

PLANNING AND ENVIRONMENT COMMITTEE

2 February 2012

ITEM 6

REPORT OF THE
ASSISTANT DIRECTOR OF PLANNING AND DEVELOPMENT
MANAGEMENT

BACKGROUND PAPERS – GENERAL STATEMENT

The background papers to the reports contained in the agenda items which follow comprise the application and relevant planning history files, which may be identified by their reference numbers, and other documents where they are specified as a background paper in individual reports. These files and documents may be inspected at:

Building 4, North London Business Park
Oakleigh Road South
New Southgate
London N11 1NP

Contact Officer: Mrs V Bell, 020 8359 4672

PLANNING AND ENVIRONMENT COMMITTEE

DATE: 2 February 2012

INDEX TO THE REPORT OF THE ASSISTANT DIRECTOR OF PLANNING AND DEVELOPMENT MANAGEMENT

H/04210/11

Page 1- 318

Mill Hill Ward

Barnet Copthall Stadium, Greenlands Lane, London, NW4 1RL

The erection of a community sports stadium (under Class D2) of the Town & Country Planning (Use Classes) Order 1987 (as amended) comprising:

- i.) the demolition of the existing east spectator terrace and “jumps area” and erection of new permanent spectator stand for up to 2,856, spectators (comprising 7,248 sq metres of new floor space) incorporating hospitality areas, restaurants and bar (1,470 sq metres - under Use Class A3 and A4); ancillary offices and supporters’ shop; indoor athletics training facility (1,536 sq metres); and surrounding pedestrian concourse and permeable surface piazza; and comprising ground source heat pump system, green roof and green walls, solar panels as well as bat and bird boxes;
- ii.) minor external alterations to existing spectator west stand and refurbishment of existing viewing area to provide seating for 600 spectators and 30 media personnel together with internal refurbishment to provide new changing facilities and accommodation for officials, medical staff, media and athletics club;
- iii.) the erection of four new demountable spectator stands to accommodate up to 5,988 spectators on match days between September and May, outside these months the stands will be removed;
- iv.) temporary pitchside standing spectator areas in front of proposed East Stand for a further 600 spectators and hoardings for the 16 match days (all of which are to be removed from the athletics track outside match days);
- v.) the excavation and re-surfacing of the existing football pitch and the laying out of a new artificial playing surface for rugby and community sport;
- vi.) removal of existing stadium floodlighting and installation of new more sustainable floodlighting for the pitch and relocated athletics facilities;
- vii.) removal of 12,061 sq metres of existing hardstanding (used as an overspill parking area) to south east of existing stadium and laying out of new “green” permeable surface area for parking up to 568 vehicles on match days and for other major events at the stadium and for use as informal sporting and recreation activities on non-major event days;
- viii.) the creation of a new “green” surface on the existing disused all-weather pitch to the rear of Copthall Cottages to create an area for informal sporting and leisure activities on all days except major event days. On major event days, the area will be used for coach and media vehicle parking subject to its being fully protected on such occasions by covering in accordance with detailed arrangements to be approved by the Local Planning Authority;

ix.) remodelling of the field events areas on land to the east of the proposed new East stand;

x.) diversion of existing culvert and construction of new swale area and reed bed and the reforming of existing ground on the eastern boundary of the site in order to accommodate spoil arising from the works on the proposed East stand;

xi.) retention and reinforcement of existing landscaping (including existing hedgerows) and provision of additional planting along the eastern and southern boundaries; and

xii.) erection of new 20m high replacement mesh fence on boundary with existing "Metrogolf" driving range.

Approve subject to Section 106

B/04065/11

Page 319 - 341

High Barnet Ward

Barnet Curriculum Centre, Byng Road, Barnet, Herts, EN5 4NS

Demolition of existing buildings and erection of single storey building plus lower ground floor for use as a children's hospice (Class C2) and a new single storey countryside centre with roof terrace. Development to include the provision of 26 car parking spaces (including 4no. disabled spaces and 2no. mini bus spaces), a cycle, bin and re-cycling storage area, 3no. equipped play areas, new drainage pond, new footpath adjacent to Byng Road, new fencing and hard and soft landscaping including timber walkways

Approve subject to conditions

LOCATION: Barnet Cophall Stadium, Greenlands Lane, London, NW4 1RL

REFERENCE: H/00928/11

WARD: Mill Hill

APPLICANT: Saracens Ltd.

Received: 4th March 2011
Registered: 18th March 2011
Expiry: 17th June 2011

PROPOSAL: The erection of a community sports stadium (under Class D2) of the Town & Country Planning (Use Classes) Order 1987 (as amended) comprising:

- i.) the demolition of the existing east spectator terrace and “jumps area” and erection of new permanent spectator stand for up to 2,856, spectators (comprising 7,248 sq metres of new floor space) incorporating hospitality areas, restaurants and bar (1,470 sq metres - under Use Class A3 and A4); ancillary offices and supporters’ shop; indoor athletics training facility (1,536 sq metres); and surrounding pedestrian concourse and permeable surface piazza; and comprising ground source heat pump system, green roof and green walls, solar panels as well as bat and bird boxes;
- ii.) minor external alterations to existing spectator west stand and refurbishment of existing viewing area to provide seating for 600 spectators and 30 media personnel together with internal refurbishment to provide new changing facilities and accommodation for officials, medical staff, media and athletics club;
- iii.) the erection of four new demountable spectator stands to accommodate up to 5,988 spectators on match days between September and May, outside these months the stands will be removed;
- iv.) temporary pitchside standing spectator areas in front of proposed East Stand for a further 600 spectators and hoardings for the 16 match days (all of which are to be removed from the athletics track outside match days);
- v.) the excavation and re-surfacing of the existing football pitch and the laying out of a new artificial playing surface for rugby and community sport;
- vi.) removal of existing stadium floodlighting and installation of new more sustainable floodlighting for the pitch and relocated athletics facilities;
- vii.) removal of 12,061 sq metres of existing hardstanding (used as an overspill parking area) to south east of existing stadium and laying out of new “green” permeable surface area for parking up to 568 vehicles on match days and for other major events at the stadium and for use as informal sporting and recreation activities on non-major event days;
- viii.) the creation of a new “green” surface on the existing disused all-weather pitch to the rear of Cophall Cottages to create an area for informal sporting and leisure activities on all days except major event days. On major event days, the area will be used for coach and media vehicle parking subject to its being fully protected on such occasions by covering in accordance with detailed arrangements to be approved by the Local Planning Authority;
- ix.) remodelling of the field events areas on land to the east of the proposed new East stand;
- x.) diversion of existing culvert and construction of new swale area and reed bed and the reforming of existing ground on the eastern boundary of the site in order to accommodate spoil arising from the works on the proposed East stand;
- xi.) retention and reinforcement of existing landscaping (including existing hedgerows) and provision of additional planting along the eastern and southern boundaries; and
- xii.) erection of new 20m high replacement mesh fence on boundary with existing “Metrogolf” driving range.

TABLE OF CONTENTS

Paragraph	INDEX	Page
	Recommendations	4
1.0	Summary	5
2.0	Procedure for determining the application	14
3.0	Relevant previous decisions	15
4.0	Corporate priorities and decisions	16
5.0	Key relevant planning policy	18
6.0	Description of development	19
7.0	Description of the site and surrounding area	34
8.0	Environmental Impact Assessment	37
9.0	Consultation	38
10.0	Planning appraisal	40
10.1	Sequential site assessment and town centre policies	40
10.2	Green belt	41
10.3	Facilities for sport, recreation and the community	63
10.4	Transport and movement	70
10.5	Design and landscaping	81
10.6	Amenities of neighbouring occupiers and users of the Copthall Centre	84
10.7	Noise and vibration	85
10.8	Air quality	87
10.9	Land contamination	88
10.10	Lighting impacts	89
10.11	Heritage and archaeology	90
10.12	Ecology and nature conservation	91

10.13	Water resources, drainage and flooding	93
10.14	Energy and climate change mitigation and adaptation	95
10.15	Designing out crime and improving community safety	96
10.16	Consideration of alternatives	97
11.0	Equality and diversity issues	97
12.0	Conclusions	99
APPENDICES		
Appendix 1	Heads of Terms for a section 106 agreement	
Appendix 2A	Conditions and Informatives	
Appendix 2B	Glossary of terms used in the conditions	
Appendix 3	Report on the consultation responses	
Appendix 4	Changes to the building footprint and surface treatment	
Appendix 5	Stadium indicative activities program	
Appendix 6	Applicant's statement	
Appendix 7	Illustrative plans of the proposal as proposed	
Appendix 8	Illustrative Computer generated images of the proposal	
Appendix 9	Key policy context and analysis	
Appendix 10	Highways and Transport	
Appendix 11	Site location plan	
Appendix 12	Photographs and photomontages	

RECOMMENDATION

Having taken into account all environmental information received by the Council under the Environmental Impact Assessment (EIA) process and giving full consideration to the environmental impacts of the proposed development, as well as taking into account the fact that this development is “inappropriate development” in the green belt (as defined in PPG2) and the presumed harm to the green belt caused by such inappropriate development and any other likely harm caused by the development and despite the conflict with certain relevant development plan policies and other guidance, it is concluded by the officers that:

- (a) there are very special circumstances which outweigh the harm caused to the green belt by virtue of its being inappropriate development; and
- (b) these very special circumstances and other material considerations also outweigh any other likely harm caused by the conflict with such policies and guidance; and
- (c) planning permission should therefore be granted for this development subject to the planning conditions and planning obligations described and for the reasons outlined in this report.

