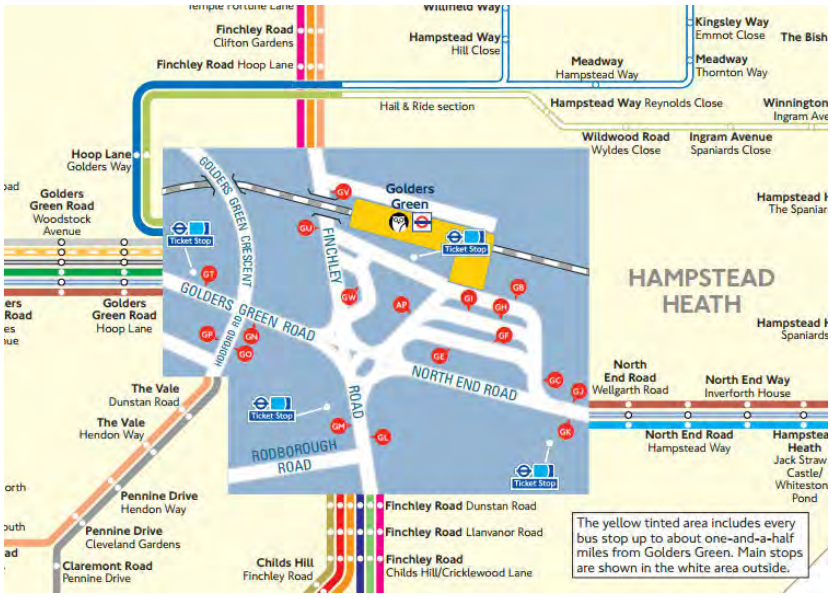


Figure 3.1 Bus Spider Map Extract

3.11 As shown above, Golders Green bus station and surrounding streets provide access to a significant number of bus services serving Greater London.

London Underground

3.12 Golders Green Underground station is also located adjacent to the site (160m, or 2 minutes' walk) and provides services on the Northern Line between Edgware, Kennington and Morden.

3.13 In total, there are in the region of 29 underground services per hour during peak hours.

Walking

3.14 Immediately outside the site, on the northern side of North End Road, there is a wide footway which contains two bus stops, cycle parking, bins, trees and a post-box. All other roads in the surrounding area provide footways on both sides of the carriageway.

3.15 With regard to crossings, there are a number of signalised / controlled crossing immediately outside the site, that contain dropped kerbs, tactile paving and rotating cones. In addition, street lighting is provided at regular intervals. Routes to / from Golders Green bus and Underground station are considered to be straightforward, given the level of pedestrian provision.

Cycling

3.16 With regard to cycling, TfL's Cycle Guide 4 indicates that there are cycle parking facilities at Golders Green bus / underground station, a short walk from the site. There a number of routes surrounding the site that consist of '*routes signed or marked for use by cyclists on a mixture of quiet or busier roads', 'other roads that have been recommended by cyclists',* and *'off-road routes'.* In addition to this, there are also cycle stands outside the site on the North End Road footway.

Public Transport Accessibility Level (PTAL)

3.17 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. This method is a way of measuring the density of the public transport network at a particular point.

3.18 Walk times are calculated from the specified point of interest to all public transport access points including bus stops and stations within pre-defined catchments. The PTAL incorporates a measure of service frequency to calculate an average wait time based on the frequency of service at each public transport access point. A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes are then added together to give a single value. The PTAL is categorised in nine levels, 1a to 6b where 6b represents a high level of accessibility and 1a, a low level of accessibility.

3.19 The site is classified as a PTAL 6a / 6b representing 'excellent' access to public transport. The PTAL output for the site is contained within **Appendix B**.

4 EFFECTS OF DEVELOPMENT PROPOSALS

Development Proposals

4.1 The proposals can be summarised as:

i) Increase by up to 650 members, to increase capacity to circa 2,050 to 2,200 members;

ii) Vary Condition 1, to increase opening hours by 1 hour to operate between 08:00 to 00:30 on any day of the week;

iii) Vary Condition 2, to read 'place of worship' rather than 'church'; and,

iv) A Travel Plan to be submitted alongside the Transport Statement, to be conditioned to include baseline surveys, targets and monitoring, all to be agreed in advance with the Council.

4.2 The effects of the proposals are set out in the following paragraphs.

Trip Generation

4.3 As previously mentioned, Travel Plan surveys undertaken in 2008 identified that 57% of members travelled by bus, train, underground or foot and 43% drove a car. It is expected that since these surveys, travel behaviour would've changed, however, this is unknown at this stage.

4.4 Given that the increase in members is likely to result in no material changes to the number of members attending services outside of the festival period (i.e. the majority of the year), it is considered that the festival period is considered to be a worst-case scenario.

