
From: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Sent: Friday, July 3, 2020 4:02 pm
To: Ryde, Cllr Shimon
Subject: FW: Golders Green Markaz - Planning Application Submitted

Dear Cllr,

FYI.

I will let the other nearby members and officers know about this next week but wanted to give you a quick heads up.

Iain

From: Richard Evans [mailto:richard.evans@carneysweeney.co.uk]
Sent: 03 July 2020 14:34
To: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Subject: Golders Green Markaz - Planning Application Submitted

Dear Iain

We have today submitted a planning application via the Planning Portal on behalf of the Markaz for the Use as a Place of Worship (D1 use) and for ancillary community facility uses for children, elderly etc. and to hold public conferences and performances at Hippodrome, 3 North End Road, London NW11 7RP.

A link to the submission documents can be found below:

https://carneysweeney.sharepoint.com/:f/s/ExternalSharing/ErxbTc_M_09CrMBTQ63H7nwBFCURuld6FAQgpSGny9P07g?e=LpzpNc

I trust you will find this to be satisfactory and we look forward to receiving a validation letter from your colleagues, together with details of the case officer.

Kind regards, Richard

Richard Evans
Director

Tel: [REDACTED]
Email: richard.evans@carneysweeney.co.uk
Address: 77 Farringdon Road, London, EC1M 3JU

CARNEYSWEENEY

Carter, Richard

From: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Sent: Tuesday, July 28, 2020 11:17 am
To: Ryde, Cllr Shimon; Zinkin, Cllr Peter
Subject: FW: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

From: Planning Appeals
Sent: 28 July 2020 09:08
To: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Cc: [REDACTED]@barnet.gov.uk
Subject: FW: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Urgent, see attached

Re potential postponement

[REDACTED]
Specialist Technician, Planning and Building Control.
London Borough of Barnet, 2 Bristol Avenue, Colindale, London, NW9 4EW
Tel [REDACTED] Web: www.barnet.gov.uk

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From: noreply@planninginspectorate.gov.uk [<mailto:noreply@planninginspectorate.gov.uk>]
Sent: 27 July 2020 19:47
To: Planning Appeals <PlanningAppeals@Barnet.gov.uk>
Subject: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

The Planning Inspectorate (England)
Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN

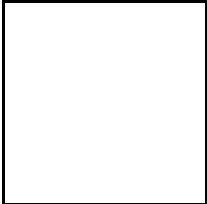
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Crown Buildings, Cathays Park, Cardiff, CF10 3NQ

<http://www.planningportal.gov.uk/planninginspectorate>

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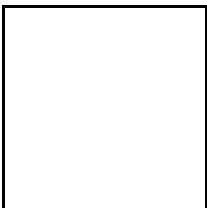


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DPC:76616c646f72



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From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: Friday, July 3, 2020 5:50:19 PM
To: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Subject: Re: Golders Green Markaz - Planning Application Submitted

Thank you Iain. Perhaps we can discuss what the implications are if any for the Plns Hearing.

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Sent: Friday, July 3, 2020 4:02:47 PM
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Subject: FW: Golders Green Markaz - Planning Application Submitted

Dear Cllr,

FYI.

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Iain

From: Richard Evans [mailto:richard.evans@carneysweeney.co.uk]
Sent: 03 July 2020 14:34
To: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Subject: Golders Green Markaz - Planning Application Submitted

Dear Iain

We have today submitted a planning application via the Planning Portal on behalf of the Markaz for the Use as a Place of Worship (D1 use) and for ancillary community facility uses for children, elderly etc. and to hold public conferences and performances at Hippodrome, 3 North End Road, London NW11 7RP.

A link to the submission documents can be found below:

[REDACTED]

I trust you will find this to be satisfactory and we look forward to receiving a validation letter from your colleagues, together with details of the case officer.

Kind regards, Richard

Richard Evans
Director

Tel: [REDACTED]
Email: richard.evans@carneysweeney.co.uk
Address: 77 Farringdon Road, London, EC1M 3JU

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From: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Sent: Monday, July 27, 2020 1:47:50 PM

To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>

Cc: Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Bates, Andy <Andy.Bates@Barnet.gov.uk>

Subject: RE: Hippodrome

Dear Councillor Ryde,

Upon first reading of the new legislation, it is my understanding that the current Class D1 is to be split into two new Classes: Class E (which will include uses such as clinics, health centres, nurseries) and Class F.1 (Learning and non-residential institutions) for uses such as schools, public halls and places of worship.

On that basis, it would appear that the only change will be a new name for the Use Class from D1 to F.1 with fewer types of uses within the new F.1 Class.

We will of course take full advice but my initial view is that this change in legislation is unlikely to have an impact on our ability to defend the enforcement notice. The change in legislation might however impact the registration of the planning application and I will consider this with Andy over the coming days.

Kind regards,

Fabien

Fabien Gaudin MRTPI

Service Director

Planning and Building Control

London Borough of Barnet

2 Bristol Avenue, Colindale, London, NW9 4EW

Tel: 0208 359 4258

Barnet Online: www.barnet.gov.uk

Notice of annual leave: I will be on annual leave between 3rd and 14th August 2020.



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From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>

Sent: 27 July 2020 10:43

To: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>

Cc: Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>

Subject: Hippodrome

Dear Fabien and Iain

Fabien alerted me to the recently announced changes in use classes. This was brought to the Planning Committee the same evening and a delegated scheme was agreed to avoid the necessity of rehearing applications should the legislation for the new classes be passed before the issue of decision notices for the applications approved.

It occurs to me that we may be facing a similar issue with the Hippodrome in that the use class for places of worship has been flagged up to change to Class F1 (?). Will this have an impact on the validity of the enforcement notice if the hearing proceeds close to the date of the new legislation?

We have an enforcement meeting planned for tomorrow and so we can discuss then when I'm sure Iain will be giving an update on the Hippodrome in any case.

Best regards

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee


Carter, Richard

From: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Sent: Tuesday, July 28, 2020 11:17 am
To: Ryde, Cllr Shimon; Zinkin, Cllr Peter
Subject: FW: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

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Cc: [REDACTED]@barnet.gov.uk
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[REDACTED]
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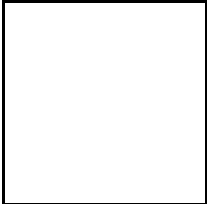
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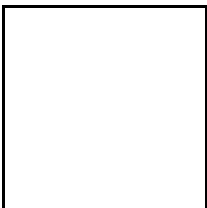


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The Planning Inspectorate

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BS1 6PN

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Email:
teame3@planninginspectorate.gov.uk

www.gov.uk/planning-inspectorate

Your Ref: ENF/0615/19
Our Ref: APP/N5090/C/19/3229937

[REDACTED]
London Borough of Barnet
Development & Regulatory Services
Barnet House
1255 High Road, Whetstone
LONDON
N20 0EJ

27 July 2020

Dear [REDACTED],

Town and Country Planning Act 1990
Appeal by Markaz El Tathgheef El Eslami
Site Address: Hippodrome, 3 North End Road, London, NW11 7RP

I refer to the above appeal and enclose for your information a letter prepared by the Inspector for your urgent attention.

Yours sincerely,

[REDACTED]

Where applicable, you can use the internet to submit documents, to see information and to check the progress of cases through GOV.UK. The address of the search page is - <https://www.gov.uk/appeal-planning-inspectorate>

PRE-INQUIRY NOTE

Appeal ref: APP/N5090/C/19/3229937

The Inquiry

1. The Inquiry into the above appeal is scheduled to open at 10.00 hours on Tuesday 22 September 2020 and to sit for 4 days.
2. However, in order to limit the spread of Covid-19, [the Planning Inspectorate \(PINS\) has postponed physical hearings and inquiries](#) for the foreseeable future. I must now take that period to include September 2020.
3. PINS has started to run hearings and inquiries virtually, that is, via video and telephone. However, it is recognised that there will be some cases where the hearing or inquiry could not be held virtually for fairness or other reasons. Case officers and Inspectors are currently advised that a virtual event for an Enforcement Inquiry may not be appropriate if:
 - *The number of participants will exceed 250.*
 - *The event is likely to include the presentation and discussion of evidence, which includes sensitive personal information or other matters affected by the Public Sector Equality Duty...*
 - *The complexity of the issues to be discussed means the Inspector would be unable to obtain all the information they need in order to make a reasoned decision.*
 - *It is determined that the evidence would need to be heard on oath and a) the Inspector considers they would be unable to administer the oath virtually, or b) the giving of evidence on oath would be compromised by the virtual proceedings.*
4. It appears to me that at least some of those criteria are likely to apply to this appeal. In particular, given the level of public interest, there is a high risk that a person who wishes and should fairly be allowed to participate in the inquiry would lack the technical capability to do so if the event is held virtually. It is also probable that Equality matters will be discussed, and if there are matters of fact in dispute the oath will need to be administered.
5. Another concern is that, as noted above, the inquiry was scheduled to last for 4 days as a physical event. Experience has shown PINS (and others) that virtual events are more tiring, meaning that more sitting days are needed for inquiries because each day must be shorter and include frequent breaks. It is my estimate that this inquiry needs more than 6 sitting days if it was held virtually.

6. I have reviewed the Statements of Case submitted on behalf of the Council, the appellant and Rule 6 party. Grounds (b) and (c) have been included together with the ground (a) appeal. A revised statement has been produced by the appellant on these additional grounds of appeal. The issues between the parties have broadened since the enforcement notice was issued. I see no reason to assume that the inquiry would be shorter than previously estimated.
7. From the above, the issues raised in this case will involve an interpretation of the parent planning permission/condition and whether the current alleged use falls within those terms. This will necessitate the giving and testing of evidence. While that would not in itself preclude the inquiry from being held virtually, I am concerned that the complexity plus duration of the inquiry, plus the number of participants, would result in unfairness to some. It seems likely that at least some participants, would not have multiple screens on which to read technical evidence and would therefore find the proceedings too difficult to follow.
8. It is important that a decision is made on the scheduled inquiry before the parties write their proofs of evidence plus the Statement of Common Ground – for which the existing deadline for submission is 25 August 2020. For the reasons given above, it is my view at this stage that the Inquiry cannot be opened physically or virtually on 22 September 2020.
9. Clause 20 of the Business and Planning Bill 2020 would amend s319A of the Town and Country Planning Act 1990 to enable appeals to be determined under 'one or more' procedures so that, for example, some matters could be considered at an inquiry and others by hearing or written representations. The Bill is expected to receive Royal Assent shortly, and so it may be possible to determine this appeal with a 'blended procedure'.
10. It appears to me, however, again from the level of public interest and the issues raised by the appeal, that the procedure would always need to at least include a local inquiry. It seems unlikely that agreement could be reached and arrangements could be made for a blended procedure in time for proofs to then be written and some curtailed virtual inquiry to open on 22 September 2020.
11. **I therefore propose to postpone the inquiry. I ask the parties to let me know whether they agree with this assessment by 17.00 hours on Wednesday 5 August 2020.**
12. I also ask the parties to clarify in their responses as to whether there has been any negotiation or narrowing of the issues which might affect whether the appeal could be determined with a blended procedure and, either way, whether the inquiry could be held virtually and how long the inquiry would be expected to sit.


Iwan Lloyd

INSPECTOR

27 July 2020

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: Tuesday, July 28, 2020 7:01:04 PM
To: Shaw, Cath <Cath.Shaw@Barnet.gov.uk>
Cc: Farmer, Jessica (Harrow) <Jessica.Farmer@harrow.gov.uk>; Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Subject: Re: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Thanks Cath. Peter and I are both aware of this since we were meeting with Iain just after he received the email from PIns. Before realising that part of the email suggested the hearing should be postponed, we noted that it would make the work of the planning committee "easier" since the currently lodged planning application was most likely to come to committee after the hearing. Now it appears the order may be reversed. I have discussed this with Fabien who indicated that the application has some way to go before it will be accepted and therefore there it is not clear which will come first. We have agreed to revisit this issue once we have more clarity.

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee


From: Shaw, Cath <Cath.Shaw@Barnet.gov.uk>
Sent: Tuesday, July 28, 2020 2:09:43 PM
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Cc: Farmer, Jessica (Harrow) <Jessica.Farmer@harrow.gov.uk>; Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Subject: FW: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Cllr Ryde

We've received a proposal from PINS to postpone the Hippodrome Inquiry because of Covid. We are considering, and will provide further advice, but wanted to let you know ASAP.

Apologies if you've received more than once.

Thanks

Cath

Cath Shaw
Deputy Chief Executive
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel: 020 8359 4716 | Mobile: 07825 935749 | Web: barnet.gov.uk

From: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>

Sent: Monday, August 17, 2020 10:38:30 AM

To: [REDACTED]
Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Bates, Andy <Andy.Bates@Barnet.gov.uk>; Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Rozenberg, Cllr Gabriel <Cllr.G.Rozenberg@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Cohen, Cllr Melvin <Cllr.M.Cohen@barnet.gov.uk>; Thompstone, Cllr Reuben <Cllr.R.Thompstone@Barnet.gov.uk>

Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Sandra,

I see you have received letter from us in the past so you should be on our mailing list for this site. If you let me know your address I will happily keep an eye out to make sure that you are included in the future as best I can.

Iain

From [REDACTED]

Sent: 17 August 2020 10:19

To: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>

Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Bates, Andy <Andy.Bates@Barnet.gov.uk>; Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Rozenberg, Cllr Gabriel <Cllr.G.Rozenberg@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Cohen, Cllr Melvin <Cllr.M.Cohen@barnet.gov.uk>; Thompstone, Cllr Reuben <Cllr.R.Thompstone@Barnet.gov.uk>

Subject: Re: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Good Morning Iain,

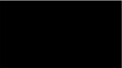
Thank you for coming back to me as a result of Cllr Marshall request, we have 49 homeowners in our development and they will all be interested to contribute to the planning requests/changes etc.

I would be very grateful if you could keep that in mind.

Your sincerely

[REDACTED]

On 17 Aug 2020, at 10:09, Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk> wrote:



I am afraid that the Covid situation has, not unexpectedly, interfered with the appeal. A couple of weeks ago we received notification from the Planning Inspectorate that they were considering postponing the appeal until such a time that the public could gather in numbers. There is no indication when the hearing might take place but there could be quite a considerable delay. We have not received formal notification of the Inspectorate's plans yet and so there is a limit to what we can put out in a formal manner

The delay does, however, raise the possibility that the issue could be dealt with by the Council through the application route ahead on the inquiry. An application has been received and we are currently reviewing whether or not we have enough to move this onto the consideration stage.

I am sorry for being vague. There are a lot of uncertainties to deal with and we do not want to commit to a particular course of action or set of dates until we know more. Once a more definite plan of action has been set down we will do our best to ensure that everyone can contribute.

In the meantime if you do have any questions please let me know.

Regards,

Iain Sutherland
Planning Enforcement Manager
Development & Regulatory Services (DRS)
London Borough of Barnet, 2 Bristol Avenue, Colindale NW9 4EW
Tel: 0208 359 4626 | Barnet Online: www.barnet.gov.uk

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For information about how we are working to support our residents, communities and businesses, and the latest advice about council services visit: barnet.gov.uk/covid19

If you, a family member, friend, or close member of your community are in need of urgent help that is **not medical related**, call us on **0808 281 3210** or use our [webform](#).


<image001.jpg>

From: 
Sent: 07 August 2020 06:46
To: Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>
Subject: Re: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Good Morning Cllr,

I have heard that there may have been some updates to the appeal of the Hippodrome. I was not sure if the appeal process had gone ahead due to Covid and I do not seem to be able to find it on the planning inspectorate site despite searching.
Could you give me an update of where this process is please I would be grateful so I can keep our 49 dwellings informed.

Thanks and regards



On 30 Oct 2019, at 16:03, Marshall, Cllr John
<Cllr.J.Marshall@barnet.gov.uk> wrote:

As you can see the deadline is now in late November. John

From: [REDACTED]
Sent: 30 October 2019 15:46
To: Rozenberg, Cllr Gabriel; Marshall, Cllr John; Grover, Cllr Rohit
Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Dear Cllrs,

Please find attached an Appeal Consultation letter relating to the above site.

If you have any queries please do not hesitate to contact me,

Yours Sincerely,

[REDACTED]
Specialist Technician
Planning and Building Control, London Borough of Barnet,
2 Bristol Avenue, Colindale, London, NW9 4EW
Tel: 020 8359 4678 Barnet Online: www.barnet.gov.uk
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From: noreply (outbound only) [<mailto:noreply@planninginspectorate.gov.uk>]
Sent: 02 October 2019 15:21
To: Planning Appeals <PlanningAppeals@Barnet.gov.uk>
Subject: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

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The Planning Inspectorate (Wales)
Crown Buildings, Cathays Park, Cardiff, CF10 3NQ
<http://www.planningportal.gov.uk/planninginspectorate>
Twitter: [@PINSgov](https://twitter.com/PINSgov)
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From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: Monday, August 17, 2020 1:16:57 PM
To: Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>
Subject: Fwd: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

I believe these will be our residents after the boundary changes. DO you want to arrange a meeting?

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Sent: Monday, August 17, 2020 12:26:41 PM
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

[REDACTED]

From: Ryde, Cllr Shimon
Sent: 17 August 2020 10:40
To: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Subject: Re: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Thanks Iain.

I presume this originated from Cllr Marshal so assume a GS resident. Do you have an address for the 49 residents?

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Sent: Monday, August 17, 2020 10:38:30 AM
To: Sandra Lawson [REDACTED]
Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Bates, Andy <Andy.Bates@Barnet.gov.uk>; Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Rozenberg, Cllr Gabriel <Cllr.G.Rozenberg@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Cohen, Cllr Melvin <Cllr.M.Cohen@barnet.gov.uk>; Thompstone, Cllr Reuben <Cllr.R.Thompstone@Barnet.gov.uk>
Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

I see you have received letter from us in the past so you should be on our mailing list for this site. If you let me know your address I will happily keep an eye out to make sure that you are included in the future as best I can.

Iain

From: [REDACTED]
Sent: 17 August 2020 10:19
To: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Bates, Andy <Andy.Bates@Barnet.gov.uk>; Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Rozenberg, Cllr Gabriel <Cllr.G.Rozenberg@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Cohen, Cllr Melvin <Cllr.M.Cohen@barnet.gov.uk>; Thompson, Cllr Reuben <Cllr.R.Thompson@Barnet.gov.uk>
Subject: Re: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Good Morning Iain,

Thank you for coming back to me as a result of Cllr Marshall request, we have 49 homeowners in our development and they will all be interested to contribute to the planning requests/changes etc.

I would be very grateful if you could keep that in mind.

Your sincerely

On 17 Aug 2020, at 10:09, Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk> wrote:

I am afraid that the Covid situation has, not unexpectedly, interfered with the appeal. A couple of weeks ago we received notification from the Planning Inspectorate that they were considering postponing the appeal until such a time that the public could gather in numbers. There is no indication when the hearing might take place but there could be quite a considerable delay. We have not received formal notification of the Inspectorate's plans yet and so there is a limit to what we can put out in a formal manner

The delay does, however, raise the possibility that the issue could be dealt with by the Council through the application route ahead on the inquiry. An application has been received and we are currently reviewing whether or not we have enough to move this onto the consideration stage.

I am sorry for being vague. There are a lot of uncertainties to deal with and we do not want to commit to a particular course of action or set of dates until we know more. Once a more definite plan of action has been set down we will do our best to ensure that everyone can contribute.

In the meantime if you do have any questions please let me know.

Regards,

Iain Sutherland

Coronavirus (COVID-19): Latest information and advice

For information about how we are working to support our residents, communities and businesses, and the latest advice about council services visit: barnet.gov.uk/covid19

If you, a family member, friend, or close member of your community are in need of urgent help that is **not medical related**, call us on **0808 281 3210** or use our [webform](#).

<image001.jpg>

From: [REDACTED]
Sent: 07 August 2020 06:46
To: Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>
Subject: Re: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Good Morning Cllr,

I have heard that there may have been some updates to the appeal of the Hippodrome. I was not sure if the appeal process had gone ahead due to Covid and I do not seem to be able to find it on the planning inspectorate site despite searching.

Could you give me an update of where this process is please I would be grateful so I can keep our 49 dwellings informed.

Thanks and regards

[REDACTED]

On 30 Oct 2019, at 16:03, Marshall, Cllr John
<Cllr.J.Marshall@barnet.gov.uk> wrote:

As you can see the deadline is now in late November. John

From: [REDACTED]
Sent: 30 October 2019 15:46
To: Rozenberg, Cllr Gabriel; Marshall, Cllr John; Grover, Cllr Rohit
Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Dear Cllrs,

Please find attached an Appeal Consultation letter relating to the above site.

If you have any queries please do not hesitate to contact me,

Yours Sincerely,

Specialist Technician

Planning and Building Control, London Borough of Barnet,
2 Bristol Avenue, Colindale, London, NW9 4EW

Tel: [REDACTED] Barnet Online: www.barnet.gov.uk

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From: noreply (outbound only) [<mailto:noreply@planninginspectorate.gov.uk>]

Sent: 02 October 2019 15:21

To: Planning Appeals <PlanningAppeals@Barnet.gov.uk>

Subject: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

The Planning Inspectorate (England)

Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN

The Planning Inspectorate (Wales)

Crown Buildings, Cathays Park, Cardiff, CF10 3NQ

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From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: Monday, August 17, 2020 6:02:39 PM
To: Cohen, Cllr Melvin <Cllr.M.Cohen@barnet.gov.uk>
Cc: Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>
Subject: Re: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

I'm afraid this is going to make the whole matter far more difficult.

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Sent: Monday, August 17, 2020 5:54 pm
To: Cohen, Cllr Melvin
Cc: Gaudin, Fabien; Bates, Andy; Marshall, Cllr John; Grover, Cllr Rohit; Rozenberg, Cllr Gabriel; Clarke, Cllr Anne; Zinkin, Cllr Peter; Ryde, Cllr Shimon; Thompstone, Cllr Reuben
Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Dear cllr,

We had hoped for the appeal to be heard in September but the inspectorate have in effect ruled out a hearing this early.

However, we do now have an application for the same use and it is quite possible that we will be able to determine this ahead of any rescheduled inquiry. There are currently a few details missing from the application submission and so it cannot be validated just yet but there is every reason to suppose that the missing details can be provided in a relatively short period.

From: Cohen, Cllr Melvin
Sent: 17 August 2020 17:29
To: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>; Sandra Lawson
[REDACTED]
Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Bates, Andy <Andy.Bates@Barnet.gov.uk>; Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Rozenberg, Cllr Gabriel <Cllr.G.Rozenberg@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Thompstone, Cllr Reuben <Cllr.R.Thompstone@Barnet.gov.uk>
Subject: Re: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Please explain what you are trying to explain what you are trying to say in the second paragraph of your letter under reply. It is to me just gobbledegook

Melvin Cohen

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From: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Sent: Monday, August 17, 2020 10:38:30 AM
To: Sandra Lawson [REDACTED]
Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Bates, Andy <Andy.Bates@Barnet.gov.uk>; Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Rozenberg, Cllr Gabriel <Cllr.G.Rozenberg@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Cohen, Cllr Melvin <Cllr.M.Cohen@barnet.gov.uk>; Thompstone, Cllr Reuben <Cllr.R.Thompstone@Barnet.gov.uk>
Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

[REDACTED]

I see you have received letter from us in the past so you should be on our mailing list for this site. If you let me know your address I will happily keep an eye out to make sure that you are included in the future as best I can.

Iain

From: Sandra Lawson [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: 17 August 2020 10:19
To: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Bates, Andy <Andy.Bates@Barnet.gov.uk>; Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Rozenberg, Cllr Gabriel <Cllr.G.Rozenberg@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Cohen, Cllr Melvin <Cllr.M.Cohen@barnet.gov.uk>; Thompstone, Cllr Reuben <Cllr.R.Thompstone@Barnet.gov.uk>
Subject: Re: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Good Morning Iain,

Thank you for coming back to me as a result of Cllr Marshall request, we have 49 homeowners in our development and they will all be interested to contribute to the planning requests/changes etc.

I would be very grateful if you could keep that in mind.

Your sincerely

[REDACTED]

On 17 Aug 2020, at 10:09, Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk> wrote:

[REDACTED]

I am afraid that the Covid situation has, not unexpectedly, interfered with the appeal. A couple of weeks ago we received notification from the Planning Inspectorate that they were considering postponing the appeal until such a time that the public could gather in numbers. There is no indication when the hearing might take place but there could be quite a considerable delay. We have not received formal notification of the Inspectorate's plans yet and so there is a limit to what we can put out in a formal manner

The delay does, however, raise the possibility that the issue could be dealt with by the Council through the application route ahead on the inquiry. An application has been received and we are currently reviewing whether or not we have enough to move this onto the consideration stage.

I am sorry for being vague. There are a lot of uncertainties to deal with and we do not want to commit to a particular course of action or set of dates until we know more. Once a more definite plan of action has been set down we will do our best to ensure that everyone can contribute.

In the meantime if you do have any questions please let me know.

Regards,

Iain Sutherland
Planning Enforcement Manager
Development & Regulatory Services (DRS)
London Borough of Barnet, 2 Bristol Avenue, Colindale NW9 4EW
Tel: [REDACTED] Barnet Online: www.barnet.gov.uk

Coronavirus (COVID-19): Latest information and advice

For information about how we are working to support our residents, communities and businesses, and the latest advice about council services visit: barnet.gov.uk/covid19

If you, a family member, friend, or close member of your community are in need of urgent help that is **not medical related**, call us on **0808 281 3210** or use our [webform](#).

<image001.jpg>

From: [REDACTED]
Sent: 07 August 2020 06:46
To: Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>
Subject: Re: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Good Morning Cllr,

I have heard that there may have been some updates to the appeal of the Hippodrome. I was not sure if the appeal process had gone ahead due to Covid and I do not seem to be able to find it on the planning inspectorate site despite searching.
Could you give me an update of where this process is please I would be grateful so I can keep our 49 dwellings informed.

Thanks and regards

[REDACTED]

On 30 Oct 2019, at 16:03, Marshall, Cllr John
<Cllr.J.Marshall@barnet.gov.uk> wrote:

As you can see the deadline is now in late November. John

From: Aquilina, Simon
Sent: 30 October 2019 15:46
To: Rozenberg, Cllr Gabriel; Marshall, Cllr John; Grover, Cllr Rohit
Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Dear Cllrs,

Please find attached an Appeal Consultation letter relating to the above site.

If you have any queries please do not hesitate to contact me,

Yours Sincerely,


Specialist Technician
Planning and Building Control, London Borough of Barnet,
2 Bristol Avenue, Colindale, London, NW9 4EW
Tel:  Barnet Online: www.barnet.gov.uk
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From: noreply (outbound only) [<mailto:noreply@planninginspectorate.gov.uk>]
Sent: 02 October 2019 15:21
To: Planning Appeals <PlanningAppeals@Barnet.gov.uk>
Subject: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

The Planning Inspectorate (England)
Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN
The Planning Inspectorate (Wales)
Crown Buildings, Cathays Park, Cardiff, CF10 3NQ
<http://www.planningportal.gov.uk/planninginspectorate>
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This message has been scanned by Exchange Online Protection.

From: [REDACTED] >
Sent: Tuesday, November 10, 2020 1:13:09 PM
To: Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>
Cc: Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Rozenberg, Cllr Gabriel <Cllr.G.Rozenberg@Barnet.gov.uk>; [REDACTED]
Subject: RE: Freedom of Information request - Enforcement Appeal, Ref APP/N5090/C/19/3229937

This is a very serious matter, which doesn't just affect Childs Hill, but also the surrounding wards including Garden Suburb.
I sincerely hope you have the commitment to make sure that the Council follows proper legal procedure in its handling of this very important matter.

From: Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>
Sent: 10 November 2020 11:28
To: [REDACTED]
Cc: Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Subject: RE: Freedom of Information request - Enforcement Appeal, Ref APP/N5090/C/19/3229937

I cannot remember if you are a constituent. John. I have every faith that the Council will give you a full reply. John

From: [REDACTED]
Sent: 10 November 2020 11:03
To: Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>
Cc: Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; [REDACTED]
Subject: RE: Freedom of Information request - Enforcement Appeal, Ref APP/N5090/C/19/3229937

Thank you.

You will note that I have also sent a follow up email to you and other councillors.
I trust that I will receive a full reply from you too.