It is therefore recommended that the Committee resolve to approve the proposed development subject to:

1) The application being one of strategic importance to London, it must be referred to the Mayor of London and the Department for Communities and Local Government and the grant of permission in accordance with the Committee’s resolution will be subject to no direction to refuse or call in the application being received from the Mayor of London and no call-in Direction being made by the Secretary of State;

2) Subject to sub-paragraph 1) above and to the section 106 agreement (as explained in this report) being completed by the Council and other persons shown in the Heads of Terms appended to this report in Appendix 1 as having a requisite interest in the site before the planning permission is issued (and with TfL possibly being a party to the agreement if they so require in order to protect the strategic transport network), so as to effectively incorporate and transpose the Heads of Terms in Appendix 1 to the satisfaction of the Assistant Director of Planning and Development Management.

3) That (subject to obtaining the Mayor’s and the Secretary of State’s respective decisions not to direct refusal of permission and/or to call in the application) upon completion of the above Section 106 agreement the Assistant Director of Planning and Development Management be instructed to APPROVE the application reference H/00928/11 under delegated powers and grant planning permission subject to conditions substantially in the form contained in Appendix 2 (with such detailed amendments as the Head of Planning and Development Management may consider to be reasonable and necessary in the course of negotiating the detailed Section 106 Agreement and in the light of the Stage 2 response of the Mayor).

4) That authority be delegated to the Assistant Director of Planning and Development Management to prepare a summary of reasons for the decision to grant planning permission pursuant to Article 31 of the Development Management Planning Order 2010 and Regulation 21 of the EIA Regulations 1999 which are consistent with the reasons set out in this report.

1. SUMMARY

What are Saracens proposing for the Cophall Stadium?

Saracens propose to refurbish existing facilities at the stadium and to provide new facilities, including a new east stand. The new facilities will be used for up to 16 Saracens Home Rugby Matches a year and will remain available for a wide range of Community Uses including athletics, sports and other community uses, including substantial free of charge use by local colleges and schools throughout the year (except on Saracens' Home Match Days).

The proposals include the transformation of the large existing overflow car park into an informal sports and recreation area (the Southern Recreation Area) for use by the general public and this will include facilities for picnics and barbecues. The overspill car park is currently unsightly and underused and its transformation will have significant green belt, visual amenity and public recreation benefits which will help to mitigate the impacts of the proposed development and the proposed new east stand in particular.

The Draft Stadium Management Plan sets out in Section 2 a statement of the Saracens' Vision for the transformation of the Stadium and that is briefly encapsulated in the following quotation from Section 3 of the Stadium Management Plan:

"The Saracens vision is to create a sustainable, multifunctional community stadium and to ensure that it is used to the optimum in the interests of the health and well-being of people in the local communities of Barnet and other areas of London and achieving sporting excellence at all levels and in all sectors for which it will provide."

It is considered that the proposals will revitalise and secure the future of the existing Cophall Stadium, which has suffered some physical deterioration due to lack of public funds for necessary repairs and maintenance. The proposal offers a substantial private investment in the physical fabric of the Cophall Stadium which, combined with a coaching, training and mentoring package, is likely to deliver substantial community benefits in terms of sport, education and social activities. These benefits will be secured through planning conditions and obligations and will extend for so long as Saracens continue to occupy the stadium.

The application proposes the erection of a new East Stand, improvements and alterations to the existing West Stand, the erection of four demountable stands (which would be in place between September and May), the installation of an artificial playing surface in the Stadium, new modern floodlighting, alterations to the hard and soft landscaping of the site, diversion of the existing culvert, remodelling of the existing field events area, new and upgraded turnstiles and the erection of a more effective safety fence along the boundary with the neighbouring driving range.

The altered West Stand would accommodate approximately 600 spectators and also contain changing and sports medical facilities, a media lounge, offices and accommodation for officials and the athletics club. The external alterations would include cladding the west stand in timber and a composite material, alterations to the fenestration and the installation of new doors, ramps, stairs and balustrades. Parts of the stand would also be repaired and redecorated. During the rugby season (between September and May) an uncovered demountable stand would be erected in front of the permanent west stand. This would accommodate 2,156 spectators and cover four lanes of the athletics track.

The new East Stand would seat 2,856 and include restaurants and bars, offices for the Saracens Foundation and Saracens Rugby Club and an indoor athletics and sports training area. The Indoor Training Venue and the hospitality areas would provide versatile spaces for a range of community sports, leisure and athletics uses on non Saracens Home Match days. The exterior of the building would be finished in a mixture of green wall covering, timber cladding and composite cladding sympathetic to its Green Belt location. Between September and May a demountable stand would be erected to accommodate 1,546 spectators and there would be standing space for an additional 600 spectators.

Between September and May demountable stands would be erected to the north and south of the pitch accommodating a further 2,240 spectators.

As proposed the stadium would accommodate a maximum of 10,000 spectators at full capacity.

Saracens would be allowed to hold a maximum of 16 Saracens Home Matches a year at the Stadium and outside these times the stadium would be available for a wide range of community athletics, sporting and leisure uses.

In addition to the physical changes proposed, the Sporting Impact Study which accompanies the application identifies a number of positive sporting benefits (for a broad spectrum of community groups and age ranges) arising from the proposed development and its management. A number of these benefits stem from the work of the Saracens Foundation, which would be based in the stadium. This work includes outreach programmes with schools and other community organisations. The Applicant's Chief Executive has stated in one of the application documents¹ that "*... the revived Copthall Stadium will be a true community sports centre, with each of the sports facilities available free of charge to every school in the borough.*" This commitment and the general vision for the community stadium will be underpinned by the Stadium Management Plan which will be finally approved under the planning conditions and will be enforceable under the proposed section 106 agreement.

It is estimated that the proposals will result in around 83,000 non-match day community attendances per annum to the Stadium. This includes community usage of 48,000 attendances per annum (as an addition to the existing 35000 community visits to the existing stadium) in relation to the proposed multi-function community Stadium and excludes the estimated additional 75,000 persons involved in the Saracens Sport Foundation's outreach programme, which will largely be taking place at schools, colleges and other facilities in the borough away from the Stadium². Saracens' Home Match Day spectator attendances are predicted to be a maximum of 160,000 per annum.

The provision of facilities and use of the stadium for athletics by clubs, schools, colleges and the wider community are to be committed and controlled in the section 106 agreement which will be completed before any permission is issued. The application is accompanied by a draft Stadium Management Plan and a draft Estate Management Plan. These will be approved and reviewed from time to time under the recommended planning conditions and their objectives are to maximise the positive sporting impacts of the proposal and to minimise significant adverse impacts, including possible conflict between proposed use of the stadium and the other facilities on the wider Copthall Centre.

¹The Copthall Revival..... Revised" by Edward Griffiths (August 2011) at page 2.

² See Sporting Impact Study – paragraph 9.6.

The application has received letters of support from UK Athletics, Shaftsbury Barnet Harriers, Barnet and District Athletics Club and the Rugby Football Union. Sport England has not raised any objection to the application.

What will happen to existing users/uses of the stadium?

The two main uses of the existing stadium are for athletics and football.

The proposals would result in a number of positive changes to the athletics and sporting facilities at the stadium including the creation of a new Indoor Training Venue under the proposed new East Stand. This would accommodate six running lanes, a long jump and triple jump pit, junior pole vault area and throwing cage with netting. This area could also accommodate other sports and leisure activities including cricket nets.³

The construction of the East Stand on the existing 'jumps' area will necessitate the remodelling of the areas to the north of the Stadium to provide a replacement jumps facility with spectator area. To the west of this a replacement area for the shot put would also be provided. New lighting is proposed for the shot put, discus, hammer and javelin throwing areas and for the new jumps area. The applicant envisages that the re-modelled outdoor athletics facilities and other areas around the Stadium will present an ideal athletics facility, including cross-country hills.