4.5 The festival period is considered to be the Month of Muharram which runs for only approximately 24 days, each year, and it is during this time that up to 2,200 members could attend in the evening periods, albeit outside of peak hours. During the festival period, the peak capacity is expected between 20:00 to 22:00 however, members will be able to attend the site between 19:00 and 00:30 (i.e. if the new extended hours are approved).

4.6 On this basis, the following summary can be made for an additional 650 members that would likely attend during the Month of Muharram (i.e. the festival period):

- No material changes for the majority of the year (i.e. outside of the festival period);
- Additional members can attend between 19:00 and 00:30 (i.e. if the new extended hours are approved);
- During the 'festival period', the majority of additional members attend between 20:00 and 22:00;
- Travel to / from the site will be undertaken by a range of modes including bus, underground, walking, cycling and car;
- A Travel Plan will be submitted alongside the application to be conditioned, and to include baseline surveys, targets and monitoring, all to be agreed in advance with the Council. The surveys will be conducted for both the festival and non-festival periods in order to gain a detailed understanding of existing travel habits. It is considered that active travel planning can help mitigate the effects of the additional members / increased capacity during the festival period.

Car Parking

4.7 The existing on-site car park provides space for up to 30 vehicles, which is also access controlled via an electronic barrier.

4.8 The proposals will result in no additional spaces within the car park, taking into consideration the 'excellent' accessibility of the site by public transport modes, and the opportunity to encourage sustainable and active travel.

Cycle Parking

4.9 Additional cycle parking is to be provided on site, and the applicant has already applied to provide an on-site cycle parking system, providing space for up to 15 bicycles.

Servicing, Deliveries and Refuse Collection

4.10 It is understood that the proposals will result in no material changes to the schedule for servicing, deliveries or refuse collection, all of which will be undertaken as per the existing situation.

5 SUMMARY / CONCLUSION

Summary

5.1 Transport Planning & Infrastructure Ltd. has been appointed by Ahmad Alkazemi to provide transport planning advice with regard to the proposals at The Hippodrome, North End Road, Golders Green, London Borough of Barnet (LBB) for a Section 73 application (17/5846/S73) for the variation of Condition 1 and 2 of planning permission reference C00222W/07 dated 16/03/2007.

5.2 The site is located in Golders Green, to the immediate east of the underground station and the North End Road / Finchley Road signalised junction. The site is bounded by the bus station the west, the underground line to the north, residential properties to the east and the A502. There is an on-site car park providing 30 spaces, with a barrier, which can be accessed from North End Road.

5.3 The s73 proposals include the variation of planning condition 1 and 2 of application C00222W/07, to increase opening hours by 1 hour to operate between 08:00 to 00:30 on any day of the week (variation of condition 1), and for the site to be defined as a 'place of worship' rather than 'church' (variation of condition 2).

5.4 Travel surveys undertaken in 2008 indicated that 57% of members travelled by bus, train, underground or foot and 43% drove a car.

5.5 The proposals will result in no material change during the non-festival period. The festival period, 24 days in total, is when it is expected that the majority of additional members would travel to / from the site.

5.6 A Travel Plan will be submitted alongside the application to be conditioned, and to include baseline surveys, targets and monitoring, all to be agreed in advance with the Council. The surveys will be conducted for both the festival and non-festival periods in order to gain a detailed understanding of existing travel habits.

5.7 Given the location of the site, it is considered that there is a real opportunity to influence travel behaviour and patterns which will be set out in the Travel Plan.