From: Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>
Sent: 10 November 2020 10:59
To: [REDACTED]

Cc: Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>

Subject: RE: Freedom of Information request - Enforcement Appeal, Ref APP/N5090/C/19/3229937

I note your e-mail. I am sure that you will receive a full reply. John

From: Craig Cowan [<mailto:>]

Sent: 10 November 2020 10:50

To: Freedom of Information Act <foi@barnet.gov.uk>

Cc: [redacted] Marshall, Cllr John

<Cllr.J.Marshall@barnet.gov.uk>; Greenspan, Cllr Eva <Cllr.E.Greenspan@barnet.gov.uk>

[redacted] Rozenberg, Cllr Gabriel <Cllr.G.Rozenberg@Barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Requests <Requests@Barnet.gov.uk>

Subject: Freedom of Information request - Enforcement Appeal, Ref APP/N5090/C/19/3229937

Dear Sir

**Freedom of Information request, in respect of the Enforcement Appeal, Ref APP/N5090/C/19/3229937;
Site address: Hippodrome 3 North End Road London NW11 7RP
Enforcement notice, reference ENF/0615/19, "Without planning permission the change of the use of the building to an Islamic Cultural Centre"**

1. We understand that the Council is in discussions and/or negotiations with the Appellants in this case (the Markaz El Tathgheef El Eslami) concerning a submission of a fresh planning application by the Appellants. Is this true? We ask the following related questions:
 - a. What form have these discussions and/or negotiations taken: email, phone conversations, or meetings in person?
 - b. If in any written form, including by way of email, please supply me with copies.
 - c. If by way of phone conversations, or meetings in person, please supply copies of any notes or minutes taken.
 - d. Specifically, have the Council invited the Appellants to submit a fresh application? If so, who invited them to do so? What meetings have taken place within the Council (with or without the Appellants' participation) with a view to inviting a fresh planning application from the Appellants?
2. What discussions have the Council had with the Appellants concerning whether the current Enforcement Appeal continues or is abandoned? We ask the following related questions:
 - e. What form have these discussions and/or negotiations taken: email, phone conversations, or meetings in person?
 - f. If in any written form, including by way of email, please supply me with copies.
 - g. If by way of phone conversations, or meetings in person, please supply copies of any notes or minutes taken.
 - h. Specifically, have the Council invited the Appellants to abandon the current Enforcement Appeal in favour of a fresh planning application? If so, who invited them to do so? What meetings have taken place within the Council (with or without the Appellants' participation) with a view to inviting the Appellants to abandon the current Enforcement Appeal?

Thank you.

Yours sincerely

[redacted]

For and on behalf of GGREG

[REDACTED]

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: Tuesday, November 10, 2020 2:23 pm
To: Craig Cowan; Marshall, Cllr John; Rozenberg, Cllr Gabriel; Grover, Cllr Rohit
Cc: [REDACTED] Greenspan, Cllr Eva; [REDACTED]
[REDACTED] Zinkin, Cllr Peter; [REDACTED]
Subject: Re: Enforcement Appeal, Ref APP/N5090/C/19/3229937

Dear [REDACTED]

Thank you for your email, the contents of which are noted.

With respect to your questions, you have made an FOI request asking for detailed information and a response is currently being prepared through this process.

Best regards

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: [REDACTED]
Sent: Tuesday, November 10, 2020 11:01 am

To: Marshall, Cllr John; Rozenberg, Cllr Gabriel; Grover, Cllr Rohit
Cc: [REDACTED] Greenspan, Cllr Eva; [REDACTED]
[REDACTED]; Ryde, Cllr Shimon; Zinkin, Cllr Peter; [REDACTED]
Subject: Enforcement Appeal, Ref APP/N5090/C/19/3229937

Dear Councillors,

Enforcement Appeal, Ref APP/N5090/C/19/3229937;
Site address: Hippodrome 3 North End Road London NW11 7RP
Enforcement notice, reference ENF/0615/19, "Without planning permission the change of the use of the building to an Islamic Cultural Centre"

I am emailing to inform you how shocked we are to have learned that the Council may have invited the Appellants to submit a fresh application for use of the Hippodrome as a mosque ("Islamic cultural centre"), perhaps with a view to putting a stop to the current Enforcement Appeal.

We, the Golders Green Residents Environment Group, are formal (Rule 6) Parties to this Appeal, at extremely great financial cost and stress to ourselves as private citizens. This has cost us very large sums of money, plus intimidation and nasty abuse. However, we have felt forced to do so, given the Council's history of failure to respond in an effective or timely manner to the Appellants' unlawful use of the site. That unlawful use has continued for over three years now.

We should say that at every stage, our warnings and advice, paid for at great expense, have gone unheeded. Those warnings and advice have proved to be correct, including at the Enforcement Appeal.

So we are very concerned, and dismayed, that the Council now engage in discussions with the Appellants about this use, without consulting or even informing us. This confirms local people's impression that the Council want to grant permission for this proposed use in any event, simply to be rid of an inconvenient problem.

I have submitted a Freedom of Information request to the Council about this matter. But I would like to ask you, as our elected Councillors, and your Officers, the following questions:

- What discussions have the Council had with the Appellants while this Enforcement Appeal is ongoing?
- Why haven't we been included in these discussions? Those discussions have direct implications for the future of the Enforcement Appeal that we are parties to, and we should have been consulted as equals.
- We would also like to know what has been said in those discussions?
- What feedback have the Council given to the Appellants as to how a fresh application would be received?
- What advice have the Council given to the Appellants as to the continuation or abandonment of the current Enforcement Appeal?

We fear that the local community are again being kept in the dark, even ignored. And that the Council have an incentive to give way and to present the local community with a fait accompli, unless we can find out what negotiations the Council have entered into without informing us.

Thank you.

Yours sincerely

[REDACTED]
For and on behalf of GGREG

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: Tuesday, December 22, 2020 6:21 pm
To: Zinkin, Cllr Peter
Subject: Fwd: Hippodrome Timeline

Dear Peter

Below is a chronology.

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Sent: Tuesday, December 22, 2020 6:00:02 PM
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Subject: RE: Hippodrome Timeline

Dear cllr,

I have put the main chronology of the applications below. AS can be seen the latest application was received in July 2020 but remained incomplete until 28 November. We have a conference arranged for the early New Year to discuss, amongst other things, how we will conduct the consultation exercise as this will now be the third and the subtleties will probably not be apparent to most of the people we write to. We are already in close contact with the lawyers on this (especially relevant given the fate of the first application) and will want some assurances from them before we formally move from validation to consideration.

I don't want to provide too much analysis here as I deal with very few applications directly but you will note the request for an extension of time to complete the application came from the applicant and we did remind them of the need to submit further information on 21 October

First application (variation of conditions) submitted: 13.09.2017 (subsequently withdrawn after moribund period on 06.06.2019)

Second (first full) application submitted (application was never made complete): 03.09.2018

Enforcement Notice issued: 24.04.2019

Enforcement Notice Appeal submitted: 05.2019

Second (full) Application submitted: 03.07.2020

Planning invalid letter sent 19.08.2020

Agent requested extension of time to submit documents on 25.08.2020 – granted until 30.09.2020

Refuse Storage details submitted 04.09.2020

Further request for details send by LPA 21.10.2020

Agent sent Energy Statement 28.11.2020

Case officer replied to confirm receipt of the energy statement and that this would be considered: 10.12.2020

Latest email by agent chasing validation on 17.12.2020

We have now received documents in relation to all of the outstanding issues, we need now to decide if they are sufficient to begin formal consideration.

**** Warning External Email ****

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: Tuesday, January 5, 2021 6:43 pm
To: Sutherland-Thomas, Iain; Zinkin, Cllr Peter
Cc: Gaudin, Fabien
Subject: Re: Our Chanukah Wish: Validate the Markaz's Planning Application

Thank you for sending me and I appreciate your sensitivity in this matter.

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>
Sent: Tuesday, January 5, 2021 5:45:11 PM
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>
Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Subject: FW: Our Chanukah Wish: Validate the Markaz's Planning Application

FYI. I had taken you off the distribution list so as to not involve you in the matter as local ward or committee members
John Hooton and I decided that this would be best coming from planning as it is largely technical in nature although he is fully aware of the sensitivities of the site.

We have received nothing further since

From: Sutherland-Thomas, Iain
Sent: 23 December 2020 15:05
To: [REDACTED]-FPS Chair <chair@fps.org>; Leader <Leader@barnet.gov.uk>; Longstaff, Cllr David <Cllr.D.Longstaff@Barnet.gov.uk>
Cc: [REDACTED]@faithsforum4london.org; [REDACTED] | FPS <rabbi@fps.org> [REDACTED]
>
Subject: RE: Our Chanukah Wish: Validate the Markaz's Planning Application

Dear [REDACTED]

Thank you for your email and for the video attachment.

The Hippodrome application was received by the Council in July and, as you quite rightly identify, has not as yet been formally validated and put to formal consultation.

Where an application is made in respect of a large, listed, building like this several documents and other forms of information need to be submitted before it can be considered valid. It is not uncommon for applications to be

submitted with some details missing and that was the case here. Regrettably until it is completed and application cannot be legally decided. The Council and the applicants have been in discussion with one another about these details throughout the period since July. The council has now received submissions in respect of all of the outstanding matters, the last submission coming at the end of November.

You will likely be aware that this is a large and very contentious application and we want to make sure that consideration of the application runs as smoothly as possible. We are therefore taking a bit of time before accepting the application for consideration to ensure that it is legally valid and that we are able to consult appropriately and effectively. We know that the delay is frustrating for all involved but we do feel that these checks are important.

All being well we will be able to grant your Chanukah wish in the early New Year.

All the very best for the season.

Iain Sutherland
Planning Enforcement Manager
Development & Regulatory Services (DRS)
London Borough of Barnet, 2 Bristol Avenue, Colindale NW9 4EW
Tel: [REDACTED] | Barnet Online: www.barnet.gov.uk



From: [REDACTED]-FPS Chair [<mailto:chair@fps.org>]

Sent: 21 December 2020 17:07

To: Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>; Leader <Leader@barnet.gov.uk>; Longstaff, Cllr David <Cllr.D.Longstaff@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Zinkin, Peter

Cc: @faithsforum4london.org; [REDACTED] | FPS <rabbi@fps.org>; [REDACTED] <@citizensuk.org>; [REDACTED]

Subject: Our Chanukah Wish: Validate the Markaz's Planning Application

Dear Barnet Council,

This Chanukah, Jews across our borough are remembering the story of how we once were banned from using our religious building by those who did not believe in minority religious freedom of worship - and we are retelling the story of how Jews in ancient times fought to regain access to their buildings.

We were reflecting on some of the lessons for today - and together with our friends and Barnet Citizens members, the Markaz, Somali Bravanese, and Middlesex University Students Union, we recorded you a video to ask you to validate the Markaz's planning permission and let them access an open process to decide the future of their building application.

We are conscious that whilst the government's National Planning Portal says even major applications should be validated within 10 days, the Markaz have been waiting for 150. There is an application that is truly minor - not a hammer needs to be raised, nor a nail driven in. We hope that you will grant our Chanukah wish - and validate their application.

Yours sincerely,

[REDACTED]

Chair, Finchley Progressive Synagogue
Member of Barnet Citizens

[REDACTED]

FPS Chair

THE FINCHLEY PROGRESSIVE SYNAGOGUE

chair@fps.org

[REDACTED]

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Carter, Richard

From: Zinkin, Cllr Peter
Sent: 11 January 2021 18:00
To: [REDACTED]
Cc: Ryde, Cllr Shimon; Gaudin, Fabien
Subject: Re: Planning briefing - The Hippodrome

Monday 9am-2pm
Tuesday 10am-2.30pm and 3.45pm-4.45pm
Regards

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From: [REDACTED]@Barnet.gov.uk>
Sent: Monday, January 11, 2021 5:56 pm
To: Cohen, Cllr Dean; Cohen, Cllr Melvin; Thompstone, Cllr Reuben; Zinkin, Cllr Peter; Ryde, Cllr Shimon; Clarke, Cllr Anne; Marshall, Cllr John; Grover, Cllr Rohit; Rozenberg, Cllr Gabriel; Rawlings, Cllr Barry
Cc: Gaudin, Fabien (Capita)
Subject: Planning briefing - The Hippodrome

Dear Cllrs

I would like to invite you to an update briefing with Planning Officers in relation to The Hippodrome.
I have provisionally booked two dates in Officer diaries and would appreciate it if you could confirm your availability.
I confirm that I will forward a Teams appointment upon receipt of your availability.

1. Monday 18 January 2021
2. Tuesday 19 January 2021

I look forward to hearing from you

Kind regards

[REDACTED]

Member Liaison Lead **Re**

Address: 2 Bristol Avenue | Colindale | NW9 4EW

Mobile: [REDACTED]

Email: [REDACTED]@barnet.gov.uk

Email: [REDACTED]@capita.co.uk

Website: www.capita.co.uk/property

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Carter, Richard

**** Warning External Email ****

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>

Sent: Tuesday, January 12, 2021 12:06 pm

To: [REDACTED]

Cc: Zinkin, Cllr Peter

Subject: Re: Planning briefing - The Hippodrome

Dear [REDACTED]

Cllr Zinkin and I have availability as below:

Monday 9am-2pm

Tuesday 10am-2.30pm

Cllr Shimon Ryde

Childs Hill Ward

Chair of Planning Committee

From: [REDACTED]@Barnet.gov.uk>

Sent: Monday, January 11, 2021 5:56:34 PM

To: Cohen, Cllr Dean <Cllr.D.Cohen@barnet.gov.uk>; Cohen, Cllr Melvin <Cllr.M.Cohen@barnet.gov.uk>; Thompstone, Cllr Reuben <Cllr.R.Thompstone@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Rozenberg, Cllr Gabriel <Cllr.G.Rozenberg@Barnet.gov.uk>; Rawlings, Cllr Barry <Cllr.B.Rawlings@barnet.gov.uk>

Cc: Gaudin, Fabien (Capita) <fabien.gaudin@capita.com>

Subject: Planning briefing - The Hippodrome

Dear Cllrs

I would like to invite you to an update briefing with Planning Officers in relation to The Hippodrome.

I have provisionally booked two dates in Officer diaries and would appreciate it if you could confirm your availability. I confirm that I will forward a Teams appointment upon receipt of your availability.

- Monday 18 January 2021
- Tuesday 19 January 2021

I look forward to hearing from you

Kind regards

[REDACTED]



Member Liaison Lead Re

Address: 2 Bristol Avenue | Colindale | NW9 4EW
Mobile: [Redacted]
Email: [Redacted] [@barnet.gov.uk](mailto:[Redacted]@barnet.gov.uk)
Email: [Redacted] [@capita.co.uk](mailto:[Redacted]@capita.co.uk)
Website: www.capita.co.uk/property



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From: [REDACTED]-FPS Chair <chair@fps.org>

Sent: Friday, January 15, 2021 11:32 am

To: Peter Zinkin

Cc: [REDACTED]@faithsforum4london.org; [REDACTED] | FPS; [REDACTED]; [REDACTED]; iain.sutherland-thomas@barnet.gov.uk; Leader@barnet.gov.uk; cllr.d.longstaff@barnet.gov.uk; cllr.s.ryde@barnet.gov.uk

Subject: Re: Our Chanukah Wish: Validate the Markaz's Planning Application

Dear Councillor Zinkin,

I hope all is well with you.

Our teenagers are meeting again tomorrow night and I will be telling them about our conversation. I am keen to be able to set the record straight for them on what is going on with this planning application and I would love to be able to give them good news. As of this morning, my understanding continues to be that since the Markaz submitted their final document on November 28th and since our conversation on December 23rd in which you said that the council was in the process of setting up a meeting with the Markaz in January, the Markaz has still heard nothing at all from the council. No contact has been made with them to set up a meeting or to invite them to discuss the application and the application has still not been validated. We are now half way through January. At the same time, I understand that councillors have been invited to an update briefing with planning officers in relation to the Hippodrome.

I'd be very grateful for any information you can provide that might help me to explain what is currently going on with the application to our teenagers tomorrow night. In particular, are you able to give any indication of when the Markaz might expect to hear from and meet with planning officers and when the application will be validated? I'd love to be able to tell our teenagers that the council has in fact now contacted the Markaz to set up a meeting to discuss the application!

Thank you.

Best wishes

[REDACTED]
FPS Chair

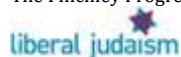
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From: Peter Zinkin <peter.zinkin@gmail.com>

Sent: 08 January 2021 12:39

To: [REDACTED]-FPS Chair <chair@fps.org>

Cc: [REDACTED]@faithsforum4london.org; [REDACTED]@faithsforum4london.org; [REDACTED] | FPS <rabbi@fps.org>; [REDACTED]@citizensuk.org; [REDACTED]; iain.sutherland-thomas@barnet.gov.uk <iain.Sutherland-Thomas@Barnet.gov.uk>; Leader@barnet.gov.uk <Leader@barnet.gov.uk>; cllr.d.longstaff@barnet.gov.uk <cllr.d.longstaff@barnet.gov.uk>; cllr.s.ryde@barnet.gov.uk <cllr.s.ryde@barnet.gov.uk>

Subject: Re: Our Chanukah Wish: Validate the Markaz's Planning Application

Thanks and to a better New Year to you all.

Did you receive an email from officers on this just before the Xmas break I understood they had emailed you on or about Dec 23rd as we had asked them to do.

As to where we are now I am enquiring and will get back to you.

Regards

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From: [REDACTED]-FPS Chair <chair@fps.org>

Sent: Friday, January 8, 2021 12:29 pm

To: peter.zinkin [REDACTED]

Cc: [REDACTED]@faithsforum4london.org; [REDACTED] | FPS; [REDACTED]; [REDACTED]; iain.sutherland-thomas@barnet.gov.uk; Leader@barnet.gov.uk; cllr.d.longstaff@barnet.gov.uk; cllr.s.ryde@barnet.gov.uk

Subject: Re: Our Chanukah Wish: Validate the Markaz's Planning Application

Dear Councillor Zinkin,

Happy New Year! I hope you had a peaceful and happy winter break.

I wanted to write to thank you for your call on December 23rd. I very much appreciate your taking the time, at a time of year when you might very reasonably expect to be enjoying some time off from your responsibilities as a councillor, to respond to our letter so promptly and directly and to explain to me the history and complexities of the situation from the point of view of the council. Thank you also for your kind invitation to me to get in touch with you again should I have any further concerns.

I met this morning with some of those involved in organising our video message and fed back the content of our conversation and I share your wish to explain the situation to our teenagers who participated in the video and who will be meeting again next week.

As I understood it from our conversation, the council has been waiting for the final document relevant to the application to be submitted; it had been received a few days before we spoke; and the council is now therefore in a position to validate the application and was already in the process of setting up a meeting in January with the Markaz to discuss it. As I understand it from the Markaz, the final document was submitted on 28th November 2020, no contact has been made with them to set up such a meeting and the application has not as yet been validated. Are you able to provide me with any further information about when you expect that the Markaz will hear from and can expect to meet with planning officers and when the application will be validated?

Thank you again for your very prompt and direct attention to this matter.

Yours sincerely,

[REDACTED]

[REDACTED]
FPS Chair

THE FINCHLEY PROGRESSIVE SYNAGOGUE

chair@fps.org

[REDACTED]

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From: [REDACTED] -FPS Chair

Sent: 21 December 2020 17:06

To: iain.sutherland-thomas@barnet.gov.uk <iain.sutherland-thomas@barnet.gov.uk>; Leader@barnet.gov.uk <Leader@barnet.gov.uk>; cllr.d.longstaff@barnet.gov.uk <cllr.d.longstaff@barnet.gov.uk>;

cllr.s.ryde@barnet.gov.uk <cllr.s.ryde@barnet.gov.uk>; peter.zinkin@barnet.gov.uk <peter.zinkin@barnet.gov.uk>;

Cc: [REDACTED]@faithsforum4london.org <[REDACTED]@faithsforum4london.org>; [REDACTED] | FPS <rabbi@fps.org>; [REDACTED]

[REDACTED]@citizensuk.org>; [REDACTED]

Subject: Our Chanukah Wish: Validate the Markaz's Planning Application

Dear Barnet Council,

This Chanukah, Jews across our borough are remembering the story of how we once were banned from using our religious building by those who did not believe in minority religious freedom of worship - and we are retelling the story of how Jews in ancient times fought to regain access to their buildings.

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[REDACTED]

Chair, Finchley Progressive Synagogue
Member of Barnet Citizens

[REDACTED]
FPS Chair

THE FINCHLEY PROGRESSIVE SYNAGOGUE

chair@fps.org

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The Finchley Progressive Synagogue is a member of Liberal Judaism



From: [REDACTED] FPS Chair <chair@fps.org>
Sent: Friday, January 15, 2021 3:48 pm
To: Zinkin, Cllr Peter
Subject: Re: Our Chanukah Wish: Validate the Markaz's Planning Application

Thank you. Shabbat Shalom.

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From: Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>
Sent: Friday, January 15, 2021 1:58:14 PM
To: [REDACTED] FPS Chair <chair@fps.org>
Cc: [REDACTED] @faithsforum4london.org <ali@faithsforum4london.org>; [REDACTED] | FPS <rabbi@fps.org>; [REDACTED] @citizensuk.org; [REDACTED] Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>; Leader <Leader@barnet.gov.uk>; Longstaff, Cllr David <Cllr.D.Longstaff@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Subject: Re: Our Chanukah Wish: Validate the Markaz's Planning Application

I am hopeful that progress will be made by the end of next week.

Shabbat Shalom

Peter

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From: [REDACTED]-FPS Chair <chair@fps.org>
Sent: Friday, January 8, 2021 12:29 pm
To: peter.zinkin [REDACTED]
Cc: [REDACTED] @faithsforum4london.org; [REDACTED] | FPS; [REDACTED]; [REDACTED]; iain.sutherland-thomas@barnet.gov.uk; Leader@barnet.gov.uk; cllr.d.longstaff@barnet.gov.uk; cllr.s.ryde@barnet.gov.uk
Subject: Re: Our Chanukah Wish: Validate the Markaz's Planning Application

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position to validate the application and was already in the process of setting up a meeting in January with the Markaz to discuss it. As I understand it from the Markaz, the final document was submitted on 28th November 2020, no contact has been made with them to set up such a meeting and the application has not as yet been validated. Are you able to provide me with any further information about when you expect that the Markaz will hear from and can expect to meet with planning officers and when the application will be validated?

Thank you again for your very prompt and direct attention to this matter.

Yours sincerely,

[REDACTED]

[REDACTED]
FPS Chair

THE FINCHLEY PROGRESSIVE SYNAGOGUE

chair@fps.org

[REDACTED]

[Website](#) - [Facebook](#) - [Twitter](#)



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The Finchley Progressive Synagogue is a member of Liberal Judaism



From: [REDACTED]-FPS Chair

Sent: 21 December 2020 17:06

To: iain.sutherland-thomas@barnet.gov.uk <iain.sutherland-thomas@barnet.gov.uk>; Leader@barnet.gov.uk <Leader@barnet.gov.uk>; cllr.d.longstaff@barnet.gov.uk <cllr.d.longstaff@barnet.gov.uk>;

cllr.s.ryde@barnet.gov.uk <cllr.s.ryde@barnet.gov.uk>; peter.zinkin@barnet.gov.uk <peter.zinkin@barnet.gov.uk>

Cc: [REDACTED]@faithsforum4london.org; [REDACTED]@faithsforum4london.org; [REDACTED] | FPS <rabbi@fps.org>; [REDACTED]

[REDACTED]@citizensuk.org; [REDACTED]

Subject: Our Chanukah Wish: Validate the Markaz's Planning Application

Dear Barnet Council,

This Chanukah, Jews across our borough are remembering the story of how we once were banned from using our religious building by those who did not believe in minority religious freedom of worship - and we are retelling the story of how Jews in ancient times fought to regain access to their buildings.

We were reflecting on some of the lessons for today - and together with our friends and Barnet Citizens members, the Markaz, Somali Bravanese, and Middlesex University Students Union, we recorded you a video to ask you to validate the Markaz's planning permission and let them access an open process to decide the future of their building application.

We are conscious that whilst the government's National Planning Portal says even major applications should be validated within 10 days, the Markaz have been waiting for 150. There is an application that is truly minor - not a hammer needs to be raised, nor a nail driven in. We hope that you will grant our Chanukah wish - and validate their application.

Yours sincerely,



Chair, Finchley Progressive Synagogue
Member of Barnet Citizens



FPS Chair

THE FINCHLEY PROGRESSIVE SYNAGOGUE

chair@fps.org



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Attachments: The Hippodrome Q&A v1 19012021.docx; hippodrome consultation letter draft (1).pdf; Golders Green Hippodrome - council statement _ Barnet Council.pdf; Hippodrome TA appendices.pdf; Hippodrome TA.PDF

From: [REDACTED]@Barnet.gov.uk>

Sent: Friday, January 22, 2021 10:32:32 AM

To: Thomas, Cllr Daniel <Cllr.D.Thomas@barnet.gov.uk>; Cohen, Cllr Dean <Cllr.D.Cohen@barnet.gov.uk>; Cohen, Cllr Melvin <Cllr.M.Cohen@barnet.gov.uk>; Thompstone, Cllr Reuben <Cllr.R.Thompstone@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Rozenberg, Cllr Gabriel <Cllr.G.Rozenberg@Barnet.gov.uk>; Rawlings, Cllr Barry <Cllr.B.Rawlings@barnet.gov.uk>

Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Bates, Andy <Andy.Bates@Barnet.gov.uk>; Duffin, Dominic <Dominic.Duffin@Barnet.gov.uk>; Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>

Subject: The Hippodrome

Dear Cllrs

Following our meeting on Tuesday, please see actions noted below;

- Copy of the Transport Strategy - attached
- Copy of consultation letter to be provided - attached
- Develop a Q&A – draft questions attached
- Confirmation of the validation - the application is expected to be completed on Monday 25 January 2021
- Section 6 Group to be advised of the consultation commencement – officers to confirm when action is completed
- Officers to provide confirmation to Cllr Zinkin when the applicant has been advised – officers to confirm when action is completed
- consultation

The statement that was previously issued can also be found using this link

<https://www.barnet.gov.uk/news/golders-green-hippodrome-council-statement>

Kind regards

[REDACTED]

Member Liaison Lead Re

Address: 2 Bristol Avenue | Colindale | NW9 4EW

Mobile: [REDACTED]

Email: [REDACTED][@barnet.gov.uk](mailto:[REDACTED]@barnet.gov.uk)

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Website: www.capita.co.uk/property



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The Hippodrome Q&A

Date	Question	Answer
19/01/21	Why application submitted before appeal?	
	What happened to the appeal?	
	If the appeal goes ahead will it override the application or vice versa?	
	Can you delay the application process until after the appeal?	
	Why are previous comments not being submitted?	
	Why has it taken so long to validate the application?	
	Why are there no comments on the website?	
	What will happen to comments submitted directly to the Planning Team?	
	Why are the Council making the application decision?	
	Why is the consultation being extended to 6 weeks?	
	How can I see copies of comments?	The comments will be available through the Councils FOI process, details of how to apply through this process can be found using this link https://www.barnet.gov.uk/your-council/open-data-and-information-requests/freedom-information#:~:text=Barnet%20Council%20abides%20by%20The%20Freedom%20of%20Information,the%20Act.%20Make%20a%20freedom%20of%20information%20request

SITE: The Hippodrome, North End Road, London, NW11 7RP,

PROPOSAL: Use as a Place of Worship (D1 use) and for ancillary community uses, public conferences and performances

As you may be aware in 2019 Barnet Council served a 'planning enforcement notice' in respect of the use of The Hippodrome. An appeal against this notice was due to be heard by way of a Public Inquiry this summer. Unfortunately, the public health implications of an event such as this required that the hearing be postponed. No decision on a revised date for the hearing has yet been made.

In order to bring the matter to a swifter conclusion than appears possible via Public Inquiry the owners of the Hippodrome have submitted a planning application to the council. If you would like to look at the application, the easiest way is through our website, by following the link at <https://publicaccess.barnet.gov.uk/online-applications/> and entering the application reference 20/2988/FUL or address into the Simple Search.

A great many people made comments to the Planning Inspectorate in relation to the appeal. These comments will be read and considered by council officers and by the appointed inspector if the matter is not resolved by the Council beforehand. However, as the application and the appeal are separate procedures it is important that the Council once again invites comments, this time in respect of the application. If you do wish to make comment these should be submitted **XXXXXXXXXXXXXXXX before DD/MM/YYYY**. The website contains guidance on how to comment on a planning application.

If you don't have access to the internet comments can instead be made in writing and posted to us at the above address or emailed to planning.consultation@barnet.gov.uk. All comments must be received by **xxxxx** if you want us to consider them. Please ensure your name, address, is included in any written correspondence and quote reference **20/2988/FUL**. You will not receive an acknowledgement if you comment by post.

Publication of Comments

Any formal comment you make about an application will form part of the planning register, which is open to the public. Comments will not be permanently displayed online. Your comment, name and address will still form part of the application documents and will still be available for inspection. Signatures, email addresses and telephone numbers will be redacted before the comments are shared with members of the public.

Please do not include any personal information in your comment that you would not be happy to be made publicly available. *Do not include personal information about other people without their permission.* Please note that transparency is in the public interest and names of individuals will only be redacted in exceptional circumstances.

If you wish to be considered as a potential speaker, should the application be determined by committee, you need to state this when making your comment on the application. This is done either by ticking the 'request to speak' box on the online system for commenting, or if you are providing a written response by post then please write '*I request to speak at committee*' visibly at the top of your letter. **It is not possible for you to request to speak without agreeing to your name and email address being shared with other people who also want to speak on this application.**

Speaking at Committee

This application will be discussed at a council planning committee. When an application is decided by a committee, the council's constitution allows for up to two speakers for each application, plus the applicant or their representative.