The removal of the existing grass surface inside the Stadium and its replacement with an all-weather synthetic surface will provide an exceptional all-weather facility for athletics and other sports, but it could also result in its loss for javelin and hammer if and to the extent that the new surface is found to be unsuitable for these activities (and if so it these activities will be relocated within the outdoor facilities around the Stadium). Discus and shot put would be accommodated (using mats). The artificial surface can be used for training in running spikes up to 6mm (suitable for most events other than javelin) and would provide a more consistent surface throughout the year. The use of the present surface is restricted at times by it being water logged, frozen or going too hard in places during the summer.

Use of the track would be reduced to four lanes (from eight) between September and May, due to the position of the demountable stands required for Saracens' spectators. However, it is training which would be mainly affected and the track would be fully reinstated and available for the main athletics season. The athletics clubs have confirmed that they can accept this restriction in view of the other benefits to athletics resulting from the proposed development.

The Stadium and associated facilities would continue to be available for school sports days which would be able to take place in the improved facilities.

The proposed development will result in professional and semi-professional football no longer being played in the stadium, although it would not prevent other football uses as part of the Community Use of the stadium, including for schools and college events and training. Kentish Town Football Club have been using the Stadium (when pitch conditions permit) since 2007/8 and will have to find another venue to play matches. It should be noted that the Council has offered the club a number of alternative venues and continues to work with them to find a suitable site. A planning obligation is proposed to secure a contribution of £10,000 to be paid by the Saracens towards any necessary refurbishment costs required at a replacement venue, if such money is needed to enable Kentish Town FC to relocate to the alternative facilities.

³ See "The Cophall Revival..... Revised" by Edward Griffiths (August 2011) at page 2

This appears at paragraph 15 of the draft section 106 Heads of Terms attached to this report.

The activities and programmes offered by the applicant in the new facilities could deliver benefits for a wide spectrum of the population of Barnet and North London. The young and the elderly, school children and students, the economically deprived as well as the more affluent members of the community could be accommodated in the improved Cophall Stadium and the activities that Saracens are offering in the Stadium Management Plan.

How do the proposals accord with the Stadium's location in the Green Belt?

- **Why was the Cophall Stadium designated as Green Belt/What is its role as part of London's Green Belt?**

The inspector who dealt with the Barnet Football Club application considered that to varying degrees the area of green belt in which the application site is situated fulfilled four of the five purposes of including land within the green belt (PPG2 paragraph 1.5). The area of land prevents the neighbouring towns of Mill Hill, Hendon and Finchley from merging into one another, serves to check the unrestricted sprawl of the surrounding built up areas, safeguards green space from encroachment (although it was acknowledged the site could not be described as 'countryside') and assists in urban regeneration, by encouraging the recycling of derelict and other urban land.

It is considered that the area of green belt in which Cophall Stadium is located meets a number of the potential objectives for land within Green Belt (paragraph 1.6 of PPG2). The area provides opportunities for access to open green space (but not open countryside) for the urban population, provides opportunities for outdoor sport and outdoor recreation near urban areas, retains attractive landscapes and enhances landscapes, near to where people live, and secures nature conservation interest.

As far as is reasonably possible the Saracens proposals have been designed to respect the Green Belt designation of the Cophall Stadium area. The proposed development, particularly the East Stand, is nevertheless likely to have an adverse impact on the openness of Green Belt in the Cophall area but this impact is considered to have been mitigated by key elements of the design of the development and it is concluded that any residual impacts will be compensated for by the substantial community sporting, recreation, social and health benefits which the officers consider amount to very special circumstances that collectively outweigh any harm caused by the proposals.

- **Very Special Circumstances**

There is no fixed definition of what constitutes very special circumstances and each case must be judged on its particular merits.

In this context, it is relevant to acknowledge that the Cophall Stadium and the other facilities in the Cophall Centre already exist in the green belt and provide important and valued sporting and leisure facilities. Cophall Stadium has been used for athletics since it was first built in 1964 and has had improvements periodically since then, however the facilities have become somewhat out-dated and there is a need for improvements for which public funding is unlikely to be available. At the heart of the Saracens' proposal is the ability to secure substantial capital investment for improvements to ensure that Cophall stadium is enabled to perform its important community role on the basis that Saracens will use the stadium for up to 16 home matches per annum and will use the Stadium as its management base and as the centre for the various community activities undertaken by the "Saracens Sport

Foundation". This combination of capital investment and the inspirational management and operation of the revived stadium (and the potential spin-off benefits across the wider Copthall Centre under the influence of the Estate Management Strategy) are considered as important to the regeneration of the stadium and the delivery of substantial community benefits for all generations and across a wide spectrum of athletics, sports, recreational and social activities which will be optimised by the green belt location of the existing stadium.

As explained in the transport section of this report, there will also be benefits in terms of ensuring that the existing activities at the Stadium (and potentially the activities across the wider Copthall Centre) will be more sustainable, by virtue of the extension to such existing activities of the sustainable transport measures introduced to minimise car use on Saracens Home Match Days, including the introduction of two Saracens Community Coaches to assist in transporting local school children, students and other users to the stadium.

The applicant has carried out an extensive site search across the surrounding area (including sites outside Greater London) to identify whether sequentially preferable sites were available in non-green belt and/or town centre locations. This process examined and evaluated 43 sites against a range of relevant criteria and Copthall Stadium achieved the highest score. Officers consider that this search effectively demonstrates that there are no suitable sites available that could deliver the potential public benefits that the proposed scheme at Copthall could deliver, particularly in terms of providing funding for necessary repairs and improvements as well as the means of enabling sustainable access to an existing and highly valued stadium in the green belt and the consequent benefits in respect of healthy, sporting, educational and social activities to a large and diverse urban catchment, containing significant areas of deprivation and need.

No objectors to the scheme have put forward a specific workable alternative site in the area or put forward alternative proposals for the revitalisation and improvement of the existing Stadium.

The Sporting Impact Study which accompanies the application demonstrates that the application would have a significant positive impact on sport within Barnet and the wider area. These benefits relate to the overall enhancement of the athletics facilities at the Stadium, the provision of new facilities for rugby and the provision of facilities and outreach work for a range of sports centred community activities. A key element of this would be the work of the Saracens Sport Foundation (SSF), which would be based at the Stadium.

The application would also result in a net reduction in the area of hardstanding and unattractive impermeable spaces around the Stadium. The existing overflow car park to the south of the Stadium (12,061m²) and the disused all weather pitch to the north-west of the Stadium (2,884m²) would be broken up, re-landscaped with additional tree planting and surfaced with either grass or reinforced grass. These areas would include picnic and barbecue facilities (in the area to the south of the Stadium – defined as the "Southern Recreation Area") and would be available for public use and outdoor informal sporting and recreation activities on non-major event days. This transformation would also provide significantly improved "openness" in the green belt, as well as visual enhancement, greater ecological value and more sustainable drainage characteristics. These benefits would be available and able to provide public enjoyment in accordance with the objectives of the green belt for up to 349 days in a year (that is, for over 95% of the year).

A number of design aspects of the application proposals also contribute positively to the conclusion that, on balance, very special circumstances outweigh the harm that the proposal would cause to the green belt. These include the biodiversity enhancements that the scheme would provide, the sustainability features of the new stand (commitment to BREEAM 'excellent') and the enhancement in the energy performance of the existing West Stand, the removal of four of the demountable stands between May and September, the use of green walls and sensitive materials selection for cladding the new and existing stands and the additional tree planting proposed. These design features are described further in the next section of this summary and in the main report.

- **Green/ Green Belt sensitive features of the application**

The design of the proposed development incorporates a number of features which seek to respond sensitively to the green belt and green space context of the site.

Demountable stands would be used to accommodate 5,988 (of the total 10,000) spectators at the Stadium on Saracens Home Match Days. These demountable stands would be removed outside of the rugby season thereby reducing the scheme's impact on openness of the green belt at these times. The proposed planning conditions will control the height and size of these demountable structures as well as ensuring that their pre-season construction and post-season removal are safely achieved as quickly as reasonably practicable and without undue disruption to the athletics and other sporting activities.

It should also be noted that, unlike the Barnet Football Club proposals, the Stadium will not be fully enclosed. Even with the demountable stands erected and temporary match day arrangements in place the design allows views through the stadium in a number of directions.