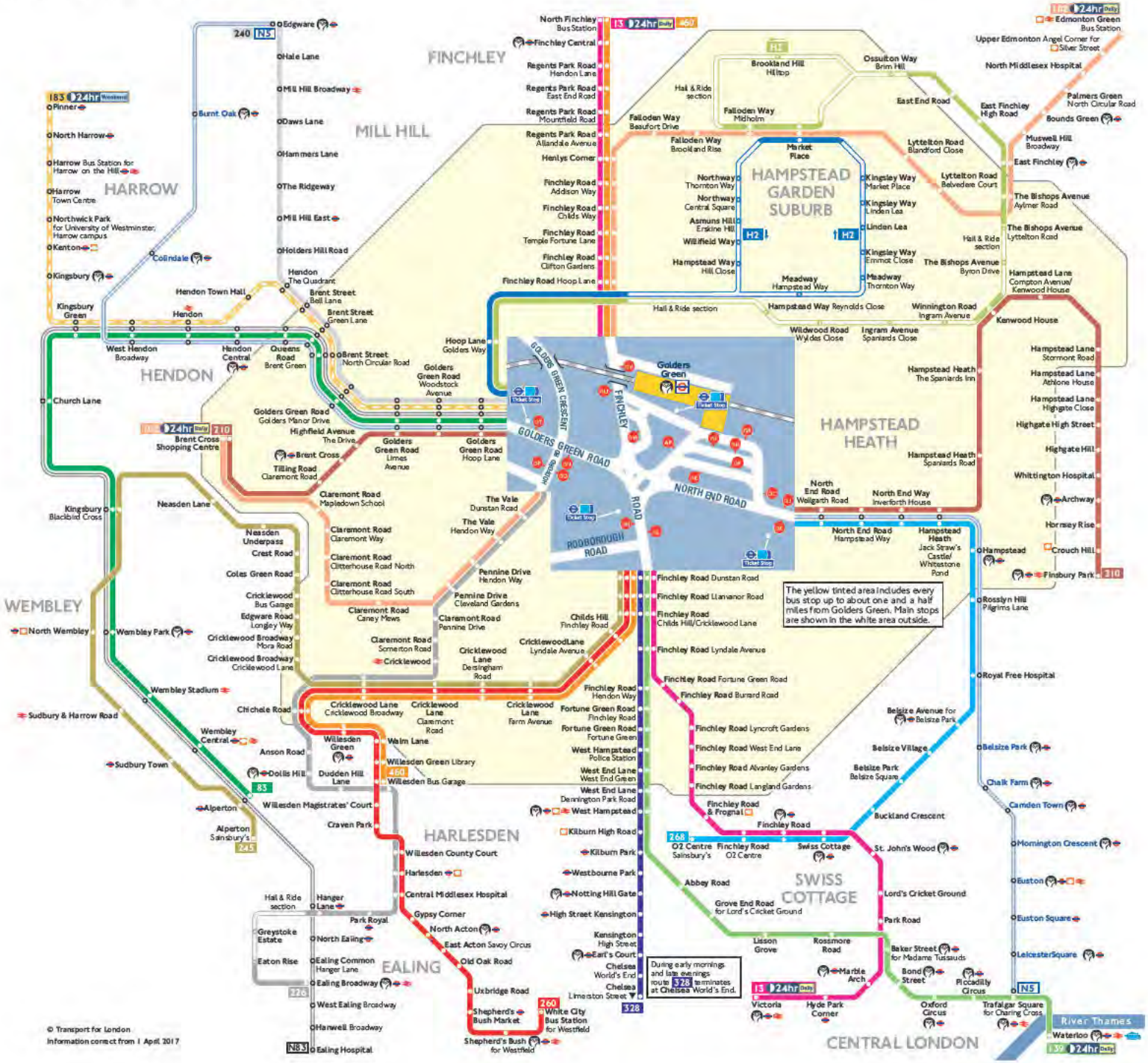
Conclusion

5.8 In can be concluded that most of the year (i.e. non-festival period), there will be no material change in the number of people accessing the site. During the festival period is when additional members are likely to travel to / from the site, however, it is considered that active travel planning measures can help mitigate the impacts during this period.