If more than two people request to speak in favour or against an application, then we will expect commenters to agree among themselves who is best placed to speak. To arrange this, we provide the name and email address of everyone who has requested to speak on the item to each other. By requesting to speak you have authorised us to share your contact details.

If an appeal is made against the decision, your comment in its entirety, including your personal contact details and signature, will be passed to the Planning Inspectorate and appellant.

Yours faithfully,

**COVID-19:**[Latest information and advice](#)

19 Jan 2021 11:22am



Golders Green Hippodrome - council statement

Author: Nick Griffin**Published:** 25th October 2017

In response to the recent media coverage concerning the Golders Green Hippodrome, The Leader of Barnet Council, Councillor Richard Cornelius, has issued the following statement:



Hendon Town Hall

“We are extremely proud of our borough’s rich cultural diversity and the way our communities live together. We are aware of the current community tensions surrounding the Hippodrome planning application – and indeed some of the inflammatory commentary that has been posted in response to this matter. Following advice, and due to the volume of comments that were posted, a decision was taken to remove all comments made on the planning portal for this application. All comments relating to the Hippodrome application are being monitored and logged and will be presented to Planning Committee when the application is heard.

“While we have a legal duty to hear views regarding local planning matters, we also have a responsibility to ensure that people are not using Council platforms to air views that are inappropriate.

“Golders Green has a long tradition of welcoming people from all over the world. We will continue to work closely with Barnet Police and the local community to ensure Barnet remains a safe and inclusive place for everyone.”

Background information

The council has received an application requesting that the wording of the current planning permission for the building be varied. The wording of the variations has been requested by the applicant. The two variations requested are:

- Alter the wording of condition 1 to Increase opening hours by one hour from 8:00am - 11.30pm to 8:00am - 12.30am on any day of the week
- Alter the wording of condition 2 to read 'place of worship' rather than church.

The application was registered on Friday, 15 September. Anyone wishing to comment on the application can do so as part of the planning consultation. This consultation closes on Thursday, 26 October.

The application is currently being considered by planning officers and no date has been set for when it will be considered by the Planning Committee.

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The Hippodrome
3 North End Road, Golders Green

Transport Assessment

For

Markaz El Tathgheef El Eslami

Document Control Sheet

The Hippodrome

3 North End Road, Golders Green

Markaz El Tathgheef El Eslami

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
01/07/2020	1 st Issue	EU/AM	SGi

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1.0 Introduction

- 1.1 Motion has been appointed by the Markaz El Tathgheef El Eslami (the Applicant) to provide transport planning advice in respect of its use of The Hippodrome (hereafter referred to as 'the site'), North End Road, within Golders Green town centre and the administrative boundary of the London Borough of Barnet (LBB).
- 1.2 The site is located on the east side of Golders Green transport interchange, close to the North End Road/Finchley Road signal-controlled junction. Clearly, the site is exceptionally well located relative to sustainable modes of transport, as demonstrated by its PTAL 6a/6b rating.
- 1.3 The site operates as the Markaz El Tathgheef el-Eslami, a centre serving the local Shia ithna Ashari community. The Markaz is a 'Hussayniyah', which has no direct English translation, but loosely translates as an Islamic community centre. The main activities of the Markaz are centred around communal prayer and the provision of social, educational, cultural activities with an Islamic religious focus. 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.
- 1.4 In May 2007, LBB approved planning permission (application reference C00222W/07) *"To use building as a church to enrich community with schemes for children, unemployed, elderly etc. To hold concerts, conferences, drama and dance festivals."*
- 1.5 The Applicant's position is that its use of the site falls within the scope of the 2007 Permission. However, an enforcement notice was issued by LBB dated 25th April 2019, which states that the matters which appear to constitute the breach of planning control are:

"Use of the land as a cultural centre, not comprising use as a church, to hold concerts, conferences, drama and dance festivals, in breach of condition 2 of planning permission reference C00222W/07 granted on 9 May 2007."

- 1.6 Condition 2 of the 2007 Permission is as follows:

"The premises shall be used as a church with schemes for children, unemployed, elderly to hold concerts, conferences, dramas and dance festivals and for no other purpose 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 safeguard the amenities of occupiers of adjoining residential properties."

- 1.7 Section 4 of the enforcement notice describes the Council's 'Reasons' for the action. The notice provides that the alleged breach of planning control has occurred within the last ten years and then sets out four reasons, two of which relate to transport matters as follows:

"1 No Travel Plan has been submitted to the Council and therefore the Council cannot be confident that trip generation caused by the centre is as sustainable as reasonably possible and practical. The failure to provide a Travel Plan is contrary to Policy DM17 of the London Borough of Barnet Development Management Policies DPD 2012 which requires that occupier develop, implement and maintain a satisfactory Travel Plan (or plans) to minimise increases in road traffic and to meet mode split targets.

2 Given the size of the site and the nature of the on-going use, there is a reasonable possibility that the centre will have significant transport implications now and in the future. In the absence of an up to date Transport Assessment, the Council cannot be certain that the use of the site will not result in harm to highway safety, the free flow of traffic or on the appropriate availability of residential parking spaces. As the use continues to evolve the Council is not yet in a position to make a full assessment by retrospective means alone. The failure to provide an appropriate Transport Assessment is contrary to Policy DM17 of the London Borough of Barnet Development Management Policies DPD 2012.

1.8 Condition 4 of the 2007 permission requires that:

"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, a scheme shall be submitted as part of the travel plan indicating full costs of the monitoring.

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."

1.9 Condition 4 is not referred to by the enforcement notice.

1.10 Accordingly, this Transport Assessment and accompanying Travel Plan have been prepared to accompany a new planning application and to address the highway and transport implications of the current use, giving due consideration to the site's proximity to sustainable modes of travel and its impact in terms of vehicular traffic. The application is made without prejudice to Markaz's position in respect of the ongoing enforcement appeal, but notwithstanding that, the Applicant is willing to accept a planning condition similar to condition 4 of the 2007 permission, relating to the provision of a Travel Plan.

1.11 Discussions were held between the Council's Traffic and Development Team and Motion in early 2020, including a site meeting on 12th February. Accordingly, this report acknowledges and responds to matters raised within the Council's Statement of Case relating to the ongoing enforcement appeal, and is set out as follows:

- ▶ Section 2 provides an analysis of national and local transport planning policy
- ▶ Section 3 describes the application site and the existing/future use
- ▶ Section 4 sets out existing local transport conditions, including road safety matters
- ▶ Section 5 provides an assessment of trip attraction and impacts of the former and existing uses
- ▶ Section 6 presents a summary and conclusion

2.0 Transport Planning Policy

Overview

- 2.1 A number of published documents contain transport-related planning policies relevant to the site's use, the most important of which are as follows:

- ▶ National Planning Policy Framework – February 2019
- ▶ National Planning Practice Guidance – March 2014
- ▶ The London Plan – March 2016
- ▶ The Draft London Plan – December 2019
- ▶ London Borough of Barnet's 'Core Strategy' – September 2012
- ▶ London Borough of Barnet's 'Development Management Document' – September 2012

National Policy

National Planning Policy Framework (NPPF)

- 2.2 The National Planning Policy Framework (NPPF) February 2019 sets out the Government's planning policies for England and how they are expected to be applied.
- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
- a) the potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*
- 2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 103 states that:
- "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*
- 2.5 Off-street parking provision is referred to by Paragraph 105, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

2.6 Paragraph 106 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.7 Paragraph 108 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.8 Paragraph 109 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.9 Paragraph 110 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians 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. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

2.10 Paragraph 111 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

National Planning Practice Guidance (NPPG)

2.11 On 6 March 2014, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance (NPPG) web-based resource. One section relates specifically to transport, entitled 'Travel Plans, Transport Assessments and Statements', and provides the overarching principles of the transport input into a planning application.

2.12 The guidance explains the role of Transport Assessments and Statements as:

"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)."

2.13 The guidance also states that Travel Plans are:

"long-term management strategies for integrating proposals for sustainable travel into the planning process" and "...should, where possible, be considered in parallel to development proposals and readily integrated into the design ... of the new site ...".

- 2.14 The guidance explains that when preparing Transport Assessments and Travel Plans the following key principles should be considered:

"proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible

established at the earliest practicable possible stage of a development proposal

be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally)

be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)"

- 2.15 This guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

"encouraging sustainable travel

lessening traffic generation and its detrimental impacts

reducing carbon emissions and climate impacts

creating accessible, connected, inclusive communities

improving health outcomes and quality of life

improving road safety

reducing the need for new development to increase existing road capacity or provide new roads"

London-wide Policy

The London Plan (2016)

- 2.16 'The London Plan: Spatial Development Strategy for London Consolidated with Alterations since 2011' was adopted by the Mayor of London in March 2016. It sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20 – 25 years. The updates to the London Plan adopted in March 2016 relate only to residential parking standards; the remainder of the Plan unchanged from the previous update in March 2015.

- 2.17 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."

- 2.18 Policy 6.1 identifies the strategic approach to integrating transport and development and states that the Mayor will work with relevant partners to encourage the closer integration of transport and development by:

"Encouraging patterns and nodes of development that reduce the need to travel, especially by car

Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand

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

Supporting measures that encourage shifts to more sustainable modes and appropriate demand management"

- 2.19 Policy 6.3 considers the assessment of effects of development on transport capacity and states:

"Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network..."

Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans."

London Plan Parking Standards

- 2.20 The 2016 London Plan does not contain a specific car parking standard for religious/community facilities such as the Markaz. However, in terms of blue badge parking the London Plan states that religious buildings should provide two blue badge spaces or 6% of the total capacity (whichever is greater), with a further 4% for future provision.
- 2.21 The site falls within the D1 'other' category when determining the minimum cycle parking requirement. The London Plan states that D1 'other' uses should provide a minimum of one long-stay cycle parking space per eight staff members and one short-stay cycle parking space per 100sqm.

Draft London Plan (December 2019)

- 2.22 The 'Intend to Publish London Plan (ItPLP)' will replace the current (2016) London Plan. The purpose of the replacement plan is to promote economic and social development and the environmental improvement of Greater London. On 13th March 2020, the Secretary of State wrote to the Mayor setting out his consideration of the ItPLP, which the Mayor is currently considering and taking the statutory steps to finalise the Plan. Once adopted, full weight will be given to the policies described below.
- 2.23 With regard to a strategic approach to transport, Policy T1 states:
- "Development Plans and development proposals should support the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made on foot, cycle or public transport by 2041*
- All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated"*
- 2.24 With regard to healthy streets, Policy T2 states that development proposals should:
- "demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance*
- Reduce the dominance of vehicles on London's streets whether stationary or moving*
- Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport"*

2.25 With regard to assessing and mitigating transport impacts, Policy T4 states:

"Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity"

Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new developments. Travel Plans, parking design and management plans, construction logistics plans and delivery and servicing plans will be required in accordance with relevant Transport for London guidance.

Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highway improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.

The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

Development proposals should not increase road danger."

2.26 With regard to cycling, Policy T5 states:

"Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

Supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure,

Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking in accordance with the minimum standards...and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.

Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people."

2.27 With regard to car parking, Policy T6 states:

"Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking."

ItP London Plan Parking Standards

2.28 Again, the ItP London Plan does not contain a specific car parking standard for religious/community facilities such as the Hippodrome. However, in terms of blue badge parking the London Plan states that religious buildings should provide two designated blue badge spaces or 6% of the total capacity (whichever is greater), with a further 4% for enlarged bays.

2.29 The ItP London Plan also states that D1 'other' uses should provide a minimum of one long-stay cycle parking spaces per eight full time staff members and one short-stay cycle parking space per 100sqm gross external area (GEA).

- 2.30 As such, the current London Plan and the ItP London Plan have the same requirements for both car and cycle parking provision for D1 'other' uses.

Local Policy

LBB's Core Strategy (2012)

- 2.31 LBB Core Strategy was adopted in 2012 and sets out the vision, objectives, and related strategic policies. It and other Council policies must be read in conjunction with the NPPF, which post-dates it. Policy CS9 of the Core Strategy, entitled 'Providing safe, effective and efficient travel' states:

"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."

LBB's Development Management Document (2012)

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

Policy DM17: Travel impact and parking standards:

"a: Road safety. The council will ensure that the safety of all road users is taken into account when considering development proposals, and will refuse proposals that unacceptably increase conflicting movements on the road network or increase the risk to vulnerable users.

b: The council will seek to ensure that roads within the borough are used appropriately according to their status in the defined road hierarchy. In taking into account the function of adjacent roads the council may refuse development proposals which would result in inappropriate road use, or adversely affect the operation of roads in an area.

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

- *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.*
- *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.*
- *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.*
- *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.*

g: Parking management. The council will expect development to provide parking in accordance with the London Plan standards"

Summary

- 2.33 The current use of the Hippodrome is in accordance with the principles of transport-related planning policy at all levels. The site's location, in a PTAL 6a/6b zone and with 'excellent' connections to public transport, ensures that there is a real opportunity to promote sustainable travel use for members of the community and staff at all times of the day. Furthermore, there are no proposals to increase the amount of car parking (although two new Blue Badge holders' spaces will be provided), whilst additional on-site cycle parking will also be provided.
- 2.34 Specifically, in relation to NPPF paragraph 109 (which post-dates the Council's transport policies), the current use should not be prevented unless it creates an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. It is appropriate to consider this matter in the context of the site's former use as a church and, further back in time, a theatre/concert hall.
- 2.35 In terms of NPPF paragraph 110, notwithstanding the Applicant's position that the current use falls within the permitted use (per the 2007 permission) and consequently no additional movement arises from it, the requirement to provide a Transport Assessment is satisfied by virtue of this document.
- 2.36 In relation to London Plan Policy 6.3, for the reasons given above the application that is the subject of this Transport Assessment does not constitute a 'major application'. Nevertheless, this Transport Assessment and a Travel Plan have been provided.
- 2.37 Subsequent sections of this document consider the transport effects of the current site use and proposed mitigation, primarily in the form of a robust Travel Plan, which accords with policy at all levels.

3.0 The Application Site

Location

- 3.1 The site is located within Golders Green town centre, with its primary frontage facing the A502 North End Road.
- 3.2 The A502 meets the A406 North Circular Road approximately 100 metres northwest of the site. The A406 is London's strategic inner orbital route and runs from Chiswick in the west to Woolwich in the east, providing access to both inner and outer London.
- 3.3 The A41 runs on a north/south axis to the west of the site and provides access northbound towards Bicester passing through Watford, Hemel Hempstead, and Aylesbury. To the south, the A41 links the site to central London. Access to the M1 can be achieved via the A406 at Junction 1, located approximately 4 kilometres west of the site at Brent Cross. The M1 connects London to North England and provides access to the M25 London Orbital Motorway. The A1 also runs on a north/south axis to the east of the site and provides a link northbound to the wider road network and southbound towards central London.
- 3.4 The site is shown in relation to strategic transport links in Figure 1 below.

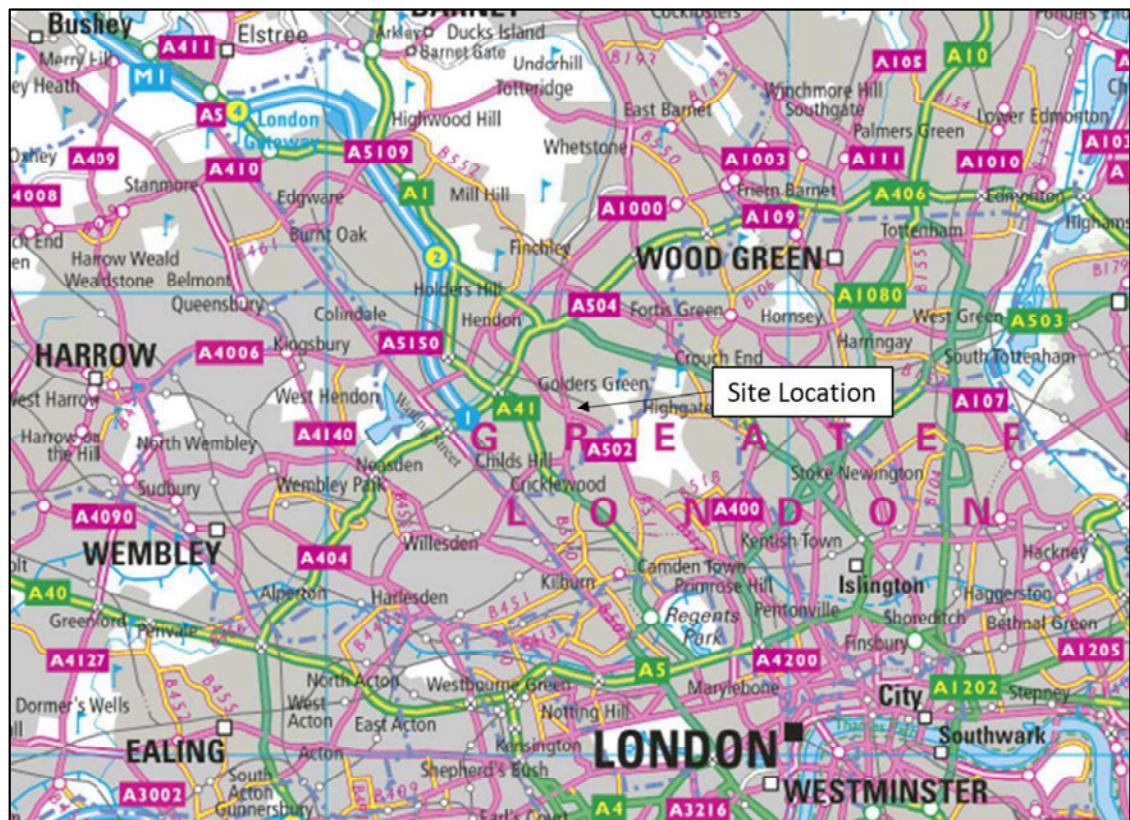


Figure 1: Strategic Site Context

- 3.5 The Golders Green transport interchange comprises a bus station, National Express coach interchange and Golders Green London Underground station serving the Northern Line. It provides immediate access to numerous public transport opportunities.
- 3.6 The site in relation to its local area is illustrated in Figure 2.

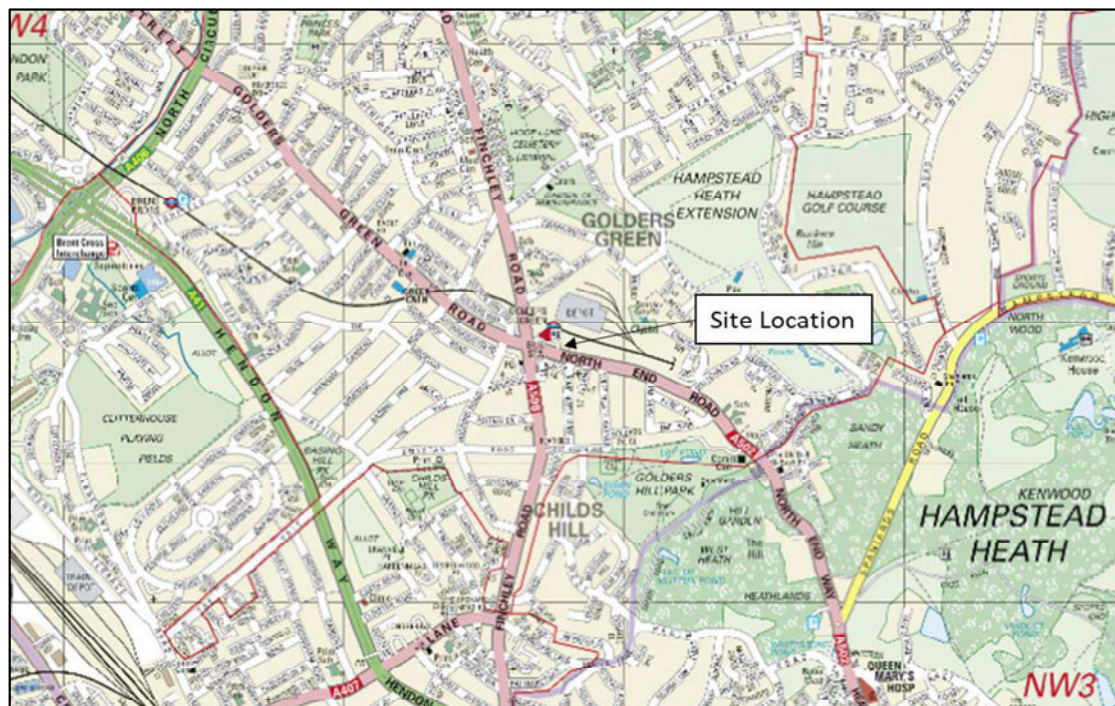


Figure 2: Local Site Context

- 3.7 The surrounding local area may be characterised as mainly residential in nature, although a range of local retail facilities are located to the west of the site within Golders Green town centre.
- 3.8 The Northern Line track forms the northern boundary to the site, whilst a two-storey former residential property forms the eastern boundary, accommodating professional services and dental practices.
- 3.9 The transport interchange and railway sidings beyond the main tracks are earmarked for redevelopment and a draft planning brief was published by the Council in 2017 in that regard. This is to ensure that any future development improves transport connectivity and land use integration, whilst respecting the public realm and supporting the success and vibrancy of the town centre.

Current Use

- 3.10 The site comprises the Hippodrome building, a four-storey former purpose-built 2,000-seat (approximately) theatre/concert hall with a total of 5,437sqm GIA. The car park is accessed from North End Road via a remotely controlled barrier. Pedestrian access is also achieved from North End Road, via the main entrance at the south western corner of the building.
- 3.11 The weekly schedule of events includes regular communal prayer, lectures, seminars, exhibitions, gatherings to celebrate religious festivals, commemorating historic events and marking events such as birthdays and deaths of prophets and other religious figures, which often involve religious rituals, including prayers and recitals. **Appendix A** contains the Markaz calendar for 2019.
- 3.12 The Centre typically generates between 80 and 100 visitors on some evenings and very few on others, although this figure can rise to 500 visitors for certain programmed lectures/seminars. During Muslim festival periods, of which there are up to seven a year, visitor numbers may rise to 1,400 although this remains substantially within the 2,000-person capacity of the former concert venue.
- 3.13 The core opening hours are 10:00 to 14:00 hours and 17:00 to 21:00 hours, seven days a week. During festival periods the site opens throughout the day and up to 23:00 hours. The Centre employs three members of staff, rising to 10 during scheduled events.

Planning History

- 3.14 Details of planning applications related to The Hippodrome between the year 2000 and the time of writing this report are shown at Table 3.1 (Parts 1 and 2).

Reference & Applicant		
Description of Development		Outcome and Date (nature of condition/s)
F/00/01536	Records not supplied online	
Partial refurbishment, upgrade of fire safety and disabled provisions and technical installation improvements.		Building work complete.
C/00222/P/01	British Broadcasting Corporation (BBC)	
Automatic vehicle barrier and associated equipment at entrance to car park; security camera on 5-metre high steel column within car park.		Approved with one condition 3 October 2001. (duration of consent)
C/00222/Q/01	British Broadcasting Corporation (BBC)	
Listed building consent: two presence detectors on wall facing car park; CCTV on wall facing bus terminus; internal presence detectors.		Recorded as "not to be determined". Finally disposed of 31 March 2003.
C/00222/R/02	British Broadcasting Corporation (BBC)	
Listed building consent: replacement of mouldings to proscenium arch.		Approved 26 June 2002.
C/00222/S/05	Not recorded online.	
Record for use of Consultation screen only.		Not recorded online.
C/00222/T/06 & C/00222/U/06	CFC (28) Ltd.	
Erection of a 4-storey building for B1/A2 office use, including under-croft parking at ground floor for existing Hippodrome.		Both applications refused 28 April 2006.
C00222W/07	El Shaddai International Christian Centre	
Application to use building as a church to enrich community with schemes for children, unemployed, elderly etc.; to hold concerts, conferences, drama, and dance festivals.		Approved with conditions 16 March 2007. (hours of operation; permissible uses; public performance management scheme; Travel Plan; exclusion from Golders Green CPZ parking permits)
F/04151/08	Clare Kirton, El Shaddai International Christian Church	
Submission of details of condition 3 (Public Performance Management Scheme) pursuant to planning permission reference C00222W/07.		Approved 13 March 2009.
H*/00954/09	Clare Kirton, El Shaddai International Christian Church	
Submission of details of condition 4 (Travel Plan) pursuant to planning permission reference C00222W/07.		Approved 13 March 2009.
* Delegated Report shows this application listed with an 'F' in place of the 'H'.		
F/00239/11	Clare Kirton, El Shaddai International Christian Church	
Listed building consent: retention of internal restoration work including removal of internal walls and insertion of new shelving and seating.		Approved with one condition 27 May 2011. (approved plans)

Reference & Applicant		
Description of Development	Outcome and Date (nature of condition/s)	
F/02981/14	British Broadcasting Corporation (BBC)	
Erection of a commemorative blue plaque.	Approved with conditions 7 August 2014 (approved plans; duration of consent; new external and internal works to match existing works or comply with approved drawings).	
16/2769/ADV & 16/2773/ADV	JCDecaux UK Ltd	
Installation of 1no. replacement bus shelter including 1no. double-sided digital display advertising unit at departure end of the structure.	Both applications approved with conditions 25 October 2016 (approved plans; duration of consent; public safety; visual amenity; maximum luminance; ensure absence of hindrance or obscuration; no special visual effects; minimum time between displayed images; successive messages must not relate to the same product; intensity of illuminance during hours of darkness).	
17/5846/S73	Mr Razi Zadeh, Markaz El-Tathgheef El-Eslami	
Application to vary condition 1 (Hours of Opening) and condition 2 (Use) of planning permission reference C00222W/07: 1) Alter the wording of condition 1 to increase opening hours by one hour from 8.00am - 11.30pm to 8.00am - 12.30am on any day of the week; and 2) Alter the wording of condition 2 to read 'place of worship' rather than church. A Transport Assessment and Travel Plan were submitted with this application.	Withdrawn (decision notice dated 6 June 2019).	
18/2595/LBC	Mr Razi Zadeh, Markaz El-Tathgheef El-Eslami	
Toilet refurbishment.	Approved 3 July 2018 subject to conditions (approved plans; development commencement date; Listed Building compliance).	
18/4397/LBC	Mr Razi Zadeh, Markaz El-Tathgheef El-Eslami	
Refurbishment of kitchen and reinstallation of fan extractor.	Pending consideration (latest document submitted 20 September 2018 – revised proposed plans).	
ENF/0615/19	London Borough of Barnet	Ongoing
Enforcement Notice issued by LBB dated 25/04/2019 stating matters considered to constitute a breach of planning control, namely: <i>"Use of the land as a cultural centre, not comprising use as a church, to hold concerts, conferences, drama and dance festivals, in breach of Condition 2 of planning permission reference C00222W/07 granted on 9th May 2007."</i>		
19/00297/ENF		Ongoing
<i>"Use of the land as a cultural centre, not comprising use as a church, to hold concerts, conferences, drama and dance festivals, in breach of Condition 2 of planning permission reference C00222W/07 granted on 9th May 2007."</i>		

Table 3.1 (Part 2 of 2): The Hippodrome Planning History – 2000 to 2020

Access Arrangements

- 3.15 Vehicular access to the site is achieved via North End Road. Within the car park, the aisle width between the parking spaces provides sufficient spaces for two cars to pass. The parking area is enclosed by a metal fence with a gate at the entrance. An accessible ramp and gate are provided between the car park and the footway along North End Road, providing a direct route to the main entrance into the building.
- 3.16 The main entrance into the building is located at the south western corner of the site, on the North End Road façade. It is understood that this is the only access regularly used by members/visitors. Additional entrance points are located along the western boundary of the site, accessed via a locked gate, and providing an alternative means of escape during a fire. A further access is located to the rear of the building via the car park. These secondary entrances are generally used by authorised personnel only.

Car Parking

- 3.17 The existing on-site car park provides space for up to 30 vehicles and access is controlled via an electronic barrier system. The car park is used by patrons of the site and has markings denoting parking bay locations, although they are not to modern geometric standards and are now somewhat faded. It is unknown when these bays were marked out, but it was certainly before the Markaz took ownership and their poor condition can lead to inefficient usage.
- 3.18 The proposals include renewal of the car park markings to maximise efficient use of the space available. Two accessible (Blue Badge holder) bays will be provided, in line with the London Plan car parking standards for D1 uses, which together with the improved layout leads to an overall provision of 26 bays. This minimal reduction in car parking provision is appropriate taking into consideration the 'excellent' accessibility of the site by public transport modes, and the opportunity to encourage sustainable and active travel.
- 3.19 **Appendix B** contains a drawing illustrating the proposed on-site car parking arrangements.