The new East Stand is a significant building which at 20m at its tallest point is higher than the existing West Stand (11m high at the roof and 14m high at the roof supports). However, its appearance has been carefully designed so as to respond sensitively to its metropolitan green belt and green space setting. This includes the use of areas of green wall and climbing plants to soften the appearance of the building. The East Stand would use significant areas of timber cladding to provide a more natural finish. In addition to this areas of grey composite cladding have been used in places to break up the mass of the stand and assist in blending the building into the skyline. Also, the West Stand would be clad in places in timber and grey composite cladding.

The application proposes the retention of the hedges and the majority of the existing trees on the application site. 9 trees would be removed to allow the diversion of the existing culvert and creation of grassed mounds. However, approximately 79 new individual trees would be planted as part of the landscaping scheme. The planting proposed would reduce the visual impact of the development from a number of locations and provide new habitats. In addition to the habitats provided by new tree and shrub planting, the applicant will also commit to increasing the range of habitats on the site through the creation of a reed bed and swale, providing areas of green roof and green wall and erecting bat and bird boxes.

Details of the net reduction in the area of impermeable hardstanding surrounding the Stadium are outlined above. In summary these areas would be enhanced visually, provide improved drainage and be made available for a use that falls within the purposes and objectives of green belt, particularly on non-Saracens Home Match Days.

The application increases the number of lighting structures at the site to provide improved lighting to the athletics areas outside the main Stadium and create a safe environment in the parking and circulation space around the Stadium. However, the new lighting would be designed to minimise light spillage. The results of the computer modelling of the proposed lighting indicate that, with the exception of the presently unlit areas, light spillage away from the Stadium does not exceed that being created by the existing floodlighting installation. It should be noted that operation of the floodlighting and other lighting will be limited to times where it is needed and that the maximum (1000 lux) floodlighting would only be used for televised games which amount to approximately 4-6 times a year. Similarly lighting for the car parking areas would only be needed for any Saracens Home Matches held in the evening. Notwithstanding these points, the recommended conditions would impose a curfew of 10:00pm, beyond which floodlight use in the Stadium and athletics field areas would be prohibited.

What proposals are there to deal with spectators and visitors wishing to drive to the stadium?

It is accepted that the Stadium is currently relatively inaccessible by public transport and this has necessitated particular care in the design of the Stadium Travel Plan so as to encourage use of non car modes of transport and effectively manage the demand for car travel. The Stadium Travel Plan therefore covers all aspects of travel to and from the Stadium, including existing activities, employee trips and servicing and deliveries, as well as trips generated by Saracens' Home Matches. Initial concerns about travel on match days have been overcome by a combination of measures to encourage visitors to use sustainable transport options including Shuttle Buses (fare included in the match ticket) from nearby stations and Coach Services run by Saracens from existing supporter bases. This is proposed to be complemented by effective restrictions in car parking at the Stadium (where no additional car parking is proposed) and in the four proposed satellite car parks in the area around the Stadium. Supporter car Parking Restrictions in the surrounding areas will be introduced (funded by the applicant) subject to public/statutory consultation and will be on a basis which minimises inconvenience to the local communities and ensures that the Permit Costs do not fall on local residents.

A holistic Stadium Travel Plan will cover trips associated with all of the proposed non-match day activities at the Stadium and will set challenging modal split targets on the basis of effective sustainable transport measures, including the provision of the "Saracens Community Coaches" for the purpose of assisting school children and students to access the stadium.

How will any potential traffic problems around the stadium be alleviated?

If left unmitigated, it is more likely that significant adverse impacts would occur on Saracens Home Match Days than on other days when the Stadium is operating. Working with TFL, officers have considered the traffic modelling and other information supplied by the applicant and the measures needed to ensure that the traffic impacts of the Stadium in all modes of its operation are appropriately mitigated, particularly on Saracens Home Match Days.

The key measures considered to be necessary on Saracens Home Match Days are as follows:

- Positive measures to encourage a re-basing of the Saracens fan base so as to include a larger proportion of local residents who can more easily walk to the Stadium or easily attend matches by other sustainable travel modes
- Car Parking Restrictions to deter spectator car use and minimise congestion and other impacts on the local community

- Shuttle Buses to facilitate travel to the Stadium from key public transport interchanges
- Incentives to use Coaches from certain key supporter locations
- Other incentives to encourage the use of Public Transport
- Improvements to pedestrian links and provision of secure cycle parking
- Junction improvements in the form of enhanced operation of the traffic signals at Fiveways (Page St/A1/A41)
- On Saracens Home Match Days there will be a programme of events to encourage fans to attend matches early and to retain visitors after the match so as to spread the flow of trips to a more even level.

For all activities at the Stadium on non-match days, there will be stadium travel measures (STP Measures) tailored to minimise congestion and traffic impacts, as well as encouraging sustainable travel. As with the STP Measures applying to Saracens Home Matches, these STP measures will be effectively enforceable under the proposed conditions and planning obligations.

The Section 106 Agreement includes stringent provisions to ensure that performance of the Stadium Travel Plan is appropriately monitored and reviewed so that it fulfils its objectives in minimising transport impacts and encouraging sustainable travel. If further measures are required then the Council (in consultation with TfL) will be empowered to require them and Saracens will provide a deposit or bond by way of security to ensure that these measures are guaranteed to be delivered. The detail of the deposit or bond will be worked up as part of the S106 Agreement in accordance with the Heads of Terms.

How will the natural environment around the Cophall Stadium be protected?

The proposal includes a number of measures to protect and enhance the natural environment around the Cophall Stadium. These measures include:

- New trees. Although 9 trees will be lost it is proposed to plant 79 new trees (Design and Access Statement p31)
- Green roof and green walls on the east stand will provide various wildlife, visual and drainage benefits
- Control of lighting impacts – modern energy efficient specification which will minimise light pollution
- Site wide biodiversity and wildlife enhancements– additional planting, naturalisation and landscaping of the southern car park, provision of the reed bed and swale, green roof and green wall and bat and bird boxes.

How do these proposals differ from those submitted by Barnet Football Club in 1996?

There are a number of significant differences between the former proposal for the Cophall Stadium submitted by Barnet Football Club (BFC) and the current proposal. Full details are given in Section 10 of this report, including a summary table addressing some of the key relevant issues emerging from the BFC decision. Significant differences include:

- Overall the application site area is smaller in the Saracens proposal (12.8ha compared to 10.56ha) and a smaller area of the site is covered by buildings.
- The Barnet Football Club proposal was in essence two stadia whereas this time the existing stadium will be retained, extended and improved, in a way which substantially reduces the green belt impact compared to the previous scheme.

- Both the BFC football stadium and the second athletics stadium were wholly permanent; the Saracens proposal is partially demountable.
- BFC football stadium was fully enclosed and included a more or less constant building line of 16m, the Saracens proposal maintains views through the stadium: although the East Stand (at 20m) is higher than the BFC football stadium, the West Stand and the demountable stands are significantly lower than the BFC football stadium.
- The BFC scheme involved more extensive new associated impermeable hard standing. SRC's proposals will reduce the extent of current hard standing and are significantly less extensive than the BFC proposals.
- The SRC proposal includes a substantial package of Community Use and other public benefits, including free school use, a range of other community sporting and leisure uses enhanced by the community outreach work of the Saracens Sport Foundation.

How will the amenities of existing residents be protected?

The main report assesses all likely significant impacts on local residents in the context of the EIA process and the proposed mitigation measures. In brief summary the officers conclude that there will be no unacceptable impacts on residential amenity.

Brief details of the mitigation in relation to the key issues raised are as follows:

Traffic and Parking

The Stadium Travel Plan measures must be approved by the Local Planning Authority under (condition 67) before the first Saracens Home Match. This will include (subject to the Statutory Consultation Process) parking restrictions which will both limit match day parking in the area around the stadium and provide for the reasonable parking requirements of local residents. The Local Area Management Plan will also include policing and stewarding to minimise disturbance or inconvenience to residents. These documents will be modified and revised in the light of experience following the initial Matches and Major Events.

Noise

There are conditions which impose appropriate limits on noise levels at the relevant sensitive properties, including schools and dwellings. These are reinforced by the need for a Noise Management Plan to be approved before Saracens occupation of the stadium (condition 51).

Litter

The Local Area Management Plan requires Saracens to cover the cost of litter removal and collection.

Public Safety

This will in part be covered in the Local Area Management Plan arrangements and in part by in the relevant statutory process of licensing the stadium for the relevant matches and events under safety legislation.