APPENDIX A

TfL Bus Spider Map

Buses from Golders Green



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Ways to pay

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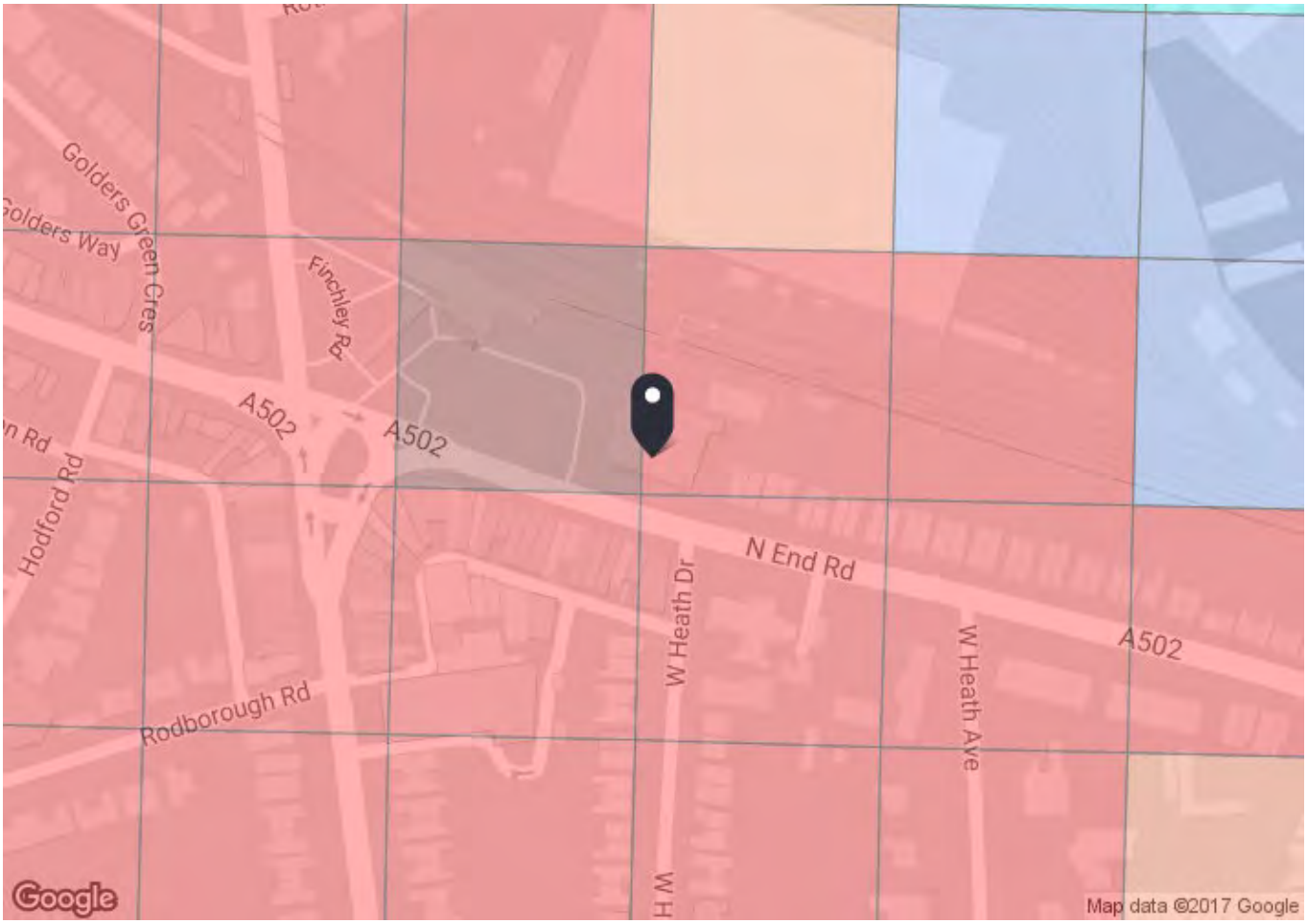
Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

TFL3277 1.03.17 (P)

APPENDIX B
TfL WebCAT PTAL output

TRANSPORT FOR LONDON



PTAL output for Base Year
6a

NW11 7RP
London NW11 7RP UK
Easing 525301 Northing 187408

Grid Cell 117586

Report generated 27/10/2017

Map key - PTAL

0 (Worst	1a
1b	2
3	4
5	6a
6b (Best	

Map layers

PTAL (cell size 100m

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

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Ca cu at on data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	GOLDERS GREEN STAT ON	H2	186 31	5	2 33	8	10 33	2 9	0 5	1 45
Bus	GOLDERS GREEN STAT ON	102	186 31	7 5	2 33	6	8 33	3 6	0 5	1 8
Bus	GOLDERS GREEN STAT ON	183	186 31	7 5	2 33	6	8 33	3 6	0 5	1 8
Bus	GOLDERS GREEN STAT ON	13	186 31	8	2 33	5 75	8 08	3 71	0 5	1 86
Bus	GOLDERS GREEN STAT ON	83	186 31	7 5	2 33	6	8 33	3 6	0 5	1 8
Bus	GOLDERS GREEN STAT ON	226	186 31	5	2 33	8	10 33	2 9	0 5	1 45
Bus	GOLDERS GREEN STAT ON	240	186 31	5	2 33	8	10 33	2 9	0 5	1 45
Bus	GOLDERS GREEN STAT ON	245	186 31	7 5	2 33	6	8 33	3 6	0 5	1 8
Bus	GOLDERS GREEN STAT ON	328	186 31	9	2 33	5 33	7 66	3 92	0 5	1 96
Bus	GOLDERS GREEN STAT ON	260	186 31	5	2 33	8	10 33	2 9	0 5	1 45
Bus	GOLDERS GRN POST OFF CE	460	298 95	5	3 74	8	11 74	2 56	0 5	1 28
Bus	GOLDERS GRN POST OFF CE	82	298 95	8 75	3 74	5 43	9 17	3 27	0 5	1 64
Bus	GOLDERS GREEN NTH END RD	210	127 2	7 5	1 59	6	7 59	3 95	1	3 95
Bus	GOLDERS GREEN NTH END RD	268	127 2	5	1 59	8	9 59	3 13	0 5	1 56
LUL	Golders Green	'Edgware-Morden'	177 39	9	2 22	4 08	6 3	4 76	0 5	2 38
LUL	Golders Green	'Morden-Edgware'	177 39	4 67	2 22	7 17	9 39	3 19	0 5	1 6
LUL	Golders Green	'Kennington-Edgware'	177 39	14 67	2 22	2 79	5 01	5 99	1	5 99
									Total Grid Cell AI:	**35.23**

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