Cycle Parking

- 3.20 Presently no cycle parking facilities exist on site, although three 'Sheffield' type stands (accommodating six cycles) are provided within the public highway, close to the main entrance on North End Road.
- 3.21 The Markaz will provide and maintain 58 on-site, secure, sheltered cycle parking spaces, comprising external 'Sheffield' bike stands or internal storage; the latter formed part of the Travel Plan approved by LBB for the El-Shaddai church that previously occupied the site. The drawing at Appendix B shows an indicative external cycle parking arrangement, which will be subject to further investigation and design.
- 3.22 This proposed cycle parking provision is in accordance with the London Plan minimum cycle parking standards for D1 uses based on 5,437sqm GIA and 10 staff, set out in Section 2. The Hippodrome contains showering and changing facilities on-site at present. This ensures that there is a real opportunity to promote sustainable travel use for staff and members at all times of the day.

Servicing, Deliveries and Refuse Collection

- 3.23 The proposals will result in no material changes to the frequency or nature of servicing, delivery or refuse collection movements.
- 3.24 A bin store is located within the car park adjacent to North End Road, allowing refuse collection to be undertaken on-street. The site's minimal servicing and delivery requirements will be undertaken largely within the car park, although some small deliveries, post etc. will continue to be accomplished on-street via North End Road.

Travel Plan

- 3.25 A comprehensive Travel Plan has been prepared and will be implemented by The Markaz. The Travel Plan considers the existing situation in terms of travel patterns and modal split, including accessibility by non-car modes. The Travel Plan identifies a strategy, comprising the appointment of a Travel Plan Coordinator (TPC), who will be funded and resourced by the Markaz, internal and external communications, and marketing.
- 3.26 The TPC will act as a point of contact for all staff, members, and visitors, as well as managing the development and implementation of the Travel Plan measures and monitoring and reporting progress being made towards achieving the Plan targets.
- 3.27 Tailored measures are detailed in the Travel Plan for the promotion and adoption of active and/or sustainable modes of transport. Additional measures are proposed in support of the venue hosting festivals, recognising the need to engage with a wider base of attendees on those occasions.

4.0 Existing Conditions

Accessibility On-foot

- 4.1 Immediately outside the site, on the northern side of North End Road, there is a wide public footway which contains two bus stops, cycle parking, bins, trees, and a post-box. The site itself provides a wide forecourt area adjoining the footway, delineated by iron/concrete bollards and different paving slabs. All other roads in the surrounding area provide footways on both sides of the carriageway.
- 4.2 Signalised / controlled crossings are available immediately outside the site, with dropped kerbs, tactile paving, and rotating cones to assist mobility and visually impaired pedestrians. In addition, street lighting is provided at regular intervals. Routes to / from Golders Green bus and Underground station are convenient, given their immediate proximity and the level of pedestrian provision.
- 4.3 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation (CIHT) has prepared guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
- ▶ Most people will walk to a destination that is less than one mile (circa 1.6 kilometres) - Planning for Walking, 2015
 - ▶ The bicycle is a potential mode of transport for all journeys under five miles (circa 8 kilometres) - Planning for Cycling, 2015
 - ▶ Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations - Planning for Walking, 2015
- 4.4 Notwithstanding the above, it should be noted that the NPPF recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural locations. Moreover, Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of a residential area which residents may access comfortably on foot".
- 4.5 Indeed, the CIHT Guidance acknowledges that walking varies with age and gender; both the number of trips and the distance travelled fall significantly from age 65 onwards.
- 4.6 Figure 3 (attached at the back of this report) shows 5, 10, 15, 20 and 25-minute walking isochrones from the site. This figure demonstrates that Golders Green underground station is located within a five-minute walk from the site and Brent Cross underground station is located within a 25-minute walk from the site. Additionally, the 25-minute isochrone captures a wide residential area including the entirety of Golders Green, as well as the suburban areas of Hampstead, Brent Cross and Finchley.

Accessibility by Cycle

- 4.7 TfL's Cycle Guide 4 indicates that there are cycle parking facilities at Golders Green bus / underground station, immediately adjoining the site. A number of routes surround the site, consisting 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'. Three Sheffield type cycle stands are provided outside the site on the North End Road footway.
- 4.8 Government guidance in respect of cycling proposes that people are prepared to cycle up to five kilometres to access local amenities. Within five kilometres cyclists can reach Golders Green, Hampstead, Queens Park, Brent Cross, Finchley, and Hendon.

- 4.9 There is ample scope, therefore, for visitors to travel by cycle either as their main mode of travel or as a linked trip with rail/underground.
- 4.10 Figure 4 (attached at the back of this report) shows a 1, 3- and 5-kilometre cycle catchment which extends as far as Finchley to the north, Kilburn to the south, Hendon to the west and Highgate to the east.

Accessibility by Public Transport

- 4.11 The London Bus station and National Express coach interchange adjacent to the site, combined with the bus stops located along North End Road outside the site frontage, provide immediate access to 34 routes and over 130 one-way services during peak hours. Additionally, Golders Green London Underground station provides access to the Northern Line, which runs between Edgware, Kennington, and Morden, with approximately 29 underground trains stopping at Golders Green during peak hours. Clearly, the site is exceptionally well located relative to sustainable modes of transport.
- 4.12 Figure 5 (attached at the back of this report) shows the areas that may be reached from the site within 15, 30, 45 and 60 minutes by public transport, including walking and any interchange times. This analysis shows that central London can be accessed via public transport within 45 minutes, whilst areas further afield such as Stevenage, Potters Bar, St Albans, Richmond, Tooting, and Walthamstow can be accessed within 60 minutes from the site.

Accessibility by Bus/Coach

- 4.13 The TfL bus spider map indicates that bus services from Golders Green provide access to locations such as Finchley, Edmonton, Finsbury, Central London, Shepherd's Bush, Brent, Cricklewood, Wembley, etc and provide connections to a large number of underground stops / stations.

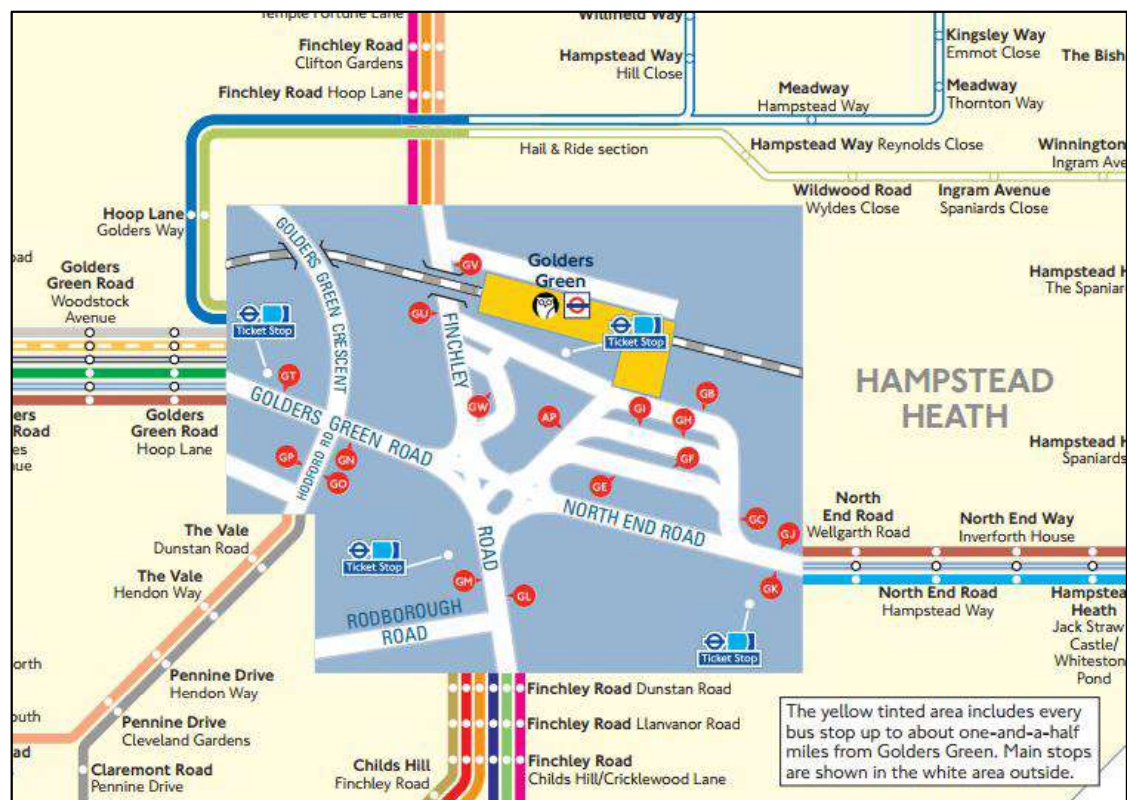


Figure 6: Bus Spider Map Extract

- 4.14 As shown above, Golders Green bus station and surrounding streets provide access to a significant number of bus services serving Greater London.
- 4.15 A summary of the destinations served, and the frequency of the local bus services is provided below in Table 4.1.

Service	Route	Approximate Frequency		
		W'day PM Peak	Sat Daytime	Sun Daytime
North End Road				
210	Finsbury Park Station – Archway Station – Whittington Hospital – Highgate – Hampstead Heath – Golders Green – Brent Cross Station – Brent Cross Shopping Centre	Every 15 mins	Every 15 mins	Every 15 mins
268	Golders Green Station – Hampstead Way – Hampstead Station – Belsize Park – Swiss Cottage – Finchley Road Station – O2 Centre	Every 15 minutes	Every 15 minutes	Every 20 minutes
Finchley Road				
13	North Finchley Bus Station – Church End – Finchley – Golders Green – Childs Hill – Fortune Green – South Hampstead – Swiss Cottage – St Johns Wood – Baker Street – Marble Arch – Hyde Park Corner – Victoria Bus Station	Every 8 - 12 minutes	Every 8 - 12 minutes	Every 8 - 12 minutes
102	Edmonton Green Bus Station – Silver Street Station – Bounds Green – Muswell Hill – East Finchley – Golders Green – Brent Cross	Every 10 -14 minutes	Every 10 -14 minutes	Every 10 -14 minutes
139	Golders Green Station – Childs Hill – Fortune Green – West Hampstead – St John's Wood – Baker Street – Bond Street – Oxford Circus – Piccadilly Circus – Charing Cross – Waterloo	Every 8 - 12 minutes	Every 8 - 12 minutes	Every 8 - 12 minutes
260	White City Bus Station – Shepherd's Bush – East Acton – Action Main Line – Central Middlesex Hospital – Harlesden – Church End & Roundwood – Willesden – Willesden Green – Cricklewood – Childs Hill – Golders Green Station	Every 15 minutes	Every 15 minutes	Every 15 minutes
460	North Finchley – Church End – Finchley – Golders Green – Childs Hill – Cricklewood – Willesden Green – Willesden	Every 15 minutes	Every 15 minutes	Every 15 minutes
H2	Golders Green Station – Finchley Road – Meadway Gate – Heathgate – Wildwood Road – Charlton Drive – Northway Hampstead Garden Suburb – Central Square – Hampstead Way Meadway – Golders Green Station	Every 11-13 minutes	Every 4-12 minutes	Every 4-12 minutes
H3	Golders Green Station – Finchley Road – Golders Green Crematorium – Meadway Gate – Hampstead Heath Extension – Wildwood Road Hampstead Heath – Henwood House – Lyttleton Road – East Finchley Station – Abbots Gardens – East Finchley Hill Top	No Service	Every hour	No Service
Golders Green Coach Station – Local Buses				
83	Golders Green Station – West Hendon – Hendon – Kingsbury Green – Wembley Park – Wembley Stadium – Wembley Central – Alperton	Every 10-12 minutes	Every 10-12 minutes	Every 10-12 minutes

Service	Route	Approximate Frequency		
		W'day PM Peak	Sat Daytime	Sun Daytime
183	Golders Green Station – Hendon – Kingsbury Green – Kingsbury – Greenhill – Harrow – North Harrow – Pinner	Every 7-11 minutes	Every 7-11 minutes	Every 7-11 minutes
226	Golders Green Station – Golders Green Estate – Cricklewood – Childs Hill – Dollis Hill – Willesden – Harlesden – Hanger Lane – Ealing Broadway	Every 10-12 minutes	Every 10-12 minutes	Every 20 minutes
240	Golders Green Station – Hendon Park – Mill Hill East – Mill Hill Broadway – Edgware	Every 15 minutes	Every 15 minutes	Every 20 minutes
245	Golders Green Station – Cricklewood – Neasden – North Wembley – Sudbury – Wembley – Alperton	Every 15 minutes	Every 15 minutes	Every 15 minutes
328	Golders Green Station – Childs Hill – Fortune Green – West Hampstead – Kilburn High Road – Kilburn Park – Maida Hill – Westbourne Green – Kensington – Earls Court – Chelsea	Every 10-14 minutes	Every 10-14 minutes	No Service
Golders Green Coach Station – National Express Services				
409	London – Birmingham – Telford – Shrewsbury – Aberystwyth	Once per day		
420	London – Coventry – Birmingham – Dudley – Wolverhampton	6 times per day		
422	London – Coventry – Birmingham – Dudley – Wolverhampton – Manchester – Salford – Bolton – Burnley	Once per day		
440	London – Milton Keynes – Leicester – Northampton – Nottingham – Loughborough – Derby	10 times per day		
447	London – Peterborough – Stamford – Grantham – Lincoln – Hull	Once per day Saturday and Sundays		
449	London – Peterborough – Hull	Once per day		
450	London – Nottingham – Mansfield – Retford	5 times per day		
455	London – Northampton – Corby	3 times per day		
465	London – Nottingham – Mansfield – Chesterfield – Sheffield – Barnsley – Wakefield – Leeds – Bradford – Halifax – Huddersfield	Once per day		
540	London – Milton Keynes – Manchester – Rochdale – Liverpool – Bolton – Blackburn – Burnley – Colne	2 times per day		
560	London – Milton Keynes – Chesterfield – Sheffield – Rotherham – Barnsley	2 times per day		
561	London – Wakefield – Leeds – Bradford – Huddersfield – Skipton	2 times per day		
564	London – Sheffield – Barnsley – Huddersfield – Halifax	Once per day		
588	London – Milton Keynes – Tebay – Penrith – Glasgow	Once per day		

Service	Route	Approximate Frequency		
		W'day PM Peak	Sat Daytime	Sun Daytime
590	London – Milton Keynes – Birmingham – Tebay – Glasgow – Perth – Dundee – Aberdeen	Once per day		
591	London – Milton Keynes – Leeds – Newcastle – Edinburgh – Glasgow	Once per day		
A1	London – Luton Airport	Every 30 minutes		
A2	London – Luton Airport	Every 30 minutes		
A6	London – Stansted Airport	Every 30 minutes		

Table 4.1: Bus services from Golders Green

Accessibility by London Underground

- 4.16 Golders Green London Underground station is also located adjacent to the site and provides services on the Northern Line between Edgware, Kennington, and Morden. In the region of 29 underground trains per hour stop at Golders Green during peak hours. Visitors can therefore make use of highly frequent services linking into Central London.

Public Transport Accessibility Level (PTAL)

- 4.17 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. This method is a way of measuring the density of the public transport network at a particular point.
- 4.18 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.
- 4.19 The site is classified as a PTAL 6a / 6b representing 'excellent' access to public transport. The PTAL tiles for the site show part of the appeal building including its entrance to be within PTAL 6b, the highest public transport accessibility level. The full PTAL output for the site is contained within Appendix C. On that basis, most visitors are able to attend evening events using public transport.

Local Highway Network

- 4.20 The A502 North End Road serves Hendon northbound and Hampstead, Camden Town, and the City of London southbound. North End Road is a two-way single carriageway road with a width of approximately 10 metres adjacent to the site. This includes centreline hatching of between 2 and 3 metres in width accommodating a right turn lane into West Heath Drive. A pedestrian refuge island with associated dropped kerbs and tactile paving is provided within the hatched centreline, approximately 6 metres east of the site car park.
- 4.21 The speed limit along North End Road adjacent to the site is 30 miles per hour, changing to 20 miles per hour some 60 metres east of the site. There are lit footways and bus stops on both sides of North End Road adjacent to the site. The footway on the northern side of the carriageway is between 10 and 11 metres in width within the locality of the site, providing sufficient space for a large bus stand and shelter. The open forecourt within the Hippodrome site helps to maintain free flow of pedestrians past the bus stop. The southern footway along North End Road is between 4 and 6 metres wide in the locality of the site and accommodates a bus stop with flag sign, but no shelter.
- 4.22 An exit only access for the bus station is located directly west of the site, where a signalised pedestrian crossing with dropped kerbs and tactile paving is located, providing access towards the bus and underground stations. An additional signalised pedestrian crossing at this location, again with dropped kerbs and tactile paving, provides access across North End Road.
- 4.23 The North End Road/Finchley Road signalised junction is a complex intersection that essentially creates a one-way system incorporating the entrance to the bus station. Each arm is provided with signalised pedestrian crossing with dropped kerbs and tactile paving. A taxi lane is located on the northern side of North End Road opposite the bus station, between the North End Road/Finchley Road signalised junction and the site.

Parking Restrictions

- 4.24 North End Road and the surrounding residential streets are located within Golders Green Controlled Parking Zone (CPZ). Parking availability within this area is limited and consists of:
- ▶ On-street Parking restrictions (applicable within varying days/timeframes)
 - ▶ Single Yellow Line restrictions (applicable within varying days/timeframes)
 - ▶ Double Yellow Line restrictions (no parking at any times)
- 4.25 The above-mentioned restrictions combined with bus stops, pedestrian crossings, and taxi parking results in limited on-street parking for non-residents. The drawing at Appendix D illustrates the parking restrictions within the vicinity of the site.

Controlled Parking Zone (CPZ)

- 4.26 Due to the residential nature of the surrounding area, the majority of on-street parking within the vicinity of the site is provided for Resident Permit Holders (RPH) only. Table 4.2 below provides a summary of the on-street parking restrictions within the CPZ and the number of spaces available within the vicinity of the site.

Parking Restrictions	Road Name	Approx. Length of Restriction	Number of Parking Spaces	Total Number of spaces
Monday – Saturday 08:00 – 18:30 and Sunday 09:30 – 18:30 RPH Only	Rodborough Road	63 metres	12 spaces	68 spaces
	West Heath Drive	148 metres	27 spaces	
	West Heath Avenue	158 metres	29 spaces	
Monday – Friday 11:00 – 12:00 RPH Only	North End Road	203 metres	40 spaces	40 spaces
Monday – Saturday 08:00 – 18:30 and Sunday 09:30 – 18:30 Business Only	West Heath Avenue	30 metres	6 spaces	6 spaces
Monday – Saturday 08:00 – 18:30 and Sunday 13:30 – 18:30 RPH/Pay and Display	North End Road	78 metres	15 spaces	29 spaces
	West Heath Avenue	47 metres	9 spaces	
	Rodborough Road	28 metres	5 spaces	
Monday – Saturday 08:00-18:30 and Sunday 09:30 – 18:30 RPH/Pay and Display	West Heath Avenue	83 metres	16 spaces	20 spaces
	West Heath Drive	23 metres	4 spaces	
TOTAL SPACES:				163

Table 4.2: CPZ Parking Restrictions and Spaces

- 4.27 Table 4.2 demonstrates that North End Road has approximately 40 spaces which can be accessed by non-residents outside of 11:00-12:00 hours Monday to Friday. Whilst, all other restrictions prevent non-residential/non-business parking between 08:00 and 18:30 hours Monday to Saturday, with varying restrictions on Sundays. 49 spaces, although primarily for RPH's, offer pay and display parking of which 15 spaces are located along North End Road and nine spaces are located to the north of West Heath Avenue, approximately 140 metres east of the site. These spaces require payment depending on duration of stay with the following tariffs:

- ▶ Up to 30 minutes - £1.28
- ▶ Up to 1 hour - £2.56
- ▶ Up to 3 hours - £5.12
- ▶ Over 3 hours - £8.96

4.28 In addition to the above, there are four Blue Badge bays within the vicinity of the site, one of which is located on North End Road.

Single Yellow Lines

4.29 Opportunities exist to park along single yellow lines within the vicinity of the site at certain times, in both the evening and daytime. Table 4.3 below provides a summary of the single yellow line restrictions and the number of spaces available. The calculations do not include sections of single yellow lines where they cross dropped kerbs/accesses.

Parking Restrictions	Road Name	Approx. Length of Restriction	Number of Parking Spaces	Total Number of spaces
Monday - Saturday 07:00 - 19:00	Finchley Road	22 metres	4 spaces	4 spaces
Monday - Friday 07:00 - 10:00	Finchley Road	105 metres	21 spaces	21 spaces
Monday - Sunday 07:00 - 18:30	West Heath Drive	45 metres	8 spaces	8 spaces
Monday - Saturday 08:00 - 18:00 and Sunday 09:30 - 18:30	Rodborough Road	20 metres	4 spaces	18 spaces
	West Heath Drive	35 metres	7 spaces	
	West Heath Avenue	33 metres	7 spaces	
Monday - Friday 11:00 - 12:00	North End Road	5 metres	1 space	1 space
Monday - Sunday 08:30 - 20:30	West Heath Avenue	306 metres	59 spaces	62 spaces
	West Heath Drive	15 metres	3 spaces	
Monday - Friday 16:00 - 19:30	Finchley Road	99 metres	19 spaces	19 spaces
TOTAL SPACES:				133

Table 4.3: Single Yellow Line Restrictions and Spaces

4.30 Table 4.3 demonstrates that a total of 133 spaces are available along single yellow lines which can be accessed overnight, with 26 spaces available from 18:30 hours onwards. One space is located along North End Road, which allows parking outside of 11:00 and 12:00 hours Monday to Friday. 21 spaces can be accessed outside of 07:00 and 10:00 hours Monday to Friday along Finchley Road, approximately 400 metres south west of the site.

Local Car Parks

4.31 There are limited opportunities for members/visitors to park within local car parks, aside from the car park provided on-site. A Sainsbury's car park is located south of the site, providing 59 spaces for customers only. As such, the nearest car park available for public use is Brent Cross Station car park, located 1.8 kilometres west of the site, which equates to a 20-minute walk. Alternatively, the northern line provides a direct link between the site and the Brent Cross Station car park. This car park provides 24-hour parking for up to 22 vehicles at a cost of £6 a day (all week).

Parking Beat Survey

- 4.32 The existing on-street parking levels, or 'parking stress', surrounding the site has been assessed by means of a manual survey in accordance with the 'Lambeth Council Parking Survey Guidance Note' (Lambeth Council, 2009).
- 4.33 Lambeth Council's parking survey methodology is broadly accepted across Greater London and involves snapshot surveys intended to capture the maximum parking demand within a 200-metre radius of the identified site. The local parking network is considered to be 'stressed' when on-street occupancy exceeds the 85% capacity.
- 4.34 The Lambeth methodology requires two overnight snapshots or, in commercial areas, a late afternoon/early evening snapshot. For the Application Site, three periods were surveyed to provide a robust indication of on-street parking in the area at different times of the week/year, at times appropriate to Markaz activities and in context with the historical uses. The following events and dates were selected:
- ▶ Parking occupancy when a large event is occurring at the Hippodrome (attracting circa. 500 people) - Friday 18th, Saturday 19th and Sunday 20th January 2019, between the hours of 19:00 and 22:00
 - ▶ Parking occupancy when a standard event is taking place at the Hippodrome (attracting circa. 100 people) - Friday 22nd March 2019, between the hours of 19:00 and 22:00
 - ▶ Parking occupancy when there is no activity at the Hippodrome - Wednesday 27th March 2019, between the hours of 19:00 and 22:00
- 4.35 The Lambeth methodology requires a 200-metre distance from an identified location to be surveyed, where the 200-metre boundary occurs part-way along a street, the survey area should be shortened or extended to the nearest junction.
- 4.36 The survey area has been designed to extend 200 metres from the site, with the 200-metre radius comprising of the following roads:
- ▶ North End Road
 - ▶ West Heath Drive
 - ▶ West Heath Avenue
 - ▶ St Albans Lane
 - ▶ Finchley Road (South)
 - ▶ Finchley Road (North)
 - ▶ Rodborough Road
 - ▶ Golders Green Road
 - ▶ Hodford Road
- 4.37 The above-mentioned roads in the immediate vicinity of the site are shown in Figure 7 below.

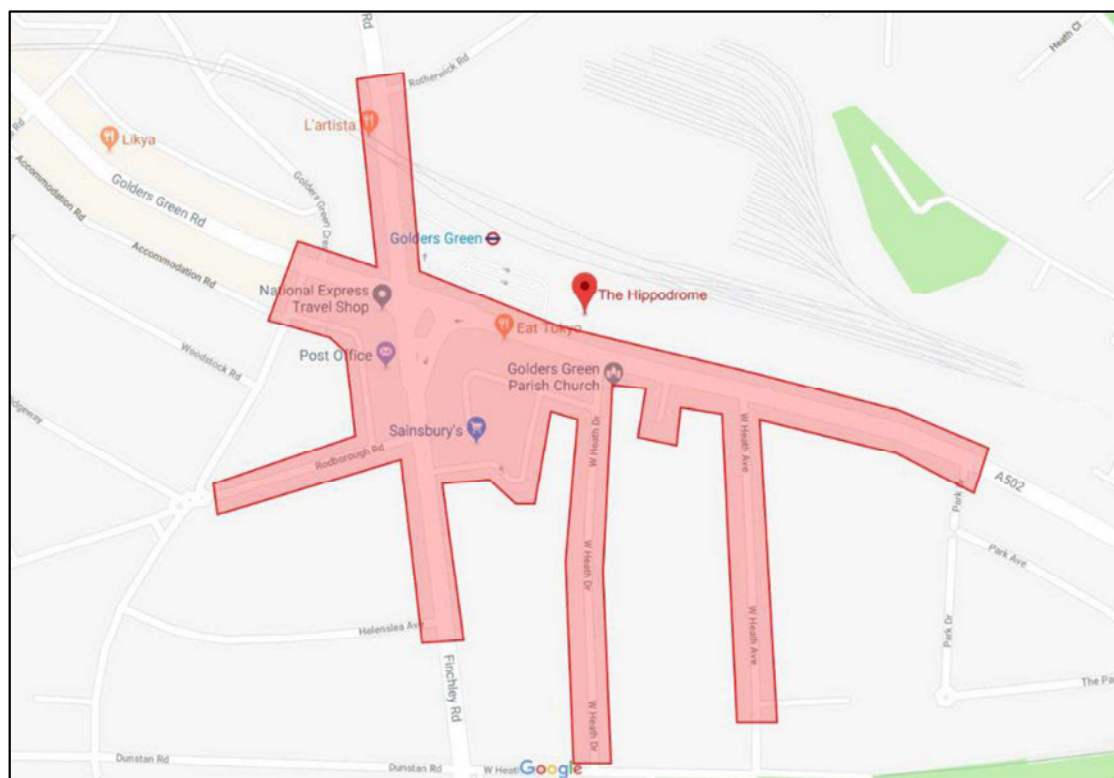


Figure 7: Parking Study Area

- 4.38 It should be noted that this area is slightly smaller than the area identified within the Local Parking Restrictions section. It incorporates the 200-metres radius from the site only, whereas the area identified within the Local Parking Restriction section was extended to provide a wider overview. Nevertheless, it is reiterated that the parking stress survey was conducted in accordance with the published guidance.
- 4.39 The number of existing parking spaces in the survey area was identified as part of the analysis. For the purposes of calculating parking stress as defined by the guidance document, it is assumed that each vehicle takes up an average kerb space of 5.0 metres. Therefore, where parking bays are not physically marked out, lengths of kerb space were measured and split into increments of 5.0 metres. Physical bays have been divided into 5.0 metre intervals and rounded down to the nearest whole number to calculate the capacity of each space. Any locations with a length of kerb shorter than 5.0 metres or along vehicle crossovers, have been eliminated from the available kerb space, in accordance with the guidance.
- 4.40 The parking survey outputs are attached for reference at **Appendix E** and indicate that, across the assessment area, there are an equivalent of 135 RPH only bays operating Monday to Sunday (see restrictions summarised in Table 3.3 above). In addition, 48 parking spaces are available on single yellow lines and are therefore available for overnight use.
- 4.41 The number of spaces observed during a snapshot survey varies based on how efficiently people park. If parking takes place inefficiently then the number of available spaces added to the occupied spaces will not reach the aforementioned numbers. Likewise, if parking takes place more efficiently the number of occupied spaces may be above the aforementioned numbers.

Large Event

- 4.42 In terms of car occupancy, the following tables set out the results for Friday 18th, Saturday 19th and Sunday 20th January 2019 parking beat surveys. These surveys were undertaken during a large event attracting approximately 500 people.

Street Name	Resident Permit Holder Bays			Single Yellow Lines		
	Spaces	Used	% Stress	Spaces	Used	% Stress
North End Road	54	47	87	-	6	-
West Heath drive	28	33	118	15	21	140
West Heath Avenue	37	37	100	-	1	-
St Albans Lane	0	0	0	2	2	100
Finchley Road (south)	0	0	0	24	18	75
Finchley Road (north)	0	0	0	3	5	167
Rodborough Road	16	16	100	4	3	75
Golders Green Road	0	0	0	-	-	-
Hodford Road	0	0	0	-	-	-
TOTAL	135	133	99	48	56	117

Table 4.4: Friday 18th January 2019 20:00 hours Parking Beat Survey Results

- 4.43 Table 4.4 indicates that two spaces are available along resident permit holder bays, with single yellow lines above capacity in most locations.