Community Use of the Stadium

The Section 106 Heads of Terms set out the key principles to be reflected in the legal obligations in the Section 106 agreement. This will ensure community use of the stadium (including the informal recreation areas on the re-surfaced 'Redgra Area' and the Southern Recreation Area (re-surfaced overspill car park)) as well as the Indoor Training Venue and the other associated facilities.

These will be available for community use for over 95% of the year in accordance with the Stadium Management Plan and the Community Development Plan. The Saracens Sporting Foundation will be actively working with local community groups to encourage use of the stadium and its facilities.

The Conditions and Section 106 Agreement will provide strong measures to enforce these various protections and commitments by Saracens.

What measures will be in place to make sure that Saracens carry out the commitments made in their application?

The legal framework of commitment and control of the Development are analysed throughout this report and the draft proposed Conditions and Section 106 Heads of Terms are appended to this report. The officers consider, on the basis of clear legal advice, that this will provide a strong basis for ensuring that the community benefits of the Development will be delivered and that the mitigation measures and other safeguards and protections for the environment and general and residential amenity will be acceptably protected if the Development goes ahead.

2. PROCEDURE FOR DETERMINING THE PLANNING APPLICATION

The planning application for Cophthall Stadium was submitted in March 2011 and has since undergone extensive and thorough consultation. Revisions to the Environmental Statement (ES) and other planning application documents were submitted in September 2011. The Council then undertook a second round of consultation with both statutory consultees and other public bodies as well as local people and businesses. A summary of the consultation process and response is contained in section 8 below and in Appendix 3.

Under the terms of the Town & Country Planning (Mayor of London) Order 2008 the Greater London Authority has been notified as the application is within the thresholds of potential strategic importance to London. The application has been referred under the following categories: new tall buildings over 30m high; development which could prejudice the use of more than 2 ha of land currently used as a playing field; development on land allocated as Green Belt which would involve the construction of a building with a floorspace of more than 1000m² or a material change in the use of such a building; and development for a non-residential use which includes the provision of more than 200 car parking spaces.

The Mayor of London formally considered the proposal on 4th May 2011 and issued a Stage 1 report. An updated report (with a small change to paragraph 69) was issued on 11th May 2011. The contents of these reports have been considered by both the applicant and the Council and there have been discussions with the officers of the GLA and TfL to ensure that their concerns and comments have been properly addressed as far as is reasonably practicable. Further letters were received from the GLA and TfL on the 1st November 2011 and 24th October 2011 respectively. The comments made in these letters have also been properly addressed as far as is reasonably practicable. Should members resolve to grant planning permission for this Development, the application will be referred back to the Mayor of London prior to the issue of any decision notice. The Mayor has a period of 14 days from the date of notification to consider the Council's resolution before issuing a decision.

In addition to this, the Development proposed in the application has been advertised as a departure from the development plan in force relating to the Application Site. This means that should the Council resolve to grant planning permission then the application must be referred to the Department for Communities and Local

Government and the Secretary of State, who will then have a period of 21 days to consider the Council's decision and decide whether or not to the application should be referred to the Secretary of State for determination.

3. RELEVANT PREVIOUS DECISIONS

Barnet Cophall Stadium opened in 1964 and in that year it hosted the English Schools Championships, an event which was also staged there in 1977, following track improvements. It continues to accommodate two athletics clubs: Shaftesbury Barnet Harriers with some 550 members and the Barnet & District Athletic Club, with around 300 members. Both clubs provide grass roots participation but the Shaftesbury Barnet Harriers also provides coaching and competition up to Olympic level, with the club having had representatives at every Olympic Games since 1972. Current membership of the Club includes approximately 80 men and women who participate in athletics at a national standard at different age levels and it is likely that a proportion of them will be included in Team GB for the 2012 London Olympics.

It is recorded in the inspector's report in relation to the BFC called-in decision (see later discussion of that decision) that the Stadium had until shortly before that decision been used as a stadium for rugby league matches and that (together with demountable seating) there was capacity for approximately 6,000 spectators⁴ (However as the report below identifies this is not the capacity of the stadium at present). It was noted⁵ that the frequency of football matches would be "every other weekend and some midweek matches between August and May". There was also a suggestion that the BFC football stadium might be shared with a professional rugby club, which would mean that additional fixtures might take place at the stadium when there were no football matches⁶.

Since its construction a number of changes have been made to the Stadium and its associated facilities. In 1998 an application was submitted to re-site the long jump, triple jump and pole vault areas and to erect additional seating. This was approved in February 1999, implemented and remains in place at the present time. In April 1999 an application was submitted for the construction of a three storey photo-finish tower. This included a camera room, a processing room, facilities for the media, office and storage space. This was approved in July 1999, implemented and remains on the site at present. A called in application for an indoor sports arena on mainly undeveloped land was refused consent in 1987.

The most substantial and significant proposal for the stadium since its construction was that made by Barnet Football Club and Newco Limited in 1996. This related to the current stadium and land to its south. The application sought consent to construct "basically two new stadia"⁷ to comprise a new multi-sports stadium complex. The first stadium would be "enclosed"⁸ and comprise a new home for Barnet FC on the site of the existing Cophall Athletics stadium. The second was proposed to replace the existing athletics stadium and would have incorporated a running track for athletics, with an area within the track used principally for field events and for rugby

⁴ See Inspector's report (IR) – paragraph 2.4.

⁵ IR paragraph 5.38 – see also paragraph 6.34 where it states that there would be 30 matches per annum on a Saturday afternoon.

⁶ IR paragraph 9.11

⁷ See IR – paragraphs 3.1, 11.10 and 11.21 where the Inspector concluded that the football stadium & associated car parking would be "inappropriate development" and would seriously detract from the openness of the green belt. He had regard to the fact that with this development 7% of this part of the Cophall Centre would be covered by buildings. [This was in the context that the Barnet FC would be extending the developed area]

⁸ IR paragraphs 5.38 & 11.21.

football matches; this second stadium was to be built to the south of the main stadium on a site partly comprising the existing car park and partly on the overspill parking area. The complex was proposed to include indoor training facilities, children's playscape and crèche; restaurants, bars and function facilities; administrative offices and corporate suites; catering and toilet accommodation; changing rooms and ancillary facilities. The spectator seating in the main stadium proposed for football would have accommodated 10000 spectators and the second (athletics) stadium would accommodate 1000 spectators. The multi-sports complex was not to be financed or operated by Barnet FC – they were to be tenants and there were intended to be other tenancies granted to other sports users⁹ and, whilst Barnet FC were constructing the two stadia, they were not to be responsible for the future funding or viability of the multi-sports stadia complex. There was no guarantee or written agreement entitling Shaftesbury Barnet Harriers or Hendon RFC to be tenants of the new stadia.

There was proposed on-site parking and site access for 704 cars, 40 coaches and 10 emergency vehicles and there was an acknowledged need for a further 300 car parking spaces if the number of spectators exceeded 7000, for which the area of playing field immediately to the west of the existing stadium was identified and this was to be appropriately hardened to withstand car movements but would still be a grass surface¹⁰. The proposal included new planting and landscaping, but also involved the removal of 59 trees (mainly oak)¹¹.

Following the Council resolving to approve the Barnet FC application the Secretary of State issued a direction that it be called in for him to make a decision on. After a public inquiry in June and July 1998 the application was refused consent in June 1999. The reasons for this decision were that very special circumstances did not exist which outweighed the harm that would be caused to the Green Belt by the proposal and the project not being considered as appropriately located in terms of accessibility by a range of means of transport.

Later in this report, the key differences between the Barnet FC application and the current application by Saracens are analysed where they are most relevant so as, in part, to explain the officers' conclusions which underlie their recommendation that planning permission should be granted for the current proposal, taking proper account of the Secretary of State's previous decision and the Inspector's report in relation to that earlier proposal.

4. CORPORATE PRIORITIES AND DECISIONS

4.1 Barnet's Sustainable Community Strategy

Local Authorities have a duty under section 2 of the Local Government Act 2000 to prepare a community strategy for their area. 'Barnet: A Successful City Suburb, a Sustainable Community Strategy for Barnet 2010-2020' was published in 2010.

The Sustainable Community strategy was drawn up by Barnet's Local Strategic Partnership, which brings together organisations from the public, private, community and voluntary sectors. The key objective of the partnership is to improve the quality of life in Barnet by addressing important issues affecting those who live and work here, such as health, education, community safety, transport and housing.

The vision for Barnet states:

⁹ See IR paragraph 9.16.

¹⁰ See IR paragraph 3.4.

¹¹ See IR paragraphs 6.6 and 11.12.

"It is 2020. Barnet is known as a successful London suburb. It has successfully ridden difficult times to emerge as resilient as ever. The public service is smaller than before but the organizations within it, through effective partnerships, work together to deliver good services and there is a healthy relationship between them and residents who do things for themselves and their families.

Established and new residents value living here for the borough's excellent schools, strong retail offer, clean streets, low levels of crime and fear of crime, easy access to green open spaces and access to good quality healthcare.

Barnet is an economically and socially successful place. With high levels of educational qualifications and access to good transport networks, residents continue to have access locally, in other parts of London and beyond to jobs in a wide variety of different industries.

Barnet's success is founded on its residents, in particular through strong civic society, including its diverse faith communities, founded on an ethos of self help for those that can, and support through a wide range of volunteering activities for others. Different communities get on well together with each other".

To realise the vision, the strategy proposes priorities arranged under the following four key themes:

- (a) A Successful London Suburb**
 - Delivering sustainable housing growth
 - Keep Barnet moving
 - People have the right skills to access employment opportunities
 - Environmentally responsible
 - Supporting Enterprise (including Town centres)
 - A clean and green suburb
- (b) Strong Safe Communities for everyone**
 - Reduce crime and residents feel safe
 - Strong and cohesive communities
- (c) Investing in Children Young People and their Families**
 - Safety of children and young people
 - Narrow gap through targeting support at young people at risk of not fulfilling their potential
 - Prevent ill health and unhealthy lifestyles
- (d) Healthy and Independent Living**
 - Better health and healthy lives for all
 - Better access to local health services
 - Promote choice and maximise independence of those needing greatest support.

4.2 Barnet's Corporate Plan

The Council's Corporate Plan covers the period 2010/11 to 2012/13. The plan sets out the Council's vision for the organisation and the aspirations for Barnet as an organisation and place, serving its residents. The effective delivery of enhanced facilities and inspirational management in a well designed stadium at Cophall supports the priorities of the Corporate Plan.

As an example, the out reach work of the Saracens Foundation (which would be based at the stadium) with young people would build capacity within the borough to support such groups with positive extra-curricular activities. This assists in creating conditions for young people to develop skills and acquire knowledge that helps them to lead successful adult lives.

5. KEY RELEVANT PLANNING POLICY

5.1 Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan published August 2011 and the London Borough of Barnet Unitary Development Plan (UDP) which was adopted May 2006. These statutory development plans are the main policy basis for the consideration of this planning application. A number of strategic and local supplementary planning guidance and other documents are also material to the determination of the application. The key relevant policies, guidance and other documents are set out in **Appendix 9** of this report.

The Planning & Compulsory Purchase Act 2004 (as amended by the Planning Act 2008 and the Localism Act 2011) reformed the development plan system by replacing the UDP with the Local Development Framework (LDF). The LDF will be made up of a suite of documents, including the Core Strategy and Development Management Policies Development Plan Documents. Until the LDF documents are adopted the relevant policies within the adopted UDP still constitute the development plan.

5.2 The London Plan and Barnet UDP

Appendix 9 to this report contains an analysis which examines in some detail the policies which are most relevant to the planning application and appraises the proposed development against these statutory development plan policies.

The London Plan and the Barnet UDP contains a very large number of policies which are to a greater or lesser degree relevant and this analysis focuses on those which are considered to be most relevant to the determination of the application. In order to present the analysis in a readily readable form it is set out in **Tables 1 and 2**, which can be found in **Appendix 9** of this report. The tables list the policies, describe them and then provide a brief commentary to assess how the proposed development conforms to the requirements of the specific policies. Where appropriate, some policies are combined in order to avoid unnecessary repetition or disjointed discussion.

The overall conclusion is that while the proposed development represents a departure from certain development plan policies and national guidance, in this instance there are very special circumstances and other positive material planning considerations which outweigh the harm to the green belt in particular and any other identified harm or conflict with policy and which therefore justify a recommendation to grant planning permission on the basis of the framework of control contained in the proposed draft planning conditions and planning obligations. This is discussed in further detail in the relevant sections of this report below.

In subsequent sections of this report dealing with specific policy and topic areas, there is further discussion, where appropriate, of the key policy background. This is not repeated here.

The officers have considered the development proposals very carefully against the relevant policy criteria and have concluded that that the development will either fulfil them to a satisfactory level on the basis of the proposed mitigation measures and controls set out in the recommended planning conditions and Section 106

Obligations or that there are material planning considerations which justify a recommendation to grant planning permission, despite conflict with specific aspects of development plan policy and national guidance.

5.3 The Community Infrastructure Levy Regulations 2010 (as amended)

Planning obligations now need to meet the requirements of regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Officers have concluded, on the basis of appropriate legal advice, that the planning obligations recommended are legitimate and appropriate under these regulations.

6. DESCRIPTION OF DEVELOPMENT

The development for which consent is sought is composed of a number of key elements. These comprise alterations to the existing West Stand, the erection of a new East Stand, the erection of four demountable stands (which would be in place between September and May), the temporary installation of various match day facilities, the installation of an artificial playing surface, new floodlighting, alterations to the hard and soft landscaping of the site, diversion of the existing culvert, remodelling of the existing field events area and the erection of a fence along the boundary with the neighbouring driving range. As proposed the stadium would accommodate a maximum of 10000 (and restricted as such by condition) spectators at full capacity, but its use at that level will be limited by planning condition to a maximum of 16 Saracens Home Matches and a maximum of 2 other 'major event', which are defined as events involving a likely attendance levels in excess of 5,000 spectators, participants and other visitors.

Alongside the physical changes proposed the applicant is strongly committing to providing and encouraging substantially enhanced Community Use of the Stadium and the improved facilities at the application site in accordance with clear principles and parameters set out in the Draft Stadium Management Plan, which requires the Council's approval prior to first occupation of the improved Stadium. The Development will be required to deliver improvements in terms of the sustainable operation of the Stadium both in relation to its use for Saracens home matches and for all other activities at the stadium (including community use and staff activities); this improved sustainability will cover transportation, energy use and biodiversity, as well as the social and health-related aspects of sustainable development. These benefits would be secured through the planning obligations to be contained in the proposed Section 106 Agreement and these are outlined in the Heads of Terms which can be found in Appendix 1 of this report.

6.1 Stadium modes

The Stadium would function in three main 'modes' or 'configurations' across the year.

'Athletics' Mode

From mid May to early September the demountable stands required for Saracens home matches would be removed from the site and the track and associated sports facilities would be fully available to be used by the community (including the athletics clubs, schools and colleges as well as other groups and members of the public) for athletics, a range of other sports and activities, informal sporting and recreational use. The East Stand will include accommodation for hospitality, training and similar activities. The capacity for the Stadium as a whole in this mode would be 5000.

'Rugby Non-Match Day' Mode

From mid-September to early May the demountable stands would be in place (providing additional accommodation to achieve the 10000 capacity that Saracens

require for their home matches) and the stadium would then be in 'rugby non match day mode'. Except on the 16 Saracens Home Match Days and during periods of pre-season erecting (up to 14 days) and post-season removal (up to 7 days) of the demountable stands, athletics training would be able to continue on four lanes of the outdoor track at these times. The Indoor Training Venue under the East Stand and the other sporting facilities at the Stadium would be available for Community Use while the demountable stands were being erected and removed, but (apart from the field sports area to the east of the east stand which will be available to use up to around 11.00 hours on match days) these facilities would not be available for sporting use on the 16 Saracens Home Match Days each year. This is because further temporary structures, such as additional toilet accommodation and concession stalls (as described below), will be installed (mainly on the northern and southern concourses within the stadium) on match days. These temporary structures will be required to be delivered, installed and removed within the match day itself so as to minimise the use of the Stadium and associated facilities and in particular to enable the four lanes of the track and all other facilities to be used outside the maximum of 16 Saracens Home Match Days.

At the beginning and end of each rugby season the demountable stands will be erected and fully dismantled in accordance with detailed method statements to be approved by the Council under the planning conditions and enforceable under the propose Section 106 Agreement. The erection of the stands would take up to two weeks and the dismantling would take up to one week, but there will be an obligation to carry out these works as quickly as reasonably practicable within these periods. Once they are dismantled the temporary stands and their associated parts will be removed from the site. Immediately following each Saracens Home Match all temporary match day facilities (specified above) would be removed from the Stadium or stored in locations which would not impede athletics or Community Use of the Stadium and associated facilities or impact adversely upon the green belt or general enjoyment of the Copthall Centre. This would be controlled through the SMP and will be enforceable under the Conditions and Planning Obligations.