Street Name	Resident Permit Holder Bays			Single Yellow Lines		
	Spaces	Used	% Stress	Spaces	Used	% Stress
North End Road	54	52	96	-	8	-
West Heath drive	28	34	121	15	18	120
West Heath Avenue	37	35	95	-	3	-
St Albans Lane	0	0	0	2	3	150
Finchley Road (south)	0	0	0	24	22	92
Finchley Road (north)	0	0	0	3	6	200
Rodborough Road	16	16	100	4	5	125
Golders Green Road	0	0	0	-	-	-
Hodford Road	0	0	0	-	-	-
TOTAL	135	137	101	48	65	135

Table 4.5: Saturday 19th January 2019 20:00 hours Parking Beat Survey Results

- 4.44 Table 4.5 indicates that the on-street car parking occupancy exceeds 100%, and therefore no additional vehicles can park within the 200-metre radius of the site.

Street Name	Resident Permit Holder Bays			Single Yellow Lines		
	Spaces	Used	% Stress	Spaces	Used	% Stress
North End Road	54	41	76	-	4	-
West Heath drive	28	26	93	15	10	67
West Heath Avenue	37	11	30	-	1	-
St Albans Lane	0	0	0	2	2	100
Finchley Road (south)	0	0	0	24	15	63
Finchley Road (north)	0	0	0	3	4	133
Rodborough Road	16	17	106	4	3	75
Golders Green Road	0	0	0	-	-	-
Hodford Road	0	0	0	-	-	-
TOTAL	135	95	70	48	39	81

Table 4.6: Sunday 20th January 2019 20:00 hours Parking Beat Survey Results

- 4.45 Table 4.6 indicates that there were 40 spaces available in the local area during the evening survey period. This equates to an overall occupancy of 70%. Additionally, nine spaces were available along single yellow lines.

Standard Event - Friday Evening

- 4.46 Table 4.7 below sets out the results for the Friday 22nd March 2019 parking survey. This was undertaken on a typical Friday evening where the site attracts approximately 100 people.

Street Name	Resident Permit Holder Bays			Single Yellow Lines		
	Spaces	Used	% Stress	Spaces	Used	% Stress
North End Road	54	53	98	-	5	-
West Heath drive	28	31	111	15	18	120
West Heath Avenue	37	36	97	-	1	-
St Albans Lane	0	0	0	2	3	150
Finchley Road (south)	0	0	0	24	19	79
Finchley Road (north)	0	0	0	3	4	133
Rodborough Road	16	19	119	4	4	100
Golders Green Road	0	0	0	-	-	-
Hodford Road	0	0	0	-	-	-
TOTAL	135	139	103	48	54	113

Table 4.7: Friday 22nd March 2019 20:10 hours Parking Beat Survey Results

- 4.47 Table 3.6 indicates that the on-street car parking occupancy exceeds 100%, and therefore no additional vehicles can park within the 200-metre radius of the site.

No Event - Wednesday Evening

- 4.48 Table 4.8 below sets out the results for the Wednesday 27th March 2019 parking survey, when no events were occurring at the Hippodrome, as is usually the case.

Street Name	Resident Permit Holder Bays			Single Yellow Lines		
	Spaces	Used	% Stress	Spaces	Used	% Stress
North End Road	54	43	80	2	3	150
West Heath drive	28	25	89	15	8	53
West Heath Avenue	37	7	19	-	1	-
St Albans Lane	0	0	0	2	0	0
Finchley Road (south)	0	0	0	24	11	46
Finchley Road (north)	0	0	0	3	0	0
Rodborough Road	16	17	106	4	2	50
Golders Green Road	0	0	0	-	-	-
Hodford Road	0	0	0	-	-	-
TOTAL	135	92	68	50	25	50

Table 4.8: Wednesday 27th March 2019 20:00 hours Parking Beat Survey Results

- 4.49 Table 4.8 indicates that there were 43 spaces available in the local area during the evening survey period. This equates to an overall occupancy of 68%. Additionally, 25 spaces were available along single yellow lines.

Summary

- 4.50 The surveys described above suggest that current travel behaviour by visitors to the Hippodrome for the purposes of events can lead to on-street car parking in excess of the 85% threshold at which streets are considered to be 'stressed'. Such conditions are common in town centre locations such as this and are very likely to have been associated with the previous uses, i.e. a church and a theatre/concert hall.
- 4.51 Notwithstanding the above, the site is exceptionally well located relative to sustainable modes of transport and therefore lends itself to a community-based use. A Travel Plan will be implemented with vigour by the Markaz community to influence travel behaviour and patterns that encourage more sustainable modes of travel and thereby minimise parking impacts on the surrounding streets. It will also more than mitigate the effects of reducing the number of parking spaces on site from about 30 (albeit substandard) bays to 26 properly laid out bays, including two for blue badge holders.
- 4.52 Local streets are heavily regulated, and the Local Authority is empowered to enforce against illegal or inappropriate on-street parking where it arises.

Road Safety

- 4.53 A road safety assessment has been carried out by Motion's independent road safety team, involving a study of collision data obtained from Transport for London (TfL) for the five-year period 1st August 2014 to 31st July 2019, for the area shown in Figure 8.



Figure 8: Study area

- 4.54 Fifty-seven PICs occurred, 8 of serious and 49 of slight severity, resulting in 60 casualties, 8 of serious and 52 of slight severity. No fatalities occurred. The PIC reports can be found in **Appendix F** and are summarised in Table 4.9.

	Collisions (Casualties)		
	Serious	Slight	Total
2014 (part)	0(0)	6(8)	6(8)
2015	2(2)	9(9)	11(11)
2016	2(2)	5(6)	7(8)
2017	1(1)	9(9)	10(10)
2018	1(1)	15(15)	16(16)
2019 (part)	2(2)	5(5)	7(7)
Total	8(8)	49(52)	57(60)

Table 4.9: Summary of collisions and casualties

- 4.55 Table 4.10 shows the numbers of PICs during wet and dark conditions. 14 PICs (25%) occurred on a wet surface and 18 PICs (32%) occurred during darkness.

	Wet	Dark
2014 (part)	4	3
2015	3	2
2016	0	4
2017	2	4
2018	4	3
2019 (part)	1	2
Total	14	18

Table 4.10: Summary of conditions

- 4.56 Table 4.11 shows PICs by mode. 12% of PICs involved pedal cycles and 23% involved motorcycles, which are above TfL's figures for the London Borough of Barnet of 4% and 11% respectively, and also above the figures for Greater London (11% and 13% respectively). 17 PICs involved pedestrians also resulting in 17 (30%) casualties.

	Pedestrian	Pedal Cycle	Motorcycle
2014 (part)	1	0	1
2015	3	3	2
2016	2	1	1
2017	6	1	1
2018	5	2	5
2019 (part)	0	0	3
Total	17	7	13

Table 4.11: Summary of Vulnerable Road User Injuries

- 4.57 Figures 9 and 10 show the spread of PICs by month and by day of week. There is no indication that there is any relationship between PICs occurring at these times.

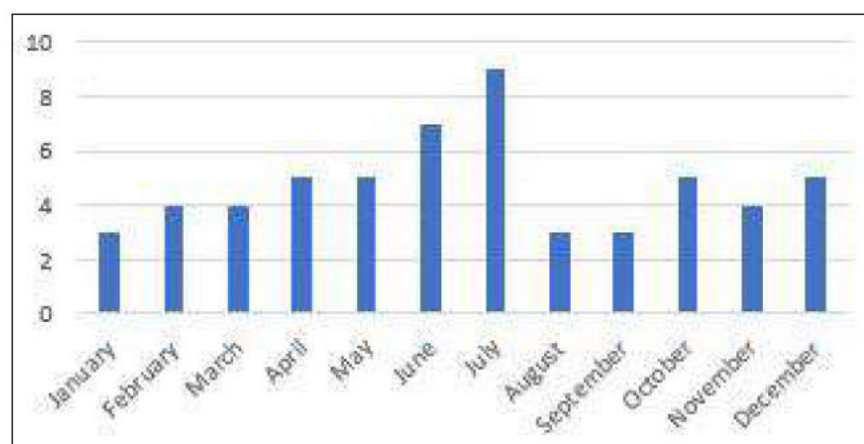


Figure 9: PICs by month

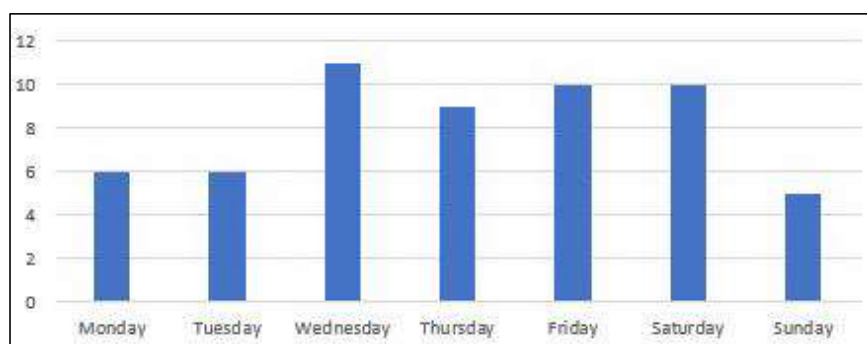


Figure 10: PICs by day of week

4.58 The PIC analysis identifies the following;

- ▶ 32% of PICs occurred during darkness which is above the TfL averages for LB Barnet and Greater London
- ▶ 25% of PICs occurred on a wet road surface which is above the TfL averages for LB Barnet and Greater London

Detailed Analysis

4.59 Each PIC has been analysed in further detail and included in a cluster where possible. For ease of reference, PICs are numbered 1-57 as noted on the PIC data sheets in Appendix A.

4.60 A number of collisions are listed with no details provided. It should be noted that an online system is available for reporting collisions after the event, leading to a lack of recorded information. Six PICs were 'self-reported' and 13 are listed as 'not known how collision occurred'. These PICs have been included in clusters as appropriate but not discussed in any trends.

4.61 The speed limit throughout the area is 30mph, changing to 20mph on North End Road to the east of St Albans Close. There are controlled parking zones and street lighting throughout the area.

4.62 It should be noted that due to the Covid-19 restrictions relating to site visits, social distancing and non-essential travel, a site visit has not been carried out. Observations and commentary have been made using Googlemaps, extracts of which are included for ease of reference.

A502 Golders Green Road/ Hodford Road/ Golders Green Crescent

4.63 Golders Green Road runs east to west, Hodford Road joins from the south and Golders Green Crescent joins from the north. All roads are single lane, two-way carriageways, in a retail/ residential area. Both Hodford Road and Golders Green Crescent have right turn pockets from Golders Green Road, and a controlled pedestrian crossing is located to the west. There are also pedestrian dropped kerbs and refuge islands either side of the priority junctions. The speed limit is 30mph throughout.

4.64 Ten PICs occurred at this location (refs 5, 10, 22, 30, 35, 37, 40, 41, 43, 45), all of slight severity, resulting in 10 casualties. Four PICs occurred during darkness and 4 in wet conditions (2 dark and wet).

4.65 Four PICs involved motorcycles colliding with right turning cars. One involved a pedestrian on the crossing and 2 involved pedestrians crossing Hodford Road. It is not known how the remaining PICs occurred.

Hodford Road

4.66 Hodford Road is a two-way single carriageway residential street and a local bus route. Two PICs occurred on Hodford Road (refs 8 & 1 other), 1 of slight and 1 of serious severity. The serious PIC involved a pedestrian and a right turning car at Rodborough Road roundabout.

Golders Green Road/ Finchley Road/ North End Road

- 4.67 Golders Green Road/ Finchley Road/ North End Road is a signalised roundabout featuring a war memorial, and bus depot on the northern side. A502 Golders Green Road passes straight across from the west to North End Road, and from A502 North End Road circulates to join Finchley Road to the south and north, and Golders Green Road in the west. Finchley Road southbound also passes around the roundabout to continue south. There are push button pedestrian facilities across all arms of the junction.
- 4.68 Ten PICs occurred around the gyratory (refs 3, 7, 9, 14, 23, 34, 42, 47, 48 & 54), all of slight severity resulting in 10 casualties. Two occurred in wet conditions and one in dark conditions. No trends have been identified at this location.

Finchley Road/ Rotherwick Road

- 4.69 Finchley Road junction with Rotherwick Road is a priority junction to the north of the railway line. Both roads are residential in nature with footways on both sides and some parking restrictions in place.
- 4.70 Four collisions (refs 12, 17, 51 & 55) occurred at this junction resulting in 4 casualties. Two PICs occurred during darkness and one involved a motorcycle.

Finchley Road/ Rodborough Road

- 4.71 Finchley Road junction with Rodborough Road is a priority junction with a signalised pedestrian crossing to the south of the junction. Rodborough Road is two-way but 'left turn only' onto Finchley Road.
- 4.72 Three PICs occurred (refs 15, 28 & 29) at this junction, 2 of slight and 1 of serious severity, resulting in 3 casualties. Two PICs involved westbound pedestrians being struck by southbound cars (one pedestrian was drunk), and one involved a passenger falling while boarding a bus.

North End Road/ West Heath Avenue

- 4.73 North End Road junction with West Heath Avenue is located to the east of Finchley Road. Both are two-way residential streets. North End Road is within the 20mph zone and has central hatching and a right turn pocket for vehicles turning into West Heath Avenue (30mph).
- 4.74 Six PICs occurred (refs 1, 4, 6, 21, 49 & 50) at this junction, and one (ref 53) slightly south on West Hill Avenue, 4 of slight and 2 of serious severity, resulting in 8 casualties. Three occurred during dark and 3 during wet conditions.
- 4.75 Four PICs involved vehicles turning right from West Heath Avenue being struck by vehicles on North End Road. Four PICs involved motorcycles, accounting for 2 of the serious casualties and 2 on West Heath Avenue.

North End Road/ Park Drive

- 4.76 North End Road junction with Park Drive is located to the east of Finchley Road. Both are two-way residential streets. North End Road is within the 20mph zone and has central hatching and a right turn pocket for vehicles turning into West Heath Avenue (30mph).
- 4.77 Three PICs occurred (refs 13, 36 & 38) at this junction, resulting in 3 casualties, all of slight severity.
- 4.78 One involved a pedal cyclist being struck by a right turning car, one involved a pedestrian being struck by a van and one involved a motorcycle being struck by a car. Details of PICs 36 and 38 are unknown.

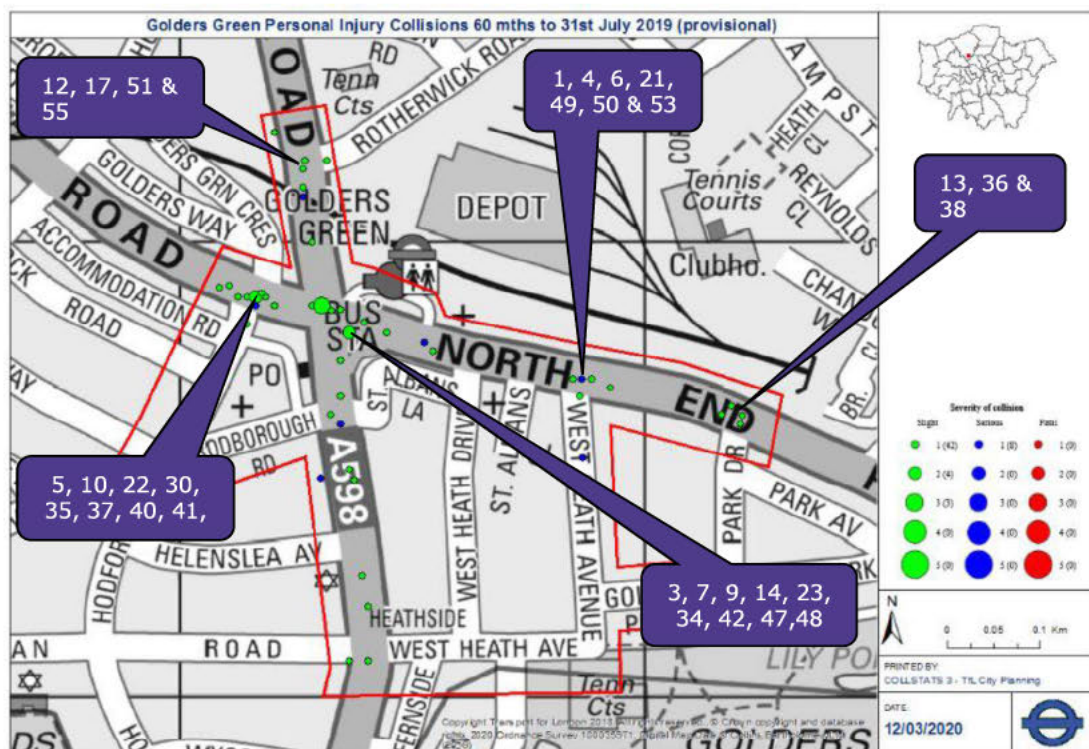


Figure 11: PIC Clusters

Summary

- 4.79 No clear pattern emerges from the collision data for the local area, although clusters have been identified at Finchley Road/Golders Green Road/North End Road and Golders Green Road/Hodford Road and, each with 10 PICs (personal injury collisions) reported.
- 4.80 Consideration should be given to extending the 20mph zone on North End Road, through the gyratory and to the west on Golders Green Road, whilst carriageway markings should be renewed at the Finchley Road/Golders Green Road junction. There may also be some merit in replacing the Give Way signs with Stop signs at West Heath Drive and reviewing single/double yellow line restrictions at local junctions to improve visibility. These matters do not relate to the use of the Hippodrome site and are for consideration by LBB.

5.0 Trip Generation

Overview

- 5.1 This section considers the impact of the site on the highway in terms of trip generation. It also establishes the predicted modal split of trips arriving and departing from the site. The Markaz calendar attached at Appendix A demonstrates that the peak period associated with the site is Friday evenings. As such, the assessment focuses on the weekday evening period (18:00-19:00 hours), with consideration also given to weekday daily trips.
- 5.2 The following paragraphs provide a comparison between the former circa 2,000 seat theatre/concert hall use, the permitted church, and the Islamic community centre/place of worship, in both trip generation terms and the associated modal split. The existing use is described as a centre for communal prayer and worship with ancillary communal activities including cultural, religious, educational, and social activities; it is not a Mosque. As such, the trip generation potential for the existing use has been determined by establishing potential trips associated with its use as a community centre.

Former Theatre/Concert Hall Use

Weekday Trip Generation

- 5.3 To calculate the trip generation potential of the former theatre/concert hall use, an assessment utilising the TRICS database has been undertaken. The TRICS category '07 Leisure: W – Theatre' has been used, with the following criteria:
- ▶ Sites located in England, including Greater London
 - ▶ Sites located in Town Centres
 - ▶ Sites with no parking
- 5.4 A summary of the weekday peak hour and daily total person and vehicular trip rates, based on one seat, are provided in Table 5.1 below. Table 5.1 also illustrates the resultant trips based on the 2,000 seats provided at the former theatre/concert hall use, whilst the full TRICS output is included at Appendix G.

Mode of Travel	Weekday Peak Period (18:00-19:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep
Total Person Trip Rates	0,242	0,107	2,307	2,186
Total Person Trips	484	214	4,614	4,372
Vehicular Trip Rates	0,106	0,042	0,576	0,542
Vehicular Trips	212	84	1,152	1,084

Table 5.1: Former Theatre Use – Trip Rates and Resultant Trips

- 5.5 Table 5.1 indicates that the former theatre/concert hall use could have generated 698 total person trips and 296 vehicular trips during the weekday evening peak period. Over an average weekday, it could have generated 8,986 two-way total person trips including 2,236 vehicular trips.
- 5.6 Figure 7 illustrates the daily movements for the theatre/concert hall use, both in terms of total person trip and vehicular trips across an average weekday.

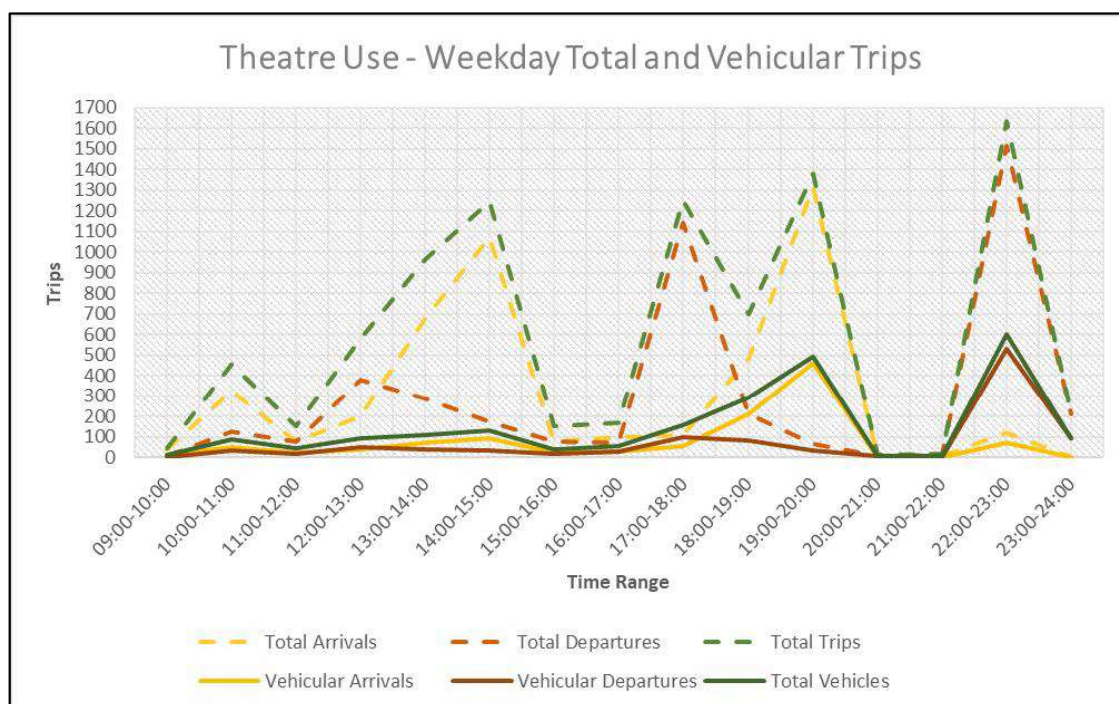


Figure 12: Theatre/Concert hall Use Temporal Variations – Total Person and Vehicular Trips

- 5.7 Figure 12 shows that concert hall uses typically have four peak periods throughout the day with the arrivals peaking at 14:00-15:00 hours and 19:00-20:00 hours, and subsequently departure times at 17:00-18:00 hours and 22:00-23:00 hours. This would accord with the standard matinee and evening shows held by theatres. The matinee show attracts fewer vehicular trips than the evening performance, with 96 vehicles arriving between 14:00 and 15:00 hours and 102 departing between 17:00 and 18:00 hours, compared to 460 vehicular arrivals between 19:00 and 20:00 hours and 604 vehicular departures between 22:00 and 23:00 hours.
- 5.8 The busiest period throughout the day is between 22:00 and 23:00 hours, where the theatre/concert hall use attracts at total of 1,634 two-way trips, of which 604 are vehicular.

Weekday Modal Split

- 5.9 To provide an understanding of the trip generation by mode of travel for the former theatre/concert hall use, the daily modal split percentages calculated by the TRICS database have been used. The TRICS percentage modal split graphs are included within Appendix G for both arrivals and departures.
- 5.10 The TRICS modal split of travel for the theatre/concert hall use is summarised in Table 5.2 below, with the trips by mode calculated based on the total person trips identified in Table 5.1.

Mode of Travel	TRICS Modal Split		Weekday Peak Period (18:00-19:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Single-occupancy Vehicles	13.8%	9.2%	67	20	637	402
Multi-occupancy Vehicles	57.9%	42.8%	280	92	2,671	1,871
Bus/Tram Passengers	12.5%	16.7%	61	35	578	730
Total Rail Passengers	3.3%	4.5%	16	10	152	197
Coach Passengers	0%	17%	0	35	0	743
Pedestrians	12.1%	9.6%	58	21	558	420
Cyclists	0.4%	0.3%	2	1	18	13
TOTAL	100%	100%	484	214	4,614	4,372

Table 5.2: TRICS Modal Split and Modal Trips – Theatre/concert hall Use

- 5.11 Table 5.2 demonstrates that, based on the TRICS data, the highest proportion of trips to/from the theatre/concert hall use is likely to be 'multi-occupancy vehicles', with 57.9% arriving via this mode and 42.8% departing. This suggests that lift-sharing is an appealing form of transport for visitors accessing theatres. Single-occupancy vehicles (SOVs) form a smaller proportion, at 13.8% of arrivals and 9.2% of departures.
- 5.12 Public transport modes account for a relatively high percentage of the modal split, with 15.8% arriving via rail, bus, or tram, equating to 77 two-way public transport arrivals within the established peak period. In terms of departures, the public transport modal split increases to 38.2% (80 trips within the peak period) due to a number of departures occurring via coaches. Active travel modes (walking and cycling) contribute between 12.5-9.9% of trips, although very few trips are made by cycle.

Permitted Church

Trip Generation

- 5.13 The trip generation potential for a church has been assessed based on trip rates derived from the TRICS database using the category '07 Leisure: T – Place of Worship', using the following criteria:
- ▶ Sites located in England, including Greater London
 - ▶ Sites located in Edge of Town Centres and Neighbourhood Centres
 - ▶ Sites with between 0 and 46 car parking spaces
 - ▶ The two Mosques have been excluded because neither the permitted use, nor the existing use, may be described as such
- 5.14 It is acknowledged that the conventional peak period for a church falls on Sundays, hence an additional assessment has been undertaken for a standard Sunday, enabling a comparison to be drawn with an average weekday.
- 5.15 A summary of the weekday peak hour and daily total person and vehicular trip rates, based on 100sqm, are provided in Table 5.3 below. Table 5.3 also illustrates the resultant trips based on 5,437sqm GIA of the existing site. The TRICS output is provided at Appendix H.

Mode of Travel	Weekday Peak Period (18:00–19:00)		Weekday Daily Movements		Sunday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	3.889	2.778	31.450	34.228	17,546	16.682
Total Person Trips	211	151	1,710	1,861	954	907
Vehicular Trip Rates	0.833	0.278	13.177	14.413	5.615	5.448
Vehicular Trips	45	15	716	784	305	296

Table 5.3: Church – Trip Rates and Resultant Trips

- 5.16 Table 5.3 indicates that the permitted church could generate 362 total person trips during weekday evening peak period, with 60 being vehicular. Over an average weekday, a church could generate 3,571 two-way total person trips, of which 1,500 could be vehicular.
- 5.17 However, on a Sunday a church could generate 1,861 two-way total person trips, with 601 being vehicular. It is of note that the church could attract a higher number of trips on a weekday than on a Sunday.
- 5.18 Figure 13 illustrates the daily movements for a church, both in terms of total person trip and vehicular trips across an average weekday, whilst Figure 14 illustrates the daily movements for a church across an average Sunday.

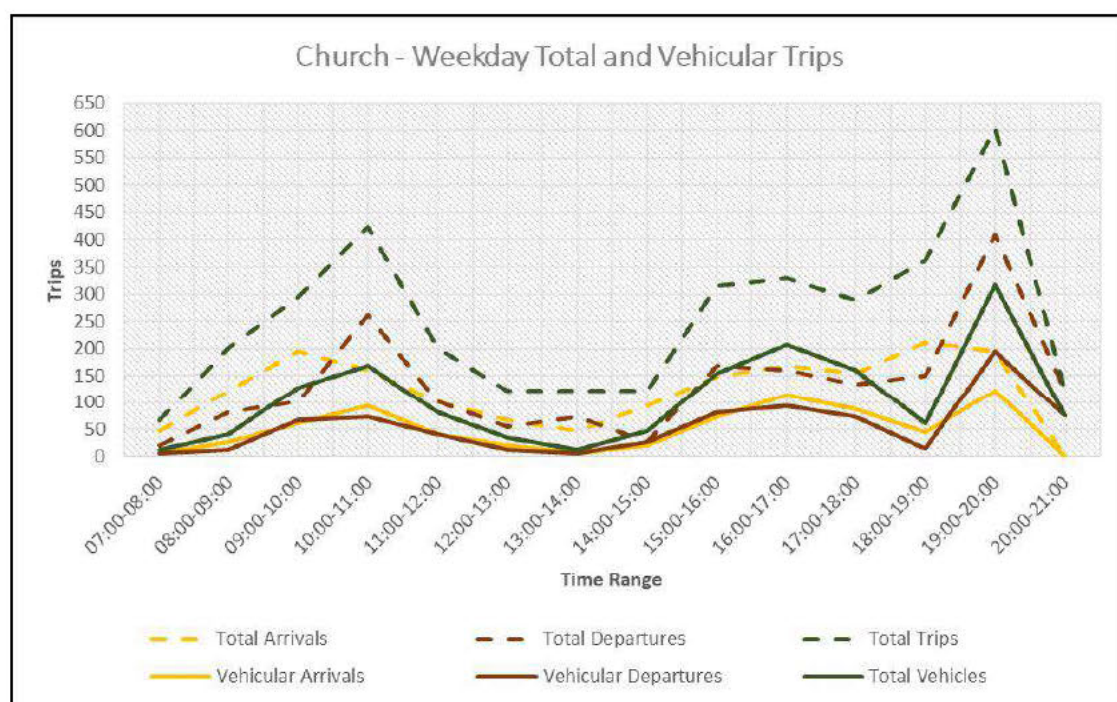


Figure 13: Church Use Temporal Variations – Weekday Total Person and Vehicular Trips

- 5.19 Figure 13 illustrates that Christian places of worship attract trips relatively consistently throughout an average weekday. With two small peak periods occurring between 09:00 and 11:00 hours, and then again between 18:00 and 20:00 hours. This equates to 423 two-way total person trips taking place between 10:00 and 11:00 hours, and 604 two-way total person trips occurring between 19:00 and 20:00 hours. The vehicular trips coincide with the peak periods and form approximately half the total trips within the two peak periods.