'Rugby Match Day' Mode

On a maximum of 16 days a year (between mid September to early May) the Stadium would thus be in Saracens rugby home match day mode. As outlined above on these days athletics training would not be possible at the Stadium (other than on the field sports area to the east of the East Stand which will be available to use up to around 11.00 hours on match days). On such days, temporary areas for standing spectators, track protection measures and pitch side hoardings (to separate spectators from the pitch) would be installed, along with temporary concessions spaces (including within the Indoor Training Venue and tents), additional toilet facilities, ticket sales area, ground covers, television screens and other facilities for the media. Essentially, all facilities at the Stadium will be available for community uses in accordance with the Stadium Management Plan (SMP) on all non-match days, subject to minor restrictions.

Track Protection

Track protection measures would be in place where the demountable stands or other temporary structures are proposed on parts of the running track as part of either the temporary match day set up or for the seasonal positioning of demountable stands. The Stadium Management Plan (SMP) and Construction Management Plan (CMP) would be used to regulate (through conditions and planning obligations) what takes place within the facility in each mode and the transformation between the different modes (drafts of these have been submitted with the application) so as to protect these facilities from damage and to minimise disruption to their use and enjoyment by the athletics clubs and other members of the community.

6.2 West Stand

The altered West Stand would accommodate approximately 600 spectators and also contain changing and medical facilities, a media lounge, offices and accommodation for officials and the athletics club. The media facilities would accommodate between 30 and 50 persons and include TV camera broadcasting positions. The external alterations would include over cladding the proposed building in timber and a composite material, alterations to the fenestration (windows) and the installation of new doors, ramps, stairs and balustrades. Parts of the stand would also be repaired and redecorated. During the rugby season (between September and May) an uncovered demountable stand would be erected in front of the permanent west stand. This would accommodate 2156 spectators and cover four lanes of the athletics track. Between mid September to early May it is proposed that a removable external fabric canopy be erected adjacent (to the north-east) the existing (athletics club) building to be used as a ticket sales office to the south of the west stand on the south-west perimeter of the stadium boundary. As outlined later in this report, there will also be significant improvements to the west stand in terms of its sustainable energy performance.

6.3 East Stand

The erection of the new east stand would involve the demolition of the existing east spectator terrace and jumps area. The new stand comprises 7248m² of floorspace over four levels and provides permanent covered stands for approximately 2856 spectators. The stand would incorporate catering facilities, servicing and WC facilities, hospitality boxes, restaurants and bars (use classes A3 and A4) covering 1470m², offices (use class B1) for the Saracens Foundation and Saracens RFC covering 1212m², supporters shop (use class A1) covering 200m², an indoor athletics training area covering 1536m² and plant rooms. An enclosed service yard would also be provided.

It is proposed that the indoor athletics training area in the east stand would accommodate up to 6 running lanes, long jump, triple jump throwing cage and junior pole vault and changing facilities. On 16 match days this area would be covered with protective flooring and used for match day concessions. The Sporting Impact Study submitted with the application identifies that, outside of match days, this area has the potential to be a versatile space for a range of community and athletics uses. As well as providing facilities on match days the hospitality function areas (first floor) and ground floor bar area would provide multi use functional accommodation and meeting spaces for community and sports groups. The hospitality facilities will also be used for Saracens Sport Foundation training and development sessions as well as being promoted as a venue for commercial use for seminars, conferencing, business training, banqueting and social events, subject to the recommended conditions and obligations.

The stand would have a mono-pitch canopy with an 0.8m deep fascia supported by cantilevered lattice beams and rise up to a height of approximately 20m (at pitch side). The ends of the stand would be glazed with vertical and horizontal frame members. The exterior of the building would be finished in a mixture of green wall (covering approximately 150m²) covering a wire frame, timber cladding and composite cladding. Creepers would cover parts of the building including elements of the south stair tower and north elevation and a green sedum roof will cover the projecting flat roofed central section of the east side of the new stand. A preliminary Building Research Establishment Environmental Assessment Methodology (BREEAM) evaluation expects the East Stand to achieve a rating of 'Excellent' and the proposed Conditions are underpinning that commitment. The stand will

incorporate a rainwater harvesting system to supplement the mains water requirement for WC flushing.

Between mid September to early May a demountable stand would be positioned in front of the permanent East Stand. This would accommodate approximately 1546 spectators and cover four lanes of the athletics track (which would be suitably protected from damage). On Saracens Home Match Days standing space for approximately 600 additional spectators would be provided in front of the demountable stand on the (protected) track.

6.4 North and south stands

Between mid September to early May covered demountable stands would be in places inside the north and south 'D' areas of the athletics track. The north stand would cover the steeplechase pit at this time and accommodate 1400 standing spectators. The south stand would accommodate approximately 840 seated spectators.

6.5 New pitch

The Development would involve the excavation and removal of the existing pitch inside the track. After the installation of the apparatus for the proposed underground geothermal energy system, (as described later) the existing pitch would be replaced with a new artificial playing surface of the same size (7452m²). The existing hammer, discus, javelin, shot put, high jump, long jump and triple jump facilities inside the running track would be relocated as part of this. The new surface would accommodate discus and shot put (using mats). The new pitch probably could not be used for javelin and hammer although this is currently being investigated and evaluated. However, facilities (run up and cage) would also be provided for these events if and to the extent that a means of these events being acceptably accommodated on the artificial pitch can be found. Other new facilities for track and field events are also provided in the areas to the north and east of the main Stadium. The artificial surface can be used for training in running spikes up to 6mm, which is suitable for most events other than javelin. Use of the pitch for professional and semi-professional football would not be permitted through the imposition of planning restrictions. During the athletics season high jump facilities are proposed for the southern end of the stadium with the run up inside the southern 'D' and the mat on the pitch. The running track (area 5352m²) would remain as present.

6.6 Athletics event areas outside the main stadium

The application proposes that the areas to the north of the Stadium would be remodelled to provide a new jumps area with facilities for the pole vault, long jump and triple jump to replace the existing facilities currently located on the site of the proposed east stand. This new facility would include an area for spectators. To the east of the stadium a new (replacement) area for the shot put would be provided to the immediate north-west of the existing javelin, hammer and discus area. To achieve the gradient requirements needed for both the throwing and jumping areas earthworks would be required in both areas. An existing shot put area and hammer and discus area would be removed from the land to the south-east of the stadium.

6.7 Diversion of existing culvert and land reforming works

The application seeks consent for the diversion of an existing culverted watercourse which presently runs under the area where the new east stand would be located. The watercourse would remain culverted in its relocated position. In the area to the east of the stadium, beyond the throwing area, two new landscaped mounds are proposed. These would be created from material (approximately 5400m³) excavated on the site. The steep surfaces these provide would offer training facilities for

'incline' cross country running training. The application proposes the creation of a swale and reed bed on the existing grassed area to the west of the southern mound.

6.8 Changes to building footprint and surface treatment

The changes proposed under the application in terms of building footprint and treatment of the surfaces on the site are shown in detail in Appendix 4 and Table 4 (below). The application proposes the 'greening' of two existing areas of existing impermeable hard surface. The existing approximately 12061m² area of hardstanding used for overspill parking to the south-east of the stadium is to be broken up, removed and levelled and then replaced by a mixture of reinforced grass, trees and ground planting. This area would not be marked out as a car park in order to maximise its visual and amenity value. On Saracens Home Match Days (and possibly, subject to the approval of the Council, for other Major Events) this area would be used to provide car parking spaces, using stewards to marshal the orderly parking of vehicles. On other days this area would be available for use by the public for informal recreation and general amenity and will include barbecue facilities and a number of picnic tables and benches for public use. A timber knee rail is proposed along the eastern boundary of the areas between the car park and a public right of way to separate vehicles from users of the path.

The second 'greened' area (2884m²) involves the resurfacing of the disused all weather (Redgra Area) surface to the north-west of the Stadium with reinforced grass or grass. On match days and other Major Events this would be used for coach and broadcast vehicle parking and the green surface will be protected by a temporary covering. The route of vehicles to access this area would also be formed of a suitable temporary protective covering. On other days this could be used for informal sporting and leisure activities.