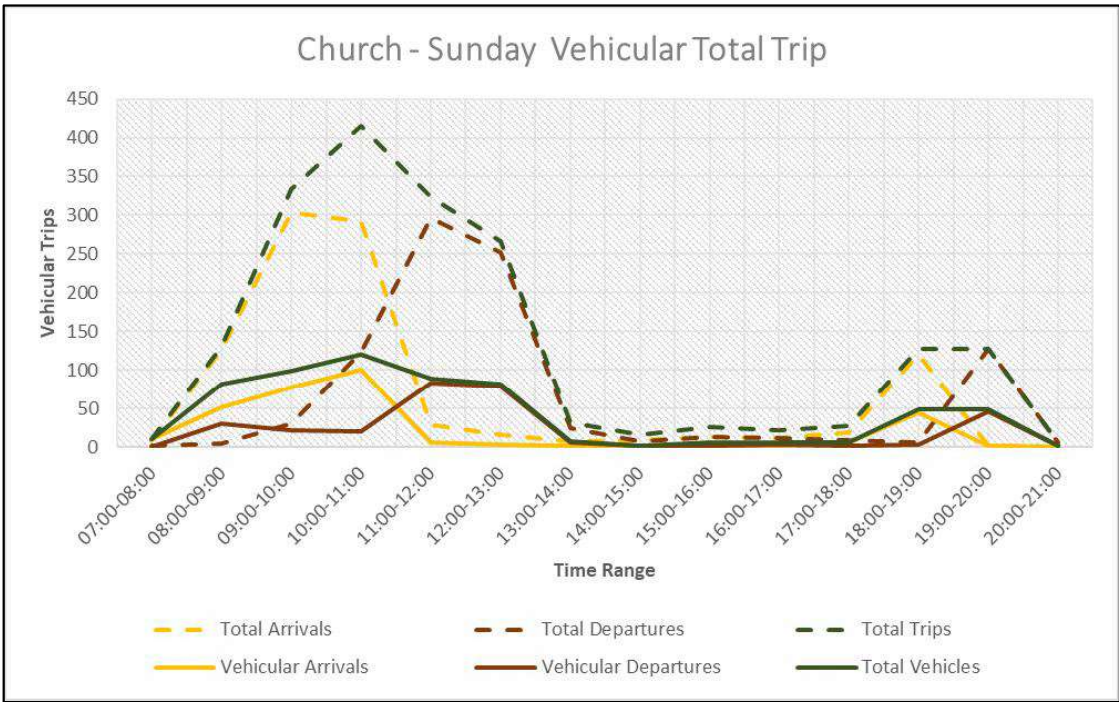


Figure 14: Church Use Temporal Variations – Sunday Total Person and Vehicular Trips

5.20 Figure 14 establishes a more pronounced peak period within an average Sunday, with most arrivals occurring between 09:00 and 11:00 and subsequent departures between 11:00 and 13:00 hours. However, vehicular trips within this identified peak period form a smaller proportion of the total trips, in comparison to the peak periods within the weekday daily profile. There is also a less significant peak period between 18:00 and 20:00 hours, with limited trips occurring between the two peak periods.

Modal Split

5.21 To provide an understanding of the trip generation by mode of travel for a church, the daily modal split percentages calculated by the TRICS database have been used. The TRICS percentage modal split graphs are included within Appendix H for both arrivals and departures. The TRICS modal split of travel is summarised in Table 5.4 below, with the trips by mode calculated based on the total person trips identified in Table 5.3.

Mode of Travel	TRICS Modal Split		Weekday Peak Period (18:00-19:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Single-occupancy Vehicles	27.8%	29.5%	59	45	475	549
Multi-occupancy Vehicles	25.3%	22.2%	53	34	433	413
Bus/Tram Passengers	2.1%	1.7%	4	3	36	32
Total Rail Passengers	2.1%	0%	4	0	36	0
Coach Passengers	4.1%	4.5%	9	7	70	84
Pedestrians	34.5%	37.5%	73	57	590	698
Cyclists	4.1%	4.5%	9	7	70	84
TOTAL	100%	100%	211	151	1,710	1,861

Table 5.4: TRICS Modal Split and Modal Trips – Church

- 5.22 Table 5.4 demonstrates that the highest proportion of trips to/from a church are made on-foot, with 34.5% arriving via this mode and 37.5% departing. This equates to 73 pedestrians arriving in the established peak hour and 57 departing. However, this mode is closely followed by SOVs with 104 two-way vehicular movements within the peak hour. Cyclists form a low proportion of trips associated with churches with nine arrivals and seven departures within the peak hour.
- 5.23 Car sharing also seems to be a popular mode of travel with 25.3% of trips arriving by this mode and 22.2% departing. Whilst public transport is less common forming 8.3% of arrivals and 6.2% of departure.
- 5.24 The above figures are broadly consistent with the Travel Plan submitted by the El-Shaddai International Christian Centre in March 2009 (pursuant to the 2007 planning permission) and approved by the Council the same month. It identifies 173 car trips from a survey sample of 402 people, representing a 43% mode share. The El-Shaddai Travel Plan also indicates an average Sunday attendance of 800 people, from which it is reasonable to extrapolate a total car-borne attendance of 344, although it is not known how many shared vehicles. If the MOV proportion demonstrated by the TRICS database were replicated (assuming two people per car), the total number of cars travelling to the area on a Sunday morning would typically have been 325.
- 5.25 This is the baseline position against which the Islamic community centre/place of worship should be judged in terms of traffic impact, if one accepts that the latter represents a change of use (which the Applicant does not).

Community Centre

Trip Generation

- 5.26 The trip generation potential for a community centre has been assessed based on trip rates derived from the TRICS database using the category '07 Leisure: O – Community Centre', with the following criteria:
- ▶ sites located in England, including Greater London
 - ▶ sites located in Edge of Town Centres and Neighbourhood Centres
 - ▶ sites with between 10 and 37 car parking spaces

- 5.27 A summary of the weekday peak hour and daily total person and vehicular trip rates, based on 100sqm, is provided in Table 5.5 below. Table 5.5 also illustrates the resultant trips based on 5,437sqm GIA of existing floor space. The full TRICS output is provided at Appendix I.

Mode of Travel	Weekday Peak Period (18:00-19:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.865	0.412	14.724	13.481
Total Person Trips	47	22	801	733
Vehicular Trip Rates	0.576	0.124	6.260	5.238
Vehicular Trips	31	7	340	285

Table 5.5: Community Use – Trip Rates and Resultant Trips

- 5.28 Table 5.5 indicates that the existing site, in its existing use as a community centre, could generate 69 total person trips during weekday evening peak period, with 38 being vehicular. Whilst over an average weekday, a community centre could generate 1,534 two-way total person trips, of which 625 could be vehicular.
- 5.29 Figure 15 illustrates the daily movements for a community centre, both in terms of total person trip and vehicular trips across an average weekday.

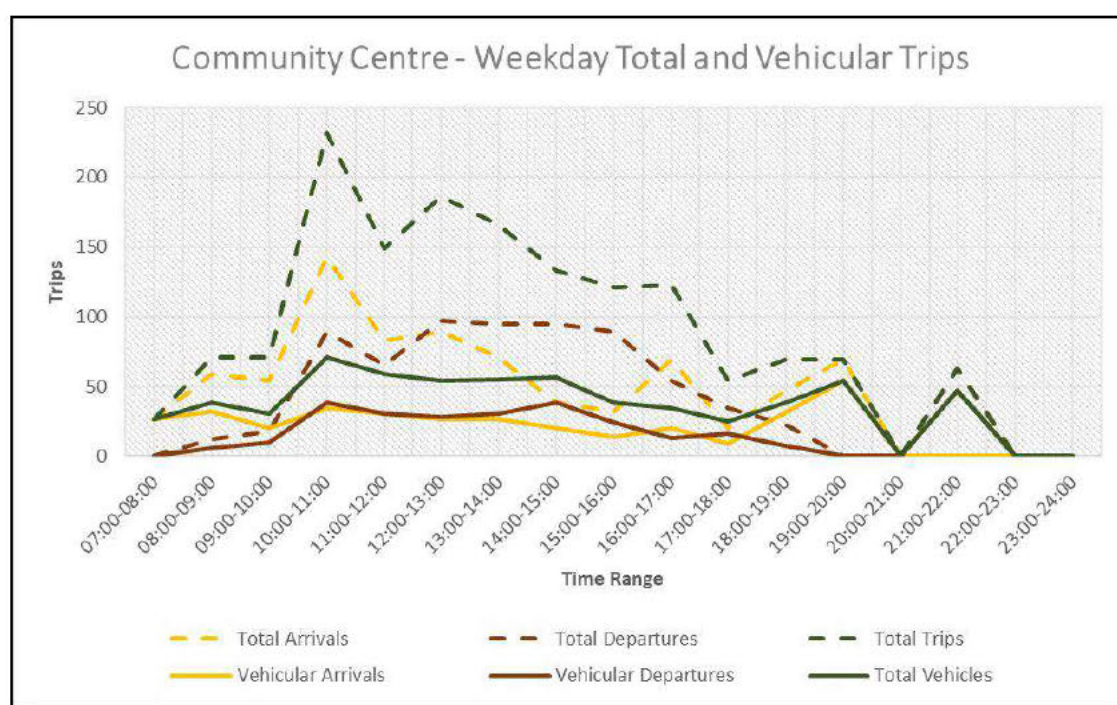


Figure 15: Community Centre Temporal Variations – Total Person and Vehicular Trips

- 5.30 Figure 15 shows that the peak period for a community centre is between 10:00-11:00 hours with a total of 232 two-way trips occurring within the hour. However, the peak period is not as defined as the peak periods associated with the theatre/concert hall use and the Christian places of worship, with a more consistent flow of arrivals/departures throughout the day. This is also the case with vehicular trips, with no distinct time when vehicular trips are significantly used.

Modal Split

- 5.31 To provide an understanding of the trip generation by mode of travel for a community centre, the daily modal split percentages calculated by the TRICS database have been used. The TRICS percentage modal split graphs are contained within **Appendix I** for both arrivals and departures.
- 5.32 The TRICS modal split of travel for a community centre is summarised in Table 5.6 below, with the trips by mode calculated based on the total person trips identified in Table 5.5.

Mode of Travel	TRICS Modal Split		Weekday Peak Period (18:00-19:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Single-occupancy Vehicles	27.5%	27.2%	13	6	220	199
Multi-occupancy Vehicles	13.2%	15.5%	6	3	106	114
Bus/Tram Passengers	9.1%	9.2%	4	2	73	67
Total Rail Passengers	0%	0%	0	0	0	0
Coach Passengers	0%	0%	0	0	0	0
Pedestrians	50.2%	48.1%	24	11	402	353
Cyclists	0%	0%	0	0	0	0
TOTAL	100%	100%	47	22	801	733

Table 5.6: TRICS Modal Split and Modal Trips – Community Centre

- 5.33 Table 5.6 demonstrates that based on the TRICS data, the largest proportion of trips to/from a community centre are made on-foot, with 50.2% arriving via this mode and 48.1% departing. This would suggest that community centres attract a high proportion of local trips where visitors accessing the centre live within an appropriate walk distance. However, no trips were made by cycle within the surveyed sites provided by TRICS.
- 5.34 SOVs form the second highest proportion of trips with 27.5% of trips arriving via this mode and 15.5% departing. However, due to the relatively low numbers of total person trips within the established peak hour, this equates to only 19 SOV trips within the peak hour. Car sharing is also an established mode of travel with 13.2-15.5% of visitors choosing this mode. Public transport has a relatively low percentage with 9.1% arriving via bus or tram and 9.2% departing.

Existing Use – Travel Survey

- 5.35 It is acknowledged that the existing use includes a mixture of community activities as well as the integration of prayers surrounding the Islamic faith, which may not be fully reflected in the TRICS data for community uses. Consequently, in May 2020 a travel survey was undertaken among attendees to ascertain real travel patterns at the site. This survey forms part of the Travel Plan, which describes the methodology and analysis in detail. It will be updated annually over the life of the Travel Plan.
- 5.36 210 regular attendees were invited to participate in the internet-based survey, which was open for 10 days. 129 responses were submitted, yielding a healthy response rate of 61%, although some were incomplete.

Overview

5.37 Figure 16 below provides a comparison between the theatre/concert hall use, the previously permitted church, and the existing community centre, in terms of total person and vehicular trips across an average weekday.

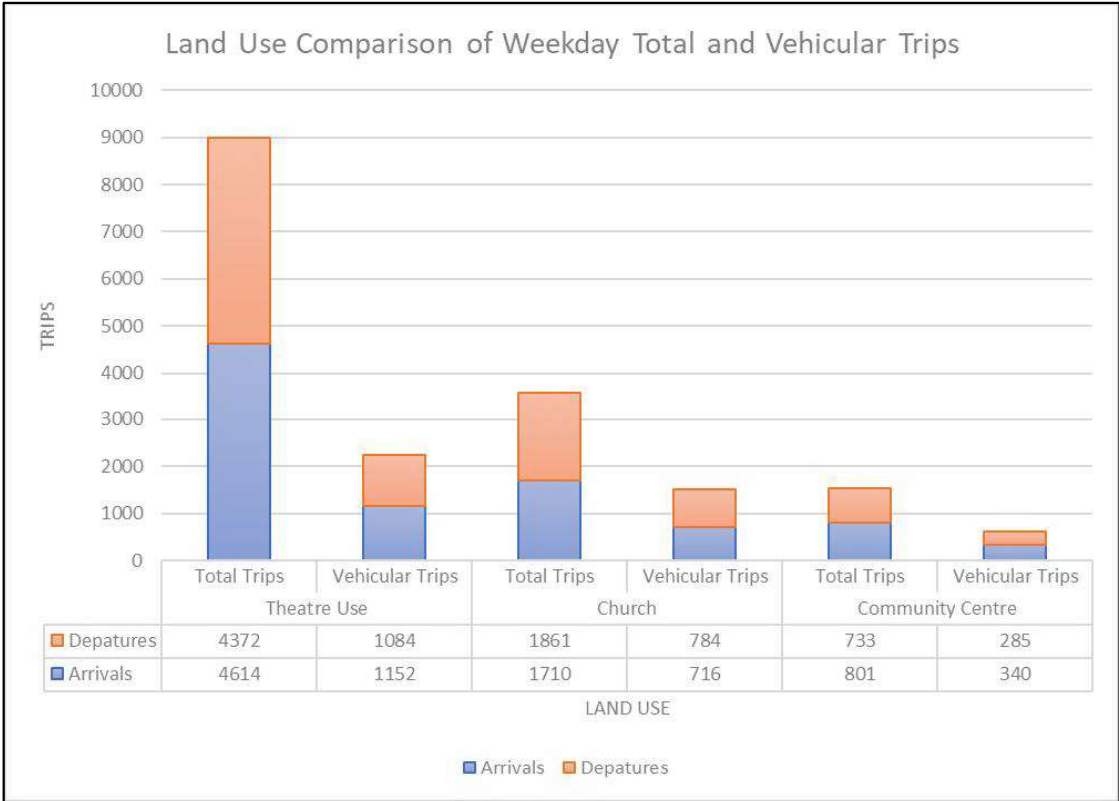


Figure 16: Land Use Comparison of Weekday Total and Vehicular Trips

- 5.38 Figure 16 demonstrates that, across an average weekday, the existing community use establishes a significant reduction in both total person and vehicular trips to the site by comparison with the former theatre/concert hall use, and a smaller reduction by comparison with the church.
- 5.39 Figure 17 below provides a comparison between the theatre/concert hall use, the church, and the community centre, in terms of total person and vehicular trips within established peak period (18:00-19:00 hours).

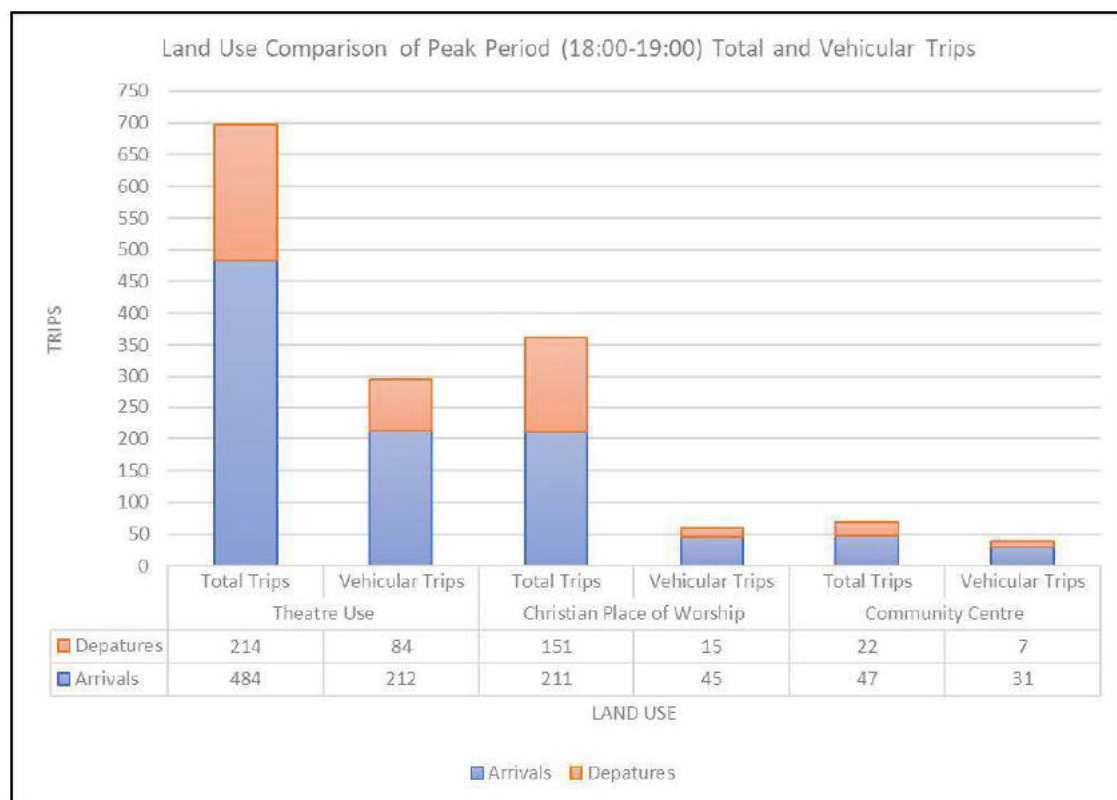


Figure 17: Land Use Comparison of Weekday Afternoon Peak Period (18:00-19:00) Total and Vehicular Trips

- 5.40 Figure 17 illustrates that the community centre attracts significantly fewer total and vehicular trips within the weekday afternoon peak period in comparison to the former theatre/concert hall use, and fewer total trips than the church.

Modal Split

- 5.41 Table 5.9 below provides a comparison between the theatre/concert hall use, church, community centres and the May 2020 Markaz travel survey in terms of multi-modal split percentage. The percentages combine both arrivals and departures across an average weekday.

Mode of Travel	Modal Split Percentages			
	Theatre Use	Church	Community Use	Travel Survey
Single-Occupancy Vehicles	11%	29%	28%	13%
Multi-Occupancy Vehicles	49%	24%	14%	19%
Bus/Tram Passengers	15%	2%	9%	54%
Total Rail Passengers	4%	1%	0%	12%
Coach Passengers	10%	4%	0%	0%
Pedestrians	11%	36%	49%	1%
Cyclists	0%	4%	0%	1%
TOTAL	100%	100%	100%	100%

Table 5.9: Land Use Comparison of Two-Way Weekday Modal Split

- 5.42 Table 5.9 illustrates that whilst the theatre/concert hall attracts a low proportion of SOV trips, a high proportion of the modal split falls within the multi-occupancy vehicle category (48.8%). This suggests

that a large percentage of visitors accessing the former theatre/concert hall use would have lift-shared to travel to/from the site. Active travel modes (on-foot and by cycle) make up only 11% of trips, with public transport modes comprising 29%.

- 5.43 Conversely, the highest proportion of trips associated with both the community use and the church are made on-foot. The SOV percentage is slightly higher for both the community use and the church in comparison to the theatre/concert hall use, however the multi-occupancy vehicle proportion is significantly lower.
- 5.44 The use of public transport for visitors accessing churches and community centres is low, at 7% and 9% respectively. All three land uses attract few trips by cycle.
- 5.45 The Markaz Travel Survey shows that the proportion of SOV trips is similar to that for the theatre/concert hall use, hence substantially lower than the church and community uses, but closer to those uses in relation to MOVs. The overall proportion of people travelling to the Markaz by non-car modes (68%) is substantially higher than to the TRICS theatre (40%) and church (47%) uses; and moderately higher than the TRICS community use (58%).
- 5.46 Table 5.10 below provides a comparison between the three land uses and the travel survey in terms of the number of two-way trips per mode based on the total person trips within the peak hour, and the peak Friday periods for the Markaz (18:00-20:00 for arrivals; 21:00-23:00 for departures).

Mode of Travel	Peak Hour/Period Multi-Modal Two-way Trips			
	Theatre Use	Church	Community Use	Travel Survey
Single-occupancy Vehicles	87	104	19	13
Multi-occupancy Vehicles	372	87	9	22
Bus/Tram Passengers	96	7	6	27
Total Rail Passengers	26	4	0	9
Coach Passengers	35	16	0	0
Pedestrians	79	130	35	0
Cyclists	3	16	0	0
TOTAL	698	362	69	71

Table 5.10: Comparison of the Peak Hour/Period Two-Way Multi-Modal Trips

- 5.47 Table 5.10 demonstrates that although the percentage of SOV trips for the community centre is high, once the peak hour trips are distributed by mode there is a reduction in SOV trips associated with the community centre in relation to the theatre/concert hall use within the peak hour. There is also a significant reduction in multi-occupancy vehicle trips in comparison between the former theatre/concert hall use and the community centre.
- 5.48 It follows from the above that the Markaz use provides a betterment by comparison with the former theatre/concert hall use in terms of a reduction of total person and vehicular trips within the weekday evening peak hour. Furthermore, there is a clear mode-choice difference between the theatre/concert hall and the other community based uses, with a higher proportion of trips to community uses on-foot and a high proportion of theatre/concert hall trips by car (single- or multi-occupancy).
- 5.49 Furthermore, the Markaz attracts a similar number of peak period vehicle trips as the TRICS community uses, with fewer than both the theatre/concert hall and the church.
- 5.50 It is acknowledged that the Markaz travel survey was conducted among regular members of the community and will not necessarily have captured travel behaviours of those travelling to larger events, which may be from further afield. Whilst these events are relatively infrequent, they have the potential

for a greater level of impact by virtue of attendee numbers, notwithstanding the foregoing evidence that they will not exceed those associated with the theatre/concert hall or the church.

- 5.51 Communication with these less frequent attendees is by nature more difficult, but the Travel Plan recognises the need for a bespoke strategy for the management of travel to the site during larger events such as festival celebrations.

6.0 Summary and Conclusion

- 6.1 Motion has been appointed by Markaz El Tathgheef El Eslami to provide transport planning advice in respect of its use of The Hippodrome, North End Road, Golders Green, London Borough of Barnet (LBB). The site operates as an Islamic community centre, with activities centred around communal prayer and the provision of social, educational, cultural activities with an Islamic religious focus.
- 6.2 This Transport Assessment demonstrates that the site is exceptionally well located to a network of pedestrian, cycle, and public transport links, which connect the site with the local area. It is therefore considered that the proposed development is ideally located to encourage people to travel to the site by sustainable modes of transport. In summary this Transport Assessment has identified the following:
- ▶ The location of the site accords with relevant national and local transport planning policies
 - ▶ The site benefits from access to a wide range of sustainable modes of transport including Golders Green bus station, National Express coach station and Golders Green London Underground station. As such, there is a wide variety of alternative modes of travel aside from the private car
 - ▶ The site has very good access on foot and cycle to Golders Green town centre and local residential areas
 - ▶ The site has an 'excellent' PTAL rating of 6a/6b
 - ▶ Safe and sustainable provision is provided for access, parking, and servicing in accordance with relevant guidance and standards
 - ▶ The proposals include a slight reduction in car parking on-site to accommodate two designated blue badge bays, resulting in a total of 26 car parking spaces
 - ▶ Cycle parking will be provided in accordance with the London Plan minimum cycle parking standards, which will encourage sustainable travel
 - ▶ In common with most town centre locations, the local highway network suffers a degree of parking stress at certain times and is heavily regulated. The Council has powers to act against illegal or inappropriate on-street parking.
 - ▶ An independent road safety assessment concludes that no clear pattern emerges from an examination of collision data for the local highway network, although clusters are apparent at two major junctions, as would be expected. There is no evidence to suggest a problem associated with the Hippodrome site, but the Applicant is willing to fund a right turn pocket carriageway marking at the site access if considered appropriate by the Highway Authority.
 - ▶ The modal split analysis based on the TRICS database suggests that community uses, including the Markaz, attract a high proportion of trips via sustainable modes of travel by comparison with the former theatre/concert hall use
 - ▶ The Markaz results in a reduction in vehicular movements to the local area when compared to the former theatre/concert hall and church uses
- 6.3 A Travel Plan has been prepared including an initial baseline survey, targets, and monitoring. It will be agreed in advance with the Council and vigorously implemented. The surveys will be conducted for both festival and non-festival periods in order to gain a detailed understanding of existing travel habits.
- 6.4 Overall, the site is situated close to excellent public transport services and pedestrian/cycle links and hence provides opportunities to substantially influence travel behaviour.

Conclusion

- 6.5 The site is highly sustainable in transport accessibility terms, ideally located to provide for a community use. The Markaz is an established community and has no plans to expand the scope of its activities or the size of its membership. The detailed trip analysis set out within this Transport Assessment demonstrates that it has no greater traffic impact than the previous theatre/concert hall or church activities. The small reduction in on-site parking is appropriate to accommodate improved circulation and the needs of mobility-impaired drivers/passengers.
- 6.6 The travel behaviour of staff and all visitors, whether frequent or infrequent, will be actively influenced by the Travel Plan. This is the key measure by which traffic and parking impacts on the local area will be mitigated.
- 6.7 It is concluded that no material transport impact arises from the current use and consequently it should be permitted to continue, subject to reasonable planning conditions including the requirement for a travel plan.

Figure 3

Accessibility On-Foot

Key:

- Site Location
- Railway Station
- London Underground Station

Accessibility on Foot (minutes)

- 5
- 10
- 15
- 20
- 25

Project

The Hippodrome, Golders Green

Title

Accessibility On-Foot

84 North Street, Guildford, Surrey, GU1 4AU
Tel: +44 (0)1483 531 300

scale	drawn by	date
stated	EU	11/05/2020
drawing number		rev
1901002/		Figure 3

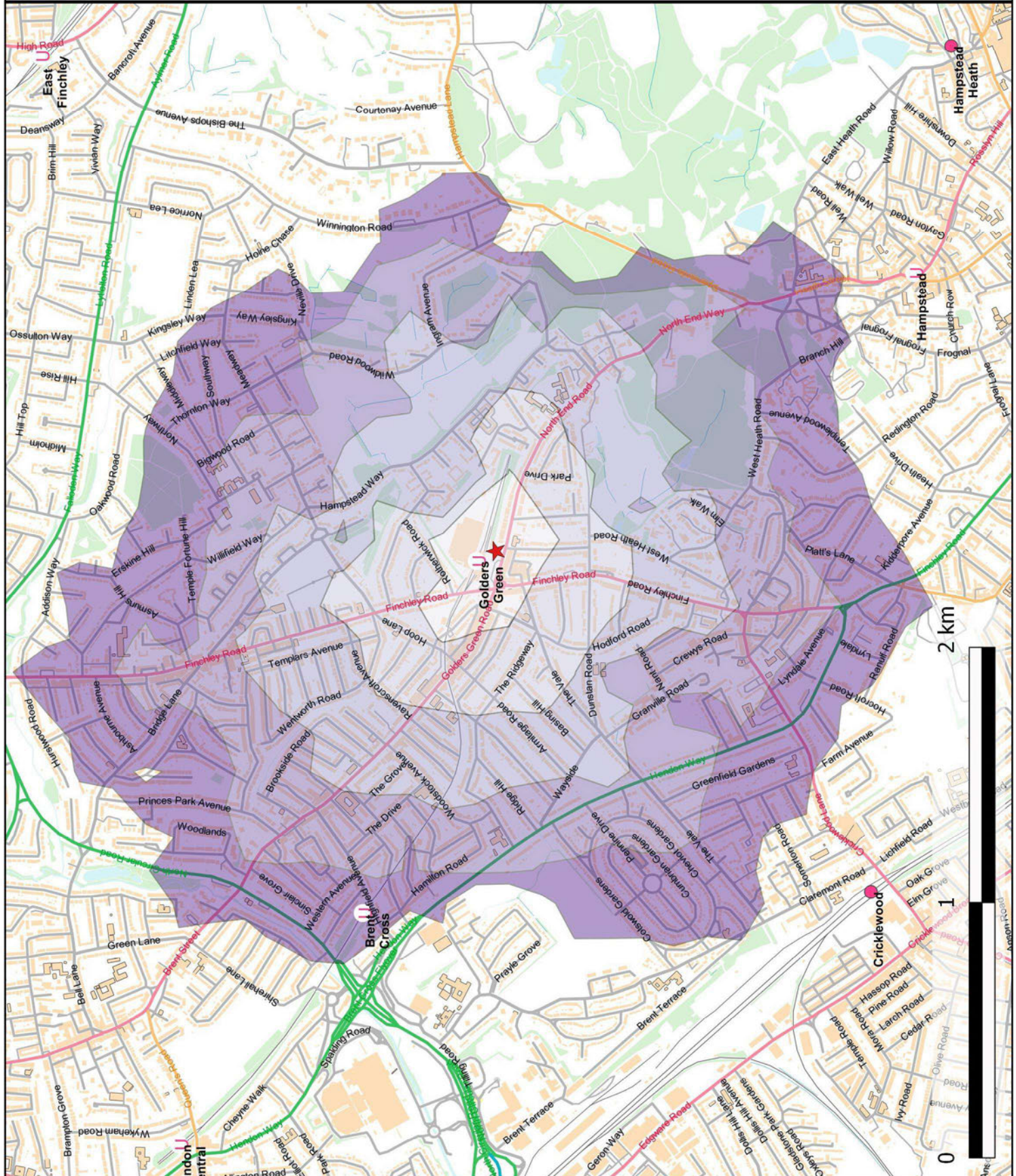


Figure 4

Accessibility by Cycle

Key:



Site Location



Railway Station



London Underground Station

Accessibility by Cycle (kilometres)



1



3



5



84 North Street, Guildford, Surrey, GU1 4AU
Tel: +44 (0) 1483 531 300

scale stated drawn by date

EU 11/05/2020

drawing number

1901002/ Figure 4

rev

-



Project

The Hippodrome, Golders Green

Title

Accessibility by Cycle

Figure 5

Accessibility by Public Transport

Carter, Richard

From: Zinkin, Peter
Sent: 22 January 2021 12:46
To: Gaudin, Fabien; Zinkin, Cllr Peter
Cc: Bates, Andy; Duffin, Dominic; Sutherland-Thomas, Iain; [REDACTED]
Subject: Re: The Hippodrome

Thanks

From: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Sent: Friday, January 22, 2021 12:16:39 PM
To: Zinkin, Peter [REDACTED] Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>
Cc: Bates, Andy <Andy.Bates@Barnet.gov.uk>; Duffin, Dominic <Dominic.Duffin@Barnet.gov.uk>; Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>; [REDACTED]@Barnet.gov.uk>
Subject: RE: The Hippodrome

Dear Councillor Zinkin,
The email is attached.

Kind regards,
Fabien

Fabien Gaudin MRTPI

Service Director

Planning and Building Control

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: 020 8359 4258 | Web: barnet.gov.uk



Re

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From: Peter Zinkin [REDACTED]
Sent: 22 January 2021 11:56
To: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>
Cc: Bates, Andy <Andy.Bates@Barnet.gov.uk>; Duffin, Dominic <Dominic.Duffin@Barnet.gov.uk>; Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>; [REDACTED]@Barnet.gov.uk>
Subject: Re: The Hippodrome
By email?

From: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Sent: Friday, January 22, 2021 11:52 am

To: Zinkin, Cllr Peter

Cc: Bates, Andy; Duffin, Dominic; Sutherland-Thomas, Iain; [REDACTED]

Subject: RE: The Hippodrome

Dear Councillor Zinkin,

I write to confirm that the case officer has written to the applicant to advise that their application will be validated next week.

Kind regards,
Fabien
Fabien Gaudin MRTPI
Service Director
Planning and Building Control
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel: 020 8359 4258 | Web: barnet.gov.uk



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From: [REDACTED] <[\[REDACTED\]@Barnet.gov.uk](mailto:[REDACTED]@Barnet.gov.uk)>

Sent: 22 January 2021 10:33

To: Thomas, Cllr Daniel <Cllr.D.Thomas@barnet.gov.uk>; Cohen, Cllr Dean <Cllr.D.Cohen@barnet.gov.uk>; Cohen, Cllr Melvin <Cllr.M.Cohen@barnet.gov.uk>; Thompstone, Cllr Reuben <Cllr.R.Thompstone@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Rozenberg, Cllr Gabriel <Cllr.G.Rozenberg@Barnet.gov.uk>; Rawlings, Cllr Barry <Cllr.B.Rawlings@barnet.gov.uk>

Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Bates, Andy <Andy.Bates@Barnet.gov.uk>; Duffin, Dominic <Dominic.@Barnet.gov.uk>; Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>

Subject: The Hippodrome

Dear Cllrs

Following our meeting on Tuesday, please see actions noted below;

1. Copy of the Transport Strategy - attached
2. Copy of consultation letter to be provided - attached
3. Develop a Q&A – draft questions attached
4. Confirmation of the validation - the application is expected to be completed on Monday 25 January 2021
5. Section 6 Group to be advised of the consultation commencement – officers to confirm when action is completed
6. Officers to provide confirmation to Cllr Zinkin when the applicant has been advised – officers to confirm when action is completed
7. consultation

The statement that was previously issued can also be found using this link

<https://www.barnet.gov.uk/news/golders-green-hippodrome-council-statement>

Kind regards



Member Liaison Lead **Re**

Address: 2 Bristol Avenue | Colindale | NW9 4EW

Mobile: [REDACTED]

Email: [REDACTED] <[\[REDACTED\]@barnet.gov.uk](mailto:[REDACTED]@barnet.gov.uk)>

Email: [REDACTED] <[\[REDACTED\]@capita.co.uk](mailto:[REDACTED]@capita.co.uk)>

Website: www.capita.co.uk/property



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From: [REDACTED]@Barnet.gov.uk>

Sent: Wednesday, January 27, 2021 7:05 am

To: Thomas, Cllr Daniel; Cohen, Cllr Dean; Cohen, Cllr Melvin; Thompstone, Cllr Reuben; Zinkin, Cllr Peter; Ryde, Cllr Shimon; Clarke, Cllr Anne; Marshall, Cllr John; Grover, Cllr Rohit; Rozenberg, Cllr Gabriel; Rawlings, Cllr Barry

Cc: Gaudin, Fabien; Bates, Andy; Duffin, Dominic; Sutherland-Thomas, Iain

Subject: The Hippodrome

Dear Cllrs

I would like to confirm that the application for The Hippodrome was validated and the six week consultation commenced on Monday 25 January 2021. The planning application reference number is 20/2988/FUL. Following our previous session the first version of the FAQs is attached to this email for your information to assist you with correspondence you may receive from your constituents. The FAQs have also been shared with Planning Officers and the telephony team.

I confirm that I have also arranged for an email to be sent to all Ward Members to advise them of the application validation.

Kind regards

[REDACTED]

[REDACTED]

Member Liaison Lead **Re**

Address: 2 Bristol Avenue | Colindale | NW9 4EW

Mobile: [REDACTED]

Email: [REDACTED]@barnet.gov.uk

Email: [REDACTED]@capita.co.uk

Website: www.capita.co.uk/property



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read, copy, distribute, use or retain this message or any part of it. If you are not the intended recipient, please notify the sender immediately

From [REDACTED]

Sent: 22 January 2021 10:33

To: Thomas, Cllr Daniel <Cllr.D.Thomas@barnet.gov.uk>; Cohen, Cllr Dean <Cllr.D.Cohen@barnet.gov.uk>; Cohen, Cllr Melvin <Cllr.M.Cohen@barnet.gov.uk>; Thompstone, Cllr Reuben <Cllr.R.Thompstone@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Rozenberg, Cllr Gabriel <Cllr.G.Rozenberg@Barnet.gov.uk>; Rawlings, Cllr Barry <Cllr.B.Rawlings@barnet.gov.uk>

Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Bates, Andy <Andy.Bates@Barnet.gov.uk>; Duffin, Dominic <Dominic.Duffin@Barnet.gov.uk>; Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>

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Address: 2 Bristol Avenue | Colindale | NW9 4EW

Mobile: [REDACTED]

Email: [REDACTED]@barnet.gov.uk

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v1 - 25/01/2021

[illegible]

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>

Sent: Wednesday, January 27, 2021 10:16:48 AM

To: [REDACTED]@Barnet.gov.uk>; Thomas, Cllr Daniel <Cllr.D.Thomas@barnet.gov.uk>; Cohen, Cllr Dean <Cllr.D.Cohen@barnet.gov.uk>; Cohen, Cllr Melvin <Cllr.M.Cohen@barnet.gov.uk>; Thompstone, Cllr Reuben <Cllr.R.Thompstone@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Rozenberg, Cllr Gabriel <Cllr.G.Rozenberg@Barnet.gov.uk>; Rawlings, Cllr Barry <Cllr.B.Rawlings@barnet.gov.uk>

Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Bates, Andy <Andy.Bates@Barnet.gov.uk>; Duffin, Dominic <Dominic.Duffin@Barnet.gov.uk>; Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>

Subject: Re: The Hippodrome

Thank you [REDACTED]

I understand from talking to Fabien, over the past few days a considerable amount of time has been spent planning, checking processes and briefing officers engaged with the public to ensure as much as possible matters progress smoothly.

On all our behalves, many thanks.

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From [REDACTED]@Barnet.gov.uk>

Sent: Wednesday, January 27, 2021 7:05:45 AM

To: Thomas, Cllr Daniel <Cllr.D.Thomas@barnet.gov.uk>; Cohen, Cllr Dean <Cllr.D.Cohen@barnet.gov.uk>; Cohen, Cllr Melvin <Cllr.M.Cohen@barnet.gov.uk>; Thompstone, Cllr Reuben <Cllr.R.Thompstone@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Rozenberg, Cllr Gabriel <Cllr.G.Rozenberg@Barnet.gov.uk>; Rawlings, Cllr Barry <Cllr.B.Rawlings@barnet.gov.uk>

Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Bates, Andy <Andy.Bates@Barnet.gov.uk>; Duffin, Dominic <Dominic.Duffin@Barnet.gov.uk>; Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>

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Kind regards

Member Liaison Lead Re

Address: 2 Bristol Avenue | Colindale | NW9 4EW

Mobile:

Email: [\[REDACTED\]@barnet.gov.uk](mailto:[REDACTED]@barnet.gov.uk)

Email: [\[REDACTED\]@capita.co.uk](mailto:[REDACTED]@capita.co.uk)

Website: www.capita.co.uk/property



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Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Bates, Andy <Andy.Bates@Barnet.gov.uk>; Duffin, Dominic <Dominic.Duffin@Barnet.gov.uk>; Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>

Subject: The Hippodrome

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Kind regards

[Redacted]

[Redacted]

Member Liaison Lead Re

Address: 2 Bristol Avenue | Colindale | NW9 4EW

Mobile: [Redacted]

Email: [Redacted] [@barnet.gov.uk](mailto:[Redacted]@barnet.gov.uk)

Email: [Redacted] [@capita.co.uk](mailto:[Redacted]@capita.co.uk)

Website: www.capita.co.uk/property



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From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: Thursday, January 28, 2021 8:29:37 AM
To: Fluss, Cllr Nizza <Cllr.N.Fluss@Barnet.gov.uk>
Subject: Re: The Hippodrome - Planning application validation

For exactly the reason mentioned.

The application has previously attracted a lot of comments and public attention as well as attention from the world's media (yes really!). Members are likely to receive comment directly from members of the public and so in order not to be taken by surprise all members have been informed.

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: Fluss, Cllr Nizza <Cllr.N.Fluss@Barnet.gov.uk>
Sent: Thursday, January 28, 2021 8:13:42 AM
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Subject: FW: The Hippodrome - Planning application validation

Hi Shimon

What's the reason we are all being sent this?

Cllr Nizza Fluss
Barnet Council
Hendon ward
Tel [REDACTED]

From: [REDACTED]@Barnet.gov.uk>
Sent: 28 January 2021 08:11
To: Fluss, Cllr Nizza <Cllr.N.Fluss@Barnet.gov.uk>
Subject: RE: The Hippodrome - Planning application validation

Dear Cllr,

Thank you for your email

Following discussions with the Deputy Chief Executive and Councillor Ryde, it was decided that the planning service would bring this new application at the Hippodrome to the attention of all Members.

This is out of courtesy because previous planning matters at this site have generated very significant levels of public interest from across the Borough and beyond

Kind Regards

Member Liaison Officer Re
London Borough of Barnet
2 Bristol Avenue, Colindale, London, NW9 4EW
Mobile: Tel: [REDACTED]
Work : Tel: [REDACTED]
Email: [REDACTED]@barnet.gov.uk
Email: [REDACTED]@capita.co.uk
Website: www.capita.co.uk/property
www.re-ltd.co.uk



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From: Fluss, Cllr Nizza

Sent: 27 January 2021 14:25

To: [REDACTED]@Barnet.gov.uk; Finn, Cllr Anthony <Cllr.A.Finn@barnet.gov.uk>; Shooter, Cllr Mark <Cllr.M.Shooter@Barnet.gov.uk>; Prager, Cllr Alex <Cllr.A.Prager@Barnet.gov.uk>; Don, Cllr Saira <Cllr.S.Don@Barnet.gov.uk>; Richman, Cllr Helene <Cllr.H.Richman@Barnet.gov.uk>; Duschinsky, Cllr Val <Cllr.V.Duschinsky@Barnet.gov.uk>; Hart, Cllr John <Cllr.J.Hart@barnet.gov.uk>; Bokaei, Cllr Golnar <Cllr.G.Bokaei@Barnet.gov.uk>; Simberg, Cllr Elliot <Cllr.E.Simberg@Barnet.gov.uk>; Jajeh, Cllr Laithe <Cllr.L.Jajeh@Barnet.gov.uk>; Gurung, Cllr Lachhya <Cllr.L.Gurung@Barnet.gov.uk>; Conway, Cllr Sara <Cllr.S.Conway@Barnet.gov.uk>; Naqvi, Cllr Ammar <Cllr.A.Naqvi@Barnet.gov.uk>; OMacauley, Cllr Charlie <Cllr.C.OMacauley@barnet.gov.uk>; Narenthira, Cllr Nagus <Cllr.N.Narenthira@Barnet.gov.uk>; Sargeant, Cllr Gill <Cllr.G.Sargeant@barnet.gov.uk>; Zubairi, Cllr Zakia <Cllr.Z.Zubairi@Barnet.gov.uk>

Subject: Re: The Hippodrome - Planning application validation

I don't understand why we are all getting this .

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From: [REDACTED]@Barnet.gov.uk

Sent: Wednesday, January 27, 2021 12:16:42 PM

To: Fluss, Cllr Nizza <Cllr.N.Fluss@Barnet.gov.uk>; Finn, Cllr Anthony <Cllr.A.Finn@barnet.gov.uk>; Shooter, Cllr Mark <Cllr.M.Shooter@Barnet.gov.uk>; Prager, Cllr Alex <Cllr.A.Prager@Barnet.gov.uk>; Don, Cllr Saira <Cllr.S.Don@Barnet.gov.uk>; Richman, Cllr Helene <Cllr.H.Richman@Barnet.gov.uk>; Duschinsky, Cllr Val <Cllr.V.Duschinsky@Barnet.gov.uk>; Hart, Cllr John <Cllr.J.Hart@barnet.gov.uk>; Bokaei, Cllr Golnar <Cllr.G.Bokaei@Barnet.gov.uk>; Simberg, Cllr Elliot <Cllr.E.Simberg@Barnet.gov.uk>; Jajeh, Cllr Laithe <Cllr.L.Jajeh@Barnet.gov.uk>; Gurung, Cllr Lachhya <Cllr.L.Gurung@Barnet.gov.uk>; Conway, Cllr Sara <Cllr.S.Conway@Barnet.gov.uk>; Naqvi, Cllr Ammar <Cllr.A.Naqvi@Barnet.gov.uk>; OMacauley, Cllr Charlie <Cllr.C.OMacauley@barnet.gov.uk>; Narenthira, Cllr Nagus <Cllr.N.Narenthira@Barnet.gov.uk>; Sargeant, Cllr Gill <Cllr.G.Sargeant@barnet.gov.uk>; Zubairi, Cllr Zakia <Cllr.Z.Zubairi@Barnet.gov.uk>

Subject: The Hippodrome - Planning application validation

Dear Cllrs

I would like to confirm that an application was received for The Hippodrome, was validated and a six week consultation commenced on Monday 25 January 2021.

The planning application reference number is 20/2988/FUL. I confirm that a set of FAQs has been provided to Group Leaders for their information and may be used to assist with any correspondence you may receive from your constituents.

The FAQs have also been shared with all Planning Officers and the Telephony teams

Please let us know if you require more information

Regards



Member Liaison Officer **Re**
London Borough of Barnet
2 Bristol Avenue, Colindale, London, NW9 4EW
Mobile: Tel: [REDACTED]
Work : Tel: [REDACTED]
Email [REDACTED]@barnet.gov.uk
Email [REDACTED]@capita.co.uk
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Carter, Richard

From: Zinkin, Cllr Peter
Sent: 02 February 2021 18:03
To: Gaudin, Fabien
Subject: Fwd: Planning re Hippodrome

Please can this resident be sent the letter.

From: [REDACTED] >
Sent: Tuesday, February 2, 2021 1:45 pm
To: Zinkin, Cllr Peter
Subject: Re: Planning
Thank you very much for your reply.

We have not been notified of any change in procedure or the opportunity to contribute in any way. That being so, presumably we cannot do anything anyway and the matter will proceed as the applicants and Barnet wish it to.

Kind regards.

[REDACTED]

On 1 Feb 2021, at 17:49, Zinkin, Cllr Peter <Cllr.P.Zinkin@barnet.gov.uk> wrote:

I am not sure they are trying to circumvent a public hearing as the extensive delay in the hearing is due to Covid and has no end date.

The application will either
Be approved as submitted
Be approved with extra conditions
Be refused

If the first they will operate as they want
If the second they may appeal which will probably put the public hearing back on the agenda
If the third they would almost certainly appeal etc

Public consultation follows and will be an important consideration.

Regards

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This message has been scanned by Exchange Online Protection.

From: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Sent: Tuesday, February 2, 2021 7:04 pm

To: [REDACTED]

Cc: Zinkin, Cllr Peter

Subject: RE: Planning re Hippodrome

Dear [REDACTED]

I have been forwarded your email by Councillor Zinkin.

Anyone can submit a representation on the application until 8th March by commenting using the website facility, emailing planning.consultation@barnet.gov.uk or writing a letter to the address in my email signature.

The web link to view the application documents and submit comment is [here](#). Enter the application reference number 20/2988/FUL.

Details on how to comment on planning application are [here](#).

If you wish to receive a hard copy of the consultation letter please let me have your address and I will arrange it.

Yours sincerely,

Fabien Gaudin MRTPI

Service Director

Planning and Building Control

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: 020 8359 4258 | Web: barnet.gov.uk



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Note that I will be on annual leave on Fridays until mid-March

From: [REDACTED]

Sent: Tuesday, February 2, 2021 1:45 pm

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Subject: Re: Planning

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This message has been scanned by Exchange Online Protection.

From: Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>
Sent: Monday, February 8, 2021 12:18 pm
To: wendy falk
Cc: Grover, Cllr Rohit; Zinkin, Cllr Peter; Ryde, Cllr Shimon; Cohen, Cllr Dean
Subject: FW: Golders Green

As you can see from the enclosed e-mail from the Head of Planning no Jewish organisation made an application to the Council for the Hippodrome. Fake news does no cause any good . John

From: Marshall, Cllr John
Sent: 08 February 2021 11:08
To: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Cc: Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>
Subject: RE: Golders Green

That dopes not surprise me. John

From: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Sent: 08 February 2021 08:24
To: Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>
Cc: Bates, Andy <Andy.Bates@Barnet.gov.uk>
Subject: RE: Golders Green

Dear Councillor Marshall,

No such application was ever considered by the Council.

Kind regards.

Fabien

Fabien Gaudin MRTPI
Service Director
Planning and Building Control
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel: 020 8359 4258 | Web: barnet.gov.uk



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Note that I will be on annual leave on Fridays until mid-March

From: Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>
Sent: 03 February 2021 20:38
To: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Subject: FW: Golders Green

Is it true that a Jewish organisation was refused permission? That is not my memory. John

From: [REDACTED]
Sent: 02 February 2021 12:49
To: Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>
Subject: Fwd: Golders Green

Dear Mr Marshall, I attached below my objections to the planning application of the Hippodrome and home that you will support us in our objections.

Begin forwarded message:

From: [REDACTED] >
Subject: Golders Green
Date: 29 January 2021 at 13:06:49 GMT
To: planning.consultation@barnet.gov.uk

Dear Sirs,

Planning Application 20/2988/FUL Golders Green

I write to object to the consent of this application for the following reasons:

1) When the Hippodrome was originally for sale, Jewish cultural societies applied to turn the site into a Cultural Centre for Jewish study. The application was turned down for the explicit reason that the site was to be used for all races, religions and none, for the benefits of all, who wished to use the site as a place for learning. The Jewish cultural centre was subsequently built on the Finchley Road near the 02 Centre. If the Hippodrome is now permitted to become a religious place of worship, for one religion in particular, then this demonstrates a clear discrimination against the Jewish faith. This would be particularly difficult to accept, as there is a large Jewish community in the vicinity of Golders Green.

2) The site of the Hippodrome is very close to the underground and bus terminus that naturally causes large groupings of people, car parking, travelling, using taxi's etc., to the point of saturation, and is already causing daily traffic jams, carbon pollution, and noise in a relatively small area. Any place of worship in this area, would add to this already chaotic mix of humankind, traffic and pollution to the detriment of all other races and religions save, for the benefit of one.

3) There are many children that arrive by bus or coach to Golders Green, there, to travel onward to their respective homes, and necessitates them crossing the roads, walking around the already crowded area, and any additional pressure upon the population will reduce the safety of those children travelling to or from school. In addition, there is a high number of elderly people living in the area who already have to negotiate a somewhat confusing set of traffic lights,

and crossings, while negotiating crowds of people who rush past them to go about their business, and they are finding this already difficult set of circumstances bewildering to say the least, without the need to increase it.

4) There are already incidents of crime in the area, where criminals have used the bus terminus' to make quick getaways, people have been knifed upon exiting the underground, and feel that an increase to the population will render an already overpopulated area, quit unsafe. In this vane I feel sorry for the residents of North Hill who, due to the lack of available parking in the area, have had their drives occupied, or blocked by worshippers who are visiting the Hippodrome, who have left their cars without the slightest respect to the residents of the area. So to increase the capacity of the Hippodrome, as a place of worship, is going to cause the resident population increased frustration, and totally unable to continue with their daily lives.

5) Security: We are clearly going to require additional security in the area of Golders Green, in order the ensure that the traffic continues to flow easily, that the level of crime in the Terminus remains low, to ensure that abuse of parking is restricted, that the streets remain clean, and that children and the elderly can walk about the area safely. Who is going to pay for that?

Please therefore, consider these objections most carefully. The hippodrome is a most unsuitable site as a place of worship in Golders Green.

Yours sincerely,





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This message has been scanned by Exchange Online Protection.

From: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Sent: Wednesday, February 3, 2021 5:45 pm

To: McDonald, Stephen; McDonald, Stephen; Zinkin, Cllr Peter; Thomas, Cllr Daniel; Wardle, Cllr Sarah; Ryde, Cllr Shimon; Hooton, John; Shaw, Cath

Subject: RE: Strategic Planning Overview

Dear all,

Please find attached a short pack to assist discussions tomorrow.

Fabien

Fabien Gaudin MRTPI

Service Director

Planning and Building Control

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: 020 8359 4258 | Web: barnet.gov.uk



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Note that I will be on annual leave on Fridays until mid-March

-----Original Appointment-----

From: McDonald, Stephen <Stephen.McDonald@Barnet.gov.uk>

Sent: 18 January 2021 17:21

To: McDonald, Stephen; Zinkin, Cllr Peter; Thomas, Cllr Daniel; Wardle, Cllr Sarah; Ryde, Cllr Shimon; Gaudin, Fabien; Hooton, John; Shaw, Cath

Subject: Strategic Planning Overview

When: 04 February 2021 10:00-11:00 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.

Where: Microsoft Teams Meeting

The purpose of the meeting is to review the pipeline of strategic planning applications in the Borough. Fabien will provide agenda and papers ahead of this meeting and the others which are to be arranged on a quarterly basis.

Kind regards

Executive Assistant
Tel: [REDACTED]

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LONDON BOROUGH



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Microsoft Teams meeting

[REDACTED]

[REDACTED]

Phone Conference ID: [REDACTED]
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Strategic major planning applications briefing note

February 2021

Likely timetable for referrals to Strategic Planning Committee	2
████████████████████	█
████████████████████	█
████████████████████	█

Likely timetable for referrals to Strategic Planning Committee

(all dates are estimates)

Q1 2021	<div></div> <div></div> <div></div>
Q2 2021	<div></div> <div></div> <div></div> <div></div> <div>Hippodrome (Special meeting)</div>
Q3 2021	<div></div> <div></div>
Q4 2021	<div></div> <div></div>
Q1 2022	<div></div> <div></div> <div></div>
Rest of 2022	<div></div>

From: Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>
Sent: Monday, February 8, 2021 9:10 pm
To: [REDACTED]
Cc: Grover, Cllr Rohit; Cohen, Cllr Dean; Zinkin, Cllr Peter; Ryde, Cllr Shimon
Subject: RE: Hippodrome Ref: 20/2988/FUL

Thank you for your e-mail. I would suggest that you send in your comments. The Council always considers all comments received prior to the decision being taken. This far too important an application for the decision to be taken by officers under delegated powers. John

From: [REDACTED]
Sent: 08 February 2021 13:57
To: Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>
Subject: Hippodrome Ref: 20/2988/FUL

Good Morning Cllr Marshall,

I hope you are still keeping safe and well, sadly we seem to have missed a whole year whilst waiting for Covid to settle down, but fingers crossed life will improve in the next few months.

I have received a letter from the Planning and Building Control department about the new Hippodrome planning application. I am very concerned that a new application has been sent in whilst the enquiry for the old application has been shelved due to Covid.

The notification acknowledges that "a great many people made comments to the Planning inspectorate in relation to the appeal" and goes on to state that those comments "will be read and considered by Council officers and by the appointed inspector if the matter is not resolved by the Council beforehand". Its not clear to me on what basis the Council might resolve the matter before the appointment of an inspector.

I have just called the Barnet Planning Service and asked the question "Will the comments from the previous application be considered". I have been told that no that will not be the case since this is a totally new application.

With everything else that is going on just now due to Covid etc it is possible that some of the people (our elderly residents) who objected/commented on the appeal although they feel strongly still might not muster the interest in restarting comments despite being unhappy about the situation, and this may make it easier for the owners to get the planning application granted.

I always value any information you may have or any advice you think we should follow.

Kind regards

[REDACTED]

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: Monday, February 15, 2021 4:13 pm
To: Freedman, Cllr Linda; Zinkin, Cllr Peter; Marshall, Cllr John; Grover, Cllr Rohit
Subject: Re: Golders Green Hippodrome

Anonymously sent.....with misleading information.

Barnet sent a consultation letter to all those who responded to the first application. This amounted to many hundreds of letters. The statutory requirement I believe is to contact those within 200m of the application site.

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
07970 870682

From: Freedman, Cllr Linda <Cllr.L.Freedman@Barnet.gov.uk>
Sent: Monday, February 15, 2021 4:08:07 PM
To: Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>
Subject: Golders Green Hippodrome

I've just had this put through my door...

Any
thoughts?





ome
it
5

Cllr. Linda Freedman,
Barnet Council, Edgware Ward

mob: [REDACTED]

From: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Sent: Wednesday, February 17, 2021 4:37:55 PM
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; [REDACTED]@Barnet.gov.uk>
Subject: RE: The Hippodrome

Dear Councillor Ryde,

They were sent in January – see attached.

Kind regards,

Fabien

Fabien Gaudin MRTPI
Service Director
Planning and Building Control
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel: 020 8359 4258 | Web: barnet.gov.uk



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From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: 17 February 2021 16:36
To: [REDACTED]@Barnet.gov.uk>
Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Subject: Re: The Hippodrome

Did you distribute the Q and A?

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: [REDACTED] <[REDACTED]@Barnet.gov.uk>

Sent: Friday, January 22, 2021 10:32:32 AM

To: Thomas, Cllr Daniel <Cllr.D.Thomas@barnet.gov.uk>; Cohen, Cllr Dean <Cllr.D.Cohen@barnet.gov.uk>; Cohen, Cllr Melvin <Cllr.M.Cohen@barnet.gov.uk>; Thompstone, Cllr Reuben <Cllr.R.Thompstone@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Rozenberg, Cllr Gabriel <Cllr.G.Rozenberg@Barnet.gov.uk>; Rawlings, Cllr Barry <Cllr.B.Rawlings@barnet.gov.uk>

Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Bates, Andy <Andy.Bates@Barnet.gov.uk>; Duffin, Dominic <Dominic.Duffin@Barnet.gov.uk>; Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>

Subject: The Hippodrome

Dear Cllrs

Following our meeting on Tuesday, please see actions noted below;

- Copy of the Transport Strategy - attached
- Copy of consultation letter to be provided - attached
- Develop a Q&A – draft questions attached
- Confirmation of the validation - the application is expected to be completed on Monday 25 January 2021
- Section 6 Group to be advised of the consultation commencement – officers to confirm when action is completed
- Officers to provide confirmation to Cllr Zinkin when the applicant has been advised – officers to confirm when action is completed
- consultation

The statement that was previously issued can also be found using this link
<https://www.barnet.gov.uk/news/golders-green-hippodrome-council-statement>

Kind regards

[REDACTED]

[REDACTED]
Member Liaison Lead Re

Address: 2 Bristol Avenue | Colindale | NW9 4EW

Mobile: [REDACTED]

Email: [REDACTED] <[REDACTED]@barnet.gov.uk>

Email: [REDACTED] <[REDACTED]@capita.co.uk>

Website: www.capita.co.uk/property



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Carter, Richard

From: Ryde, Cllr Shimon
Sent: 17 February 2021 16:42
To: Gaudin, Fabien
Cc: [REDACTED]
Subject: Re: Golders Green Hippodrome - Planning Applicatio 20/2988/FULL

Cllr Clarke has commented to that effect....

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Sent: Wednesday, February 17, 2021 4:39:51 PM
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Cc: [REDACTED]@Barnet.gov.uk>
Subject: RE: Golders Green Hippodrome - Planning Applicatio 20/2988/FULL

Dear Councillor Ryde,

Thank you for forwarding this email – as with all representations [REDACTED] name will not be published on the website.

Kind regards,
Fabien

Fabien Gaudin MRTPI

Service Director

Planning and Building Control

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: 020 8359 4258 | Web: barnet.gov.uk



Re

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From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: 17 February 2021 16:37
To: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Cc: [REDACTED]@Barnet.gov.uk>
Subject: Fwd: Golders Green Hippodrome - Planning Applicatio 20/2988/FULL

FYI

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: [REDACTED]

Sent: Wednesday, February 17, 2021 4:19:47 PM

To: Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>

Subject: Golders Green Hippodrome - Planning Applicatio 20/2988/FULL

[REDACTED]

One final note - I have filed a comment on the Barnet Planning Portal in support of the application. Given the links with some of the opponents to the far-right, is it possible for my name and address to be removed from the public view on the portal (I appreciate that these details would have to be available to the Council officers and elected members)?

Regards

--

[REDACTED]

Carter, Richard

From: Ryde, Cllr Shimon
Sent: 18 February 2021 09:03
To: Cohen, Cllr Dean; Gaudin, Fabien
Cc: Cohen, Cllr Dean
Subject: Re: Planning Application 20/2988/FUL

I think this is a good point however since the system, as far as I'm aware, doesn't differentiate between comments that either support or object to the application, I'm not sure what value there would be in showing the total number of comments other than to demonstrate the interest in the application which is already known.

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: Cohen, Cllr Dean <Cllr.D.Cohen@barnet.gov.uk>
Sent: Wednesday, February 17, 2021 9:50:23 PM
To: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Cc: Cohen, Cllr Dean <Cllr.D.Cohen@barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Subject: Fwd: Planning Application 20/2988/FUL
Dear Fabien

The resident is simply asking why the number of comments can not be recorded online, Instead of it saying 0 comments received.

Is there a reason why this cannot be done?

Kind regards

Dean

Get [Outlook for Android](#)

[REDACTED] [REDACTED]
Sent: Wednesday, 17 February 2021, 17:33
To: Cohen, Cllr Dean
Subject: Fwd: Planning Application 20/2988/FUL

-----Original Message-----

From [REDACTED]
To: Dominic.Duffin@Barnet.gov.uk <Dominic.Duffin@Barnet.gov.uk>
Sent: Wed, 17 Feb 2021 17:22
Subject: Re: Planning Application 20/2988/FUL

Dear Mr Duffin

Thank you for your prompt reply.

But you have misunderstood my request.

I am sorry to hear that there were offensive and inflammatory comments being submitted. However, that in itself, should indicate the strong feeling that residents in Golders Green feel.

However, I have not requested to see the comments, I have requested that the website should at least make note that comments have been made.

Your website falsely says - I quote "THERE ARE NO COMMENTS LODGED FOR THIS APPLICATION". This is not true - as you have just said in your email below, there have been comments - so why does the website say NO COMMENTS LODGED. That gives the impression that nobody has responded, ie nobody is interested - therefore the Application should be agreed - if there is no interest in commenting.

Also, could you please tell me how I can request to see the number of comments via the Freedom of Information team, ie who do I request the information from. Please give me the link.

AS I SAID - I AM SIMPLY REQUESTING THAT THE WEBSITE MAKE A NOTE OF HOW MANY COMMENTS HAVE BEEN LODGED.

I HAVE NO IDEA IF IT IS 10, 100, 500 ETC OR AS YOUR WEBSITE SAYS "0 COMMENTS".

I AWAIT YOUR RESPONSE

Sara Freilich

AGAIN I WILL SEND YOUR RESPONSE AND MY REPLY TO DEAN COHEN AND MIKE FREER.

-----Original Message-----

From: Duffin, Dominic <Dominic.Duffin@Barnet.gov.uk>

To: [REDACTED]

Sent: Wed, 17 Feb 2021 16:49

Subject: Re: Planning Application 20/2988/FUL

Dear [REDACTED]

Thank you for your email relating to comments you made in relation to this application and their availability. In response to the issues that were experienced at the time of the previous application on the site with regards to offensive and inflammatory comments being submitted, the Council has found it necessary to put in place a system whereby comments will not be publicly available. Comments will be provided on request via the Freedom Of Information team.

I hope this is of help in addressing your query.

Kind Regards

Dominic Duffin

Dominic Duffin BSc. MSc. MRTPI

Principal Planner – Development Management

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Web: barnet.gov.uk

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From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>

Sent: Thursday, February 18, 2021 2:32:34 PM

To: [REDACTED] Alan Jacobs [REDACTED]

Subject: Re: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Dear [REDACTED]

I have passed your comment on to officers and have asked for a response.

Best regards

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: [REDACTED]

Sent: Thursday, February 18, 2021 2:29:52 PM

To: [REDACTED] Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>

Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Dear Councillor Ryde

Public representations in respect of planning application Ref 20/2988/FUL at the Golders Green Hippodrome

Further to [REDACTED] email, I am concerned that the Council seem to be removing comments from their website in respect of the above planning application.

I am not sure whether the Council are trying to avoid arguments becoming too heated but by removing the comments it is having the effect of downplaying the level of local concern about the application and is acting to discourage more objections. At the very least, we have a need and a right to know how many objections have been issued at any one time.

It isn't simply that the Council are failing to publish (as they would usually) but that the Council are actively removing those comments as they appear on the website. This is public information that those affected by this proposal need, and are entitled, to have.

Therefore, could you please find out this information from the Planning Officers. It is more than reasonable that they keep a running count of these comments. If they have the time to delete them so assiduously, it is a small job to count them!

Thank you.

Tel: [REDACTED]
Fax: [REDACTED]

From: [REDACTED]
Sent: 18 February 2021 13:38
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Cc: [REDACTED] >
Subject: FW: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Hi Shimon

The Barnet Planning website suggests that there have only been 3 comments on the proposed Hippodrome application as of this morning. I gather that in reality the number of comments is far greater than this but for some reason comments are being taken down from the website making it impossible to gauge levels of engagement/apathy.

Rather than go through the cumbersome and somewhat tedious route of making (another) FOI request, it would be helpful if you could have a word with the planning team and see whether the comments can be left up in full ((save where inappropriate)).

Thanks

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: Thursday, February 18, 2021 2:36:08 PM
To: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Subject: Re: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Thank you

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Sent: Thursday, February 18, 2021 2:35:33 PM
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Dear Councillor Ryde,

As of this afternoon we have processed 157 objections, 122 supports and 2 comments.

There are 269 additional representations awaiting processing (these include objections and supports)

Kind regards,

Fabien

Fabien Gaudin MRTPI
Service Director
Planning and Building Control
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel: 020 8359 4258 | Web: barnet.gov.uk



Carter, Richard

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: Thursday, February 18, 2021 2:41:14 PM
To: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Subject: Fwd: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: Thursday, February 18, 2021 2:40:57 PM
To: [REDACTED]
Cc: [REDACTED] <[REDACTED]>
Subject: Re: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Noted. I shall alert the officer team that such a request is to be made.

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: [REDACTED]
Sent: Thursday, February 18, 2021 2:39:44 PM
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Cc: [REDACTED]
Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Thanks Shimon

Nearer the time we may wish to get some help to analyse comments (support and objections) based on location – as I recall last time around, the supporting comments mostly came from outside Barnet.

[REDACTED]

[REDACTED]

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>

Sent: 18 February 2021 14:27

To: [REDACTED]

Subject: Fwd: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

As requested.

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Sent: Thursday, February 18, 2021 2:35:33 PM

To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>

Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Dear Councillor Ryde,

As of this afternoon we have processed 157 objections, 122 supports and 2 comments.

There are 269 additional representations awaiting processing (these include objections and supports)

Kind regards,

Fabien

Fabien Gaudin MRTPI

Service Director

Planning and Building Control

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: 020 8359 4258 | Web: barnet.gov.uk



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Note that I will be on annual leave on Fridays until mid-March

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>

Sent: 18 February 2021 14:30

To: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Subject: Fwd: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Is it possible to give an indication of the total number of responses received to date.

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>

Sent: Thursday, February 18, 2021 2:29:09 PM

To: [REDACTED]
Cc: [REDACTED] >

Subject: Re: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Dear [REDACTED]

Unfortunately the comments can not be left up.

With respect to the number of comments I will ask officers.

Best regards

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From [REDACTED]

Sent: Thursday, February 18, 2021 1:38:14 PM

To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>

Cc: [REDACTED] >

Subject: FW: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP


Hi Shimon

The Barnet Planning website suggests that there have only been 3 comments on the proposed Hippodrome application as of this morning. I gather that in reality the number of comments is far greater than this but for some reason comments are being taken down from the website making it impossible to gauge levels of engagement/apathy.

Rather than go through the cumbersome and somewhat tedious route of making (another) FOI request, it would be helpful if you could have a word with the planning team and see whether the comments can be left up in full ((save where inappropriate).

Thanks

[REDACTED]



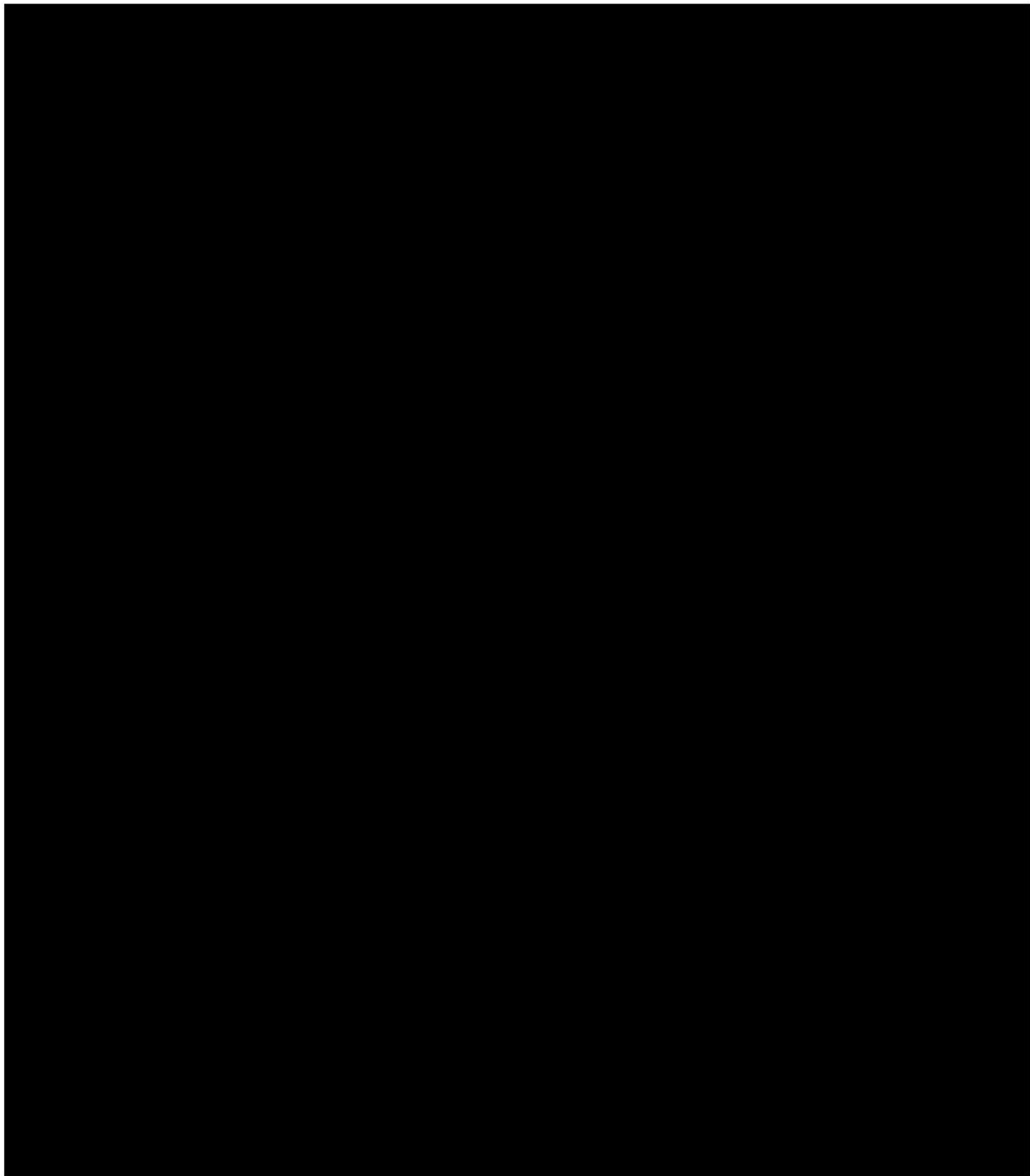
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From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: Friday, February 19, 2021 12:39:05 PM
To: [REDACTED]
Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Subject: Re: Writing a blog on Hippodrome plan for Jewish News?

Dear Josh

Thank you for contacting me.

As a member of the planning committee likely to decide this application, it is important that I remain and be seen to be open minded and not predetermined regarding planning applications yet to be determined. It would therefore be counter to guidance for me to make any comment prior to the application being determined.

I have copied in Fabien Gaudin, Director of Planning for the LPA, who can answer questions relating specifically to the application regarding processes and procedures.

Best regards

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: [REDACTED]
Sent: Friday, February 19, 2021 11:42:53 AM
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Subject: Writing a blog on Hippodrome plan for Jewish News?

Hi Cllr Ryde, hope you're well.

As I mentioned on the phone, we've been speaking to residents in Golders Green about plans for the Hippodrome.

Those opposed are telling us they feel they're being unfairly maligned for their opposition.

So we'd really like to run an opinion piece on the blogs section of the site from someone who is opposed to the plans setting out why they are.

It helps inform our readers in the area if someone sets out the case for planning permission not being given to see all sides of the argument.

Is that something you would be interested in writing, or if not, could point us in the direction of someone who is?

It would be around 500 words.

If you'd like to chat over the phone at all, I am on [REDACTED]

All best wishes, [REDACTED]

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: Monday, February 22, 2021 3:26:19 PM
To: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Cc: Bates, Andy <Andy.Bates@Barnet.gov.uk>
Subject: Re: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Why not add an extra line into the application description?

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Sent: Monday, February 22, 2021 3:25:22 PM
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Cc: Bates, Andy <Andy.Bates@Barnet.gov.uk>
Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Dear Councillor Ryde,

Apologies for the confusion. We have fully explored how to do this and it is unfortunately not possible as the online facility is not customisable at application level.

Kind regards,

Fabien

Fabien Gaudin MRTPI

Service Director

Planning and Building Control

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: 020 8359 4258 | Web: barnet.gov.uk





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Note that I will be on annual leave on Fridays until mid-March

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>

Sent: 22 February 2021 11:24

To: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Cc: Bates, Andy <Andy.Bates@Barnet.gov.uk>

Subject: Re: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Fabien I understand that. However when visiting the site and looking at the application, comments are invited in the normal way and the instructions around this are also as per any other application. It would be helpful and remove any confusion if it were stated that comments are being removed etc. How can this be done?

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Sent: Monday, February 22, 2021 10:52 am

To: Ryde, Cllr Shimon

Cc: Bates, Andy

Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Dear Councillor Ryde,

The counter on the website cannot be manually updated and the comments will only be released via an FOI.

Kind regards,

Fabien

Fabien Gaudin MRTPI

Service Director

Planning and Building Control

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: 020 8359 4258 | Web: barnet.gov.uk



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Note that I will be on annual leave on Fridays until mid-March

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>

Sent: 21 February 2021 18:26

To: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Subject: Fwd: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

FYI

From memory you advised that there is no way to indicate the process being used regarding comments?

Cllr Shimon Ryde
Childs Hill Ward
Chair of Planning Committee
[REDACTED]

From: [REDACTED]

Sent: Saturday, February 20, 2021 4:27:12 PM

To: Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>

Cc: Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>

Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

John

Thank you for getting back to me.

I think most people (including me) would agree that the removal of any offensive comments posted on the site is non-controversial.

But the wholesale removal of comments with no explanation on the site gives the impression that levels of comments and interest are low. This is clearly misleading.

You say you 'cannot believe that anyone thinks that this is non-controversial'. Ignoring your presumably unintentional double-negative, I would simply say that my conversations with local residents suggest that they do think this is controversial.

I would ask you to think again otherwise there is a high risk that any planning decision will be challenged whatever the outcome.

BTW, please can you explain what are you referring to when you say that 'the situation is not helped by untruths being told by opponents of the scheme'? This seems like a very one-sided view. I know there has been lots of noise, some of it unhelpful, about this application and its forerunners but, as far as I am aware, Markaz and their supporters have been just as guilty if not more of circling untruths, starting with the fact it wasn't a Mosque and then operating the site in breach of existing planning consents which led LB Barnet to issue the Enforcement Notice in the first place.

I am sure you will agree that it is critical that the current application and Enforcement Appeal are dealt with even-handedly. GGREG and the local residents are feeling somewhat abandoned right now. Money and time was being spent on preparing for an Enforcement Appeal hearing which has been delayed for obvious reasons but meanwhile, behind closed doors, Markaz was working with LB Barnet Planning Officers to submit a revised application. Coupled with the fact that previous comments apparently count for nothing, this has put the local residents at a disadvantage in their case against the mosque based on very legitimate concerns which I don't need to repeat here.

We need to find a way of handling the high-level of public interest in this application fairly. **I would ask you again to reconsider the arbitrary decision to take down all comments from the site and instead simply remove those which a sensible person might consider offensive if any such comments are posted. The alternative might be to ensure that the application's Comment Tab reflects the total number of comments actually received and on a daily basis the tab contains a short summary noting how many comments have been received in favour and against the application – this would at least ensure that those commenting (either way) would know that they are not alone!**

Regards

From: Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>

Sent: 20 February 2021 15:05

To: [REDACTED]

Cc: Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>

Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

[REDACTED] as you know ALL comments which are received before a decision is made, are taken into account. The reason that all comments are being taken down is very simply that on previous occasions in respect of this site there were offensive comments. Officers should not be put in the position of judging whether individual comments should or should not be displayed. I cannot believe that anyone thinks that this is non controversial. However, the situation is not helped by untruths being told by opponents of the scheme. John

From: [REDACTED]

Sent: 19 February 2021 18:55

To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Grover, Cllr Rohit <Cllr.R.Grover@barnet.gov.uk>; Marshall, Cllr John <Cllr.J.Marshall@barnet.gov.uk>

Cc: Craig Cowan <[REDACTED]>; FREER, Mike <mike.freer.mp@parliament.uk>; Sutherland-Thomas, Iain <Iain.Sutherland-Thomas@Barnet.gov.uk>

Subject: RE: Planning Inspectorate APP/N5090/C/19/3229937: Hippodrome, NW11 7RP

Dear Councillors

Public representations in respect of planning application Ref 20/2988/FUL at the Golders Green Hippodrome

Further to my correspondence this week with Cllr Ryde, I am writing to register my increasing concern about the fact that the Council are removing comments from their website in respect of the above planning application.

I appreciate that removing comments does not mean they are 'lost' but it gives the clear impression to anyone who logs in to register a comment that they are alone (or almost alone) in doing so which is putting many would be objectors (and perhaps supporters) from registering their views. I have had messages from several friends telling me that no one seems to be commenting and querying whether it was therefore worth their time so doing.

This seems to me to be a clear case of the Council misleading the public. If the website said nothing about the number of comments made that would be one thing, but for the website to say there have only been 1 or 2 comments as it does at the moment, is giving out false information which is liable to have a direct impact on the number of further comments received. When coupled with fact that comments re the previous application and enforcement procedure do not count in respect of this new application plus the short time-frame for commenting and lockdown rules which prevent easy corraling of local interest, you are in grave danger of not getting a proper sense of public concern.

Therefore, could you please either post all comments (including those previously taken down) with immediate effect or, at the very least, ensure that the site clearly states the number of comments received. I also think extending the time available to comment would be the right and proper thing to do given the above.

Thank you.



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Carter, Richard

From: [REDACTED]@sumco.co.uk>
Sent: Monday, March 1, 2021 1:04 pm
To: Peter Zinkin
Subject: RE: Appealsite Hippodrome

Thank you Peter, no wonder I could not find it, my secretary goes through my emails to clear out 'old issues'.
Best,
[REDACTED]

SUMMERS & CO.[®]
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6, Jacob's Well Mews
London W1U 3DY

Tel: [REDACTED]

E-mail: [REDACTED]@sumco.co.uk
www.sumco.co.uk

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From: Peter Zinkin [REDACTED]
Sent: 01 March 2021 12:51
To: [REDACTED]@sumco.co.uk>
Subject: Fwd: Appealsite Hippodrome

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]@sumco.co.uk>
Date: 5 November 2019 at 10:01:09 GMT
To: cllr.p.zinkin@barnet.gov.uk
Subject: FW: Appealsite Hippodrome

Dear Peter,
As requested by [REDACTED] I attach the letter sent on the 23rd of October.
Best,
[REDACTED]

From: [REDACTED]
Sent: 23 October 2019 09:59
To: 'Cllr.S.Ryde@Barnet.gov.uk' <Cllr.S.Ryde@Barnet.gov.uk>
Cc: Cllr.P.Zinkin@Barnet.gov.uk
Subject: Appealsite Hippodrome

Dear both,
[REDACTED] has asked me to send you the attached for your information.
Best,
[REDACTED]

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6, Jacob's Well Mews
London W1U 3DY

Tel: [REDACTED]

E-mail [REDACTED]@sumco.co.uk [REDACTED]@sumco.co.uk>
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From: Info
Sent: 23 October 2019 11:51
To: [REDACTED]@sumco.co.uk>
Subject: Message from KMBT_C280

From: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>
Sent: Monday, March 1, 2021 8:10 pm
To: Gaudin, Fabien
Cc: Zinkin, Cllr Peter; Ryde, Cllr Shimon; Bates, Andy
Subject: Re: Letter from your constituent Maryanne Neimann

Thank you, Fabien.

Cllr Anne Clarke
Childs Hill Ward, London Borough of Barnet
twitter @anne_clarke

Childs Hill food bank is open for all who need it 10AM-noon every Saturday at All Saints Church
More here- www.allsaintschildshill.com/childs-hill-food-bank/

From: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Sent: Monday, March 1, 2021 7:29:08 PM
To: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>
Cc: Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Bates, Andy <Andy.Bates@Barnet.gov.uk>
Subject: RE: Letter from your constituent Maryanne Neimann

Dear Councillor Clarke,

I do understand residents' concerns, which we had anticipated prior to deciding on this approach in January. Residents who received a consultation letter were informed of the arrangement for the publication of public comments. Our workaround for others has been to provide all those who might be approached by Members of the public (all planning officers, technical support staff manning phone lines and Members of neighbouring wards) with the list of FAQs to respond to queries. On the officers side it has been an efficient way to provide clarification to those enquiries.

You can forward me or Andy any queries from residents and we will ensure a response is provided promptly.

Kind regards,

Fabien

Fabien Gaudin MRTPI
Service Director
Planning and Building Control
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel: 020 8359 4258 | Web: barnet.gov.uk



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Note that I will be on annual leave on Fridays until mid-March

From: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>
Sent: 26 February 2021 08:34
To: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Cc: Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Subject: Fwd: Letter from your constituent Maryanne Neimann

I'm sure we've all had about a dozen emails with people citing the disappearing comments as a concern. I can understand this concern as it doesn't happen with other planning applications.

Is there somewhere we can point residents to on this so it's very clear why the comments are being removed? I have explained it to a number of individuals who I know personally, but it would be easier if we could point residents to something.

Many thanks,
Anne

Cllr Anne Clarke
Childs Hill Ward, London Borough of Barnet
twitter @anne_clarke

Childs Hill food bank is open for all who need it 10AM-noon every Saturday at All Saints Church
More here- www.allsaintschildshill.com/childs-hill-food-bank/

From: [REDACTED]
Sent: Thursday, February 25, 2021 1:43:19 PM
To: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>
Subject: Letter from your constituent Maryanne Neimann

This message was also sent to: Cllr Peter Zinkin, Cllr Shimon Ryde



LONDON
Barnet



Phone: [REDACTED]

Email [REDACTED]

Monday 22 February 2021

Dear Anne Clarke, Peter Zinkin and Shimon Ryde,

Yours sincerely,

Dear Councillors ,
Hippodrome Golders Green

I am writing to request my objection to D1 use of Hippodrome this is an
Iconic building build and Zoned for Entertainment

During the Covid it's unfair this has again been raised which raised
concerns that this time is being used unfairly and since many are
isolating .

I would also like to object that the effect of so many thousands
visiting from other areas after Covid is unacceptable for such a small
village and that
this could cause Congestion .

Furthermore that this was already rejected by Barnet and UK planning.

None of my neighbours received any information regarding this
application

However we were only notified of this
new application due to concern from
Local residents who heard about this
by word of mouth .

Considerable objections with screen shots have been send but
immediately removed from planning Portal !
Suffice to say that online it looks as though there are no objections !

Sincerely in disgust

f790f4378b23bd59516f/121f9ba5c908ea169f75

(Signed with an electronic signature in accordance with section 7(3) of
the Electronic Communications Act 2000.)

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email us so that we can update our records.]

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<https://www.fixmystreet.com/alert>

From: Peter Zinkin [REDACTED]
Sent: Tuesday, March 2, 2021 7:46 pm
To: Ryde, Cllr Shimon; [REDACTED] Zinkin, Cllr Peter; Clarke, Cllr Anne
Subject: Re: Golders Green Hippodrome - Planning Applicatio 20/2988/FULL

I fully support all of Cllr Ryde's words.
Regards

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From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Sent: Tuesday, March 2, 2021 7:39 pm
To: [REDACTED]; Zinkin, Cllr Peter; Clarke, Cllr Anne
Subject: Re: Golders Green Hippodrome - Planning Applicatio 20/2988/FULL

Mr [REDACTED]

Your original sent to all three ward members did not call for comment only for your name to be removed from public view which all comments have been.

I have stood up to racism of any type throughout my life and as someone who has been subject on numerous occasions to racist attacks on both myself and my family I understand how vile, dangerous and damaging it is first hand.

I have led with the officer team to silence those who would use this application as a sounding board for views which any right minded person would condemn.

As a planning committee member, should this planning application come to committee, guidance restricts me from commenting on the application, but let make it absolutely clear, those who make comments which are racist or inappropriate will be ignored.

Best regards

Cllr Shimon Ryde
Childs Hill Ward
Chair of Strategic Planning Committee
[REDACTED]

From: [REDACTED]
Sent: Tuesday, March 2, 2021 7:10:58 PM
To: Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Subject: Re: Golders Green Hippodrome - Planning Applicatio 20/2988/FULL