The footprint of permanent buildings on the site would increase by 2917m² as a result of the construction of the proposed East Stand. When they are in place, the total demountable stands would have a footprint of 2684m². As is clear from the above description new areas of hard surface would be created at the site and other existing areas of hard surface would be removed as result of the proposal. These include the new jumps area and an area of hard surface around the proposed East Stand. As Table 4 shows the total net footprint of permanent development and demountable stands on the site (having regard to the criteria set out in paragraphs 3.8(b), C4 and C5 of PPG2) would decrease by approximately 6408m² as a result of the proposal. This is largely due to the re-surfacing of the overspill car park and the "Redgra" area and it is an important consideration both in assessing the impact of the proposed development on the green belt and its impact on visual amenity and the increased value of the site for informal sport or recreation and its ecological value. 2896m² of the new hard surface (entrance piazza) to the south of the east stand would be formed as a permeable surface.

The temporary 'match day' facilities are not included in the table as they would only be in place for up to 16 match days each year. Conditions have been recommended to limit the size of these structures and their installation and removal on Saracens home match days will be regulated and enforceable under the proposed Section 106 Agreement.

6.9 Replacement mesh fence on boundary with Metrogolf

The application seeks consent for the erection of a new 20m high replacement safety fence along the boundary of the site with the Metrogolf facility to the north of the stadium. This would be up to 170m long with 20m high supporting posts spaced at approximately 25m along its length. Each supporting post would be 1m wide, triangular cross section and composed of 3 columns of tubular steel with a supporting

framework between the columns. The mesh between the posts would be composed of nylon netting and 10mm horizontal supporting cables spaced at 5m intervals up the posts. This would replace an existing fence in this area that is approximately 15m high and is intended to provide increased public protection for those using the field sports area from stray golf balls.

6.10 Floodlighting

The application proposes the replacement of the existing six column mounted 25m tall floodlights for the main stadium with two column mounted 34m tall floodlights and three groups of four mounted on the underside of the east stand canopy. The new column floodlights would have lighting at two levels, the 34m level lighting (with 49 luminaires) would be used for rugby and international athletics event illumination levels. A lower 25m level of lighting (with 9 luminaires) would be used for other athletics events. The proposed lighting in the Stadium would not result in any greater levels of light spill than the existing lighting and will use up to 60% less energy (over a 10 year life cycle) compared to the conventional floodlighting currently existing at the stadium.

New column mounted lighting is proposed for three of the athletics areas outside the main stadium, the shot put area (one 15m high column with 2 luminaires), the javelin/hammer/discuss throwing area (six 21m high columns with 2 or 3 luminaires) and the jump and pole vault area (two 18m high columns with 3 luminaires). All luminaires are 1500w. Twenty seven 8m tall column mounted lanterns are proposed for the vehicular entrance off Greenlands Lane, car parking areas and circulation route. The control of the roadway and local parking area lighting will be separately controlled to enable restricted operation on Saracens Home Match Days (and possibly – subject to LPA approval – other Major Events days) only. A proposed Condition would ensure that the lighting in the Southern Recreation Area was only used during these limited times.

6.11 Landscaping

The submission proposes the retention of the majority of existing trees within the application site. 9 trees, to the east of the east stand and in the northwest part of the site, would be removed. The Environmental Statement specifies that 79 new trees would be planted in various locations across the application site as part of the landscaping proposals. Approximately 23% of these would be planted as 'whips' that would grow into full size trees. Additional shrub and hedge planting is also proposed. The new mounds created as part of the land-forming works would be landscaped with a mixture of trees (on their east side) and grass. A swale and reed bed would be formed to the west of the southern mound. The proposed hard landscaping is described above. All of the existing hedgerows in the site would be retained and protected in accordance with the relevant best practice guidance. At least 20 bat and 20 bird boxes would be installed at various locations within the site as part of the proposals.

6.12 Energy

The Energy and Sustainability Statement submitted with the application proposes a range of energy demand reduction and renewable energy measures to reduce carbon dioxide emissions from the east and west stands. Energy demand management measures proposed include insulation, using double glazing for windows and energy efficient lighting and the use of taps and showers which reduce hot water demand. The existing gas boiler in the west stand would also be replaced with a more efficient condensing gas boiler and they will also insulate the building above the roof if and to the extent that it is shown to be structurally feasible and significantly beneficial. Renewable energy measures proposed comprise a ground

source heat pump (to contribute to space heating and cooling in the east stand) and photovoltaics for the East Stand and a solar thermal array for the West Stand.

It is estimated that the energy measures proposed for the new East Stand would result in a reductions of 10.67% and 20.87% in total (regulated and unregulated) and regulated carbon dioxide emissions respectively compared to a building constructed to comply with the minimum requirements of part L of the 2010 Building Regulations. 7.58% of the reduction in total carbon dioxide emissions would come from renewable energy. It is estimated that the energy measures proposed for the West Stand would result in a reductions of 7.88% and 7.85% in total (regulated and unregulated) and regulated carbon dioxide emissions respectively compared to the existing building. 2.4% of the reduction in total carbon dioxide emissions would come from renewable energy.

The demountable and temporary stands and seating would not have any heating, cooling or hot water facilities in the structures themselves. The lighting associated with these stands would be low energy and fitted with a switch that turns the lighting on automatically when the lighting level falls below an acceptable standard (15-20 lux). Such switches would also be installed on the lighting in circulation areas.

The Energy and Sustainability Statement submitted estimates that the stadium floodlighting system proposed would, through the design of the projectors, lamps and control equipment used, provide energy reductions of up to 60% (over a 10 year life cycle) compared to the equivalent conventional floodlight currently existing at the stadium.

6.13 Parking and access

Vehicular access to the application site is from Champions Way (off Page Street) and Greenlands Lane (off the A1 Great North Way) and the existing physical access arrangements would be the same under the proposal. Pedestrian access to the stadium is possible from the north-west along Champions Way and Greenlands Lane, from the north via a path from Pursley Road and from the south by a footpath adjacent to the allotments to the south of the 'overflow' car park area. The footpath linking the Stadium to Pursley Road is identified as the primary route for pedestrians using the shuttle bus services who will disembark at designated temporary bus stops on Pursley Road, as shown in Figure 6.3 of the Transport Assessment.

Access into the Stadium enclosure would be provided by upgraded turnstiles (six turnstiles in each case) on the north-west and south-west edges of the existing stadium perimeter. A new bank of 10 turnstiles would be also installed at the southern end of the stadium enclosure, including the VIP access. The new and upgraded turnstiles would include disabled access facilities. In addition to these turnstiles, new gates would be installed in the southern and north-western parts of the stadium enclosure. All players, coaching staff and match personnel would enter the Stadium through the West Stand. All spectators would enter the Stadium through the turnstiles. On non-match days pedestrian access into the Stadium itself would be as existing, except for (a) the addition of the new and upgraded turnstiles and (b) new gates to be provide for service access and post match spectator egress in the north western and southern boundaries of the Stadium.

Under the Draft Stadium Travel Plan, 700 car parking spaces would be provided at the site in total on Saracens Home Match Days and possibly (subject to the Council's approval in accordance with the Stadium Travel Plan and the relevant planning conditions and section 106 obligations) for other Major Events, which are defined as any other events likely to attract 5000 or more spectators and/or participants. The resurfaced 'overflow' car park to the south of the site would provide a significant

proportion of the 700 spaces (although these would not be marked out). Approximately 650 additional car parking spaces would be provided off site in four 'satellite' car parks on Saracens match days and (where appropriate and subject to Council approval) other Major Events. These satellite parking areas comprise Barnet College (359 spaces), Hasmorean High School for Girls (79 spaces), Copthall School (100 spaces) and Dollis Junior School (115 spaces). In total 1350 car parking spaces would be provided on Saracens match days and (where appropriate and subject to Council approval) other major events: up to 1200 of these spaces would be for spectators and up to 150 would be for operational purposes (such as playing squads, media, match day officials and stadium staff, senior Saracens staff and corporate partners).

This parking provision will be reviewed in accordance with the Comprehensive Monitoring and Review Programme both before and after Saracens' First Occupation in order to ensure (amongst other considerations) that the level of parking will be consistent with achieving the Car Driver Mode Split envisaged in the Transport Assessment and that the other STP Objectives are achieved (including the minimisation of transport impacts and encouragement of sustainable transport choices) – the STP Objectives and STP Measures are explained later in this report, together with an explanation of the Comprehensive Monitoring and Review Programme in relation to the STP.

300 cycle parking spaces would be provided for the Development in total, 200 of these would be within a covered cycle stand to the south-west of the Stadium and the remainder would be located to the north of the West Stand. On-site parking spaces for motorcycles (and motor scooters and similar powered two wheeled vehicles) would be provided on site. On Saracens Home Match Days and (where appropriate and subject to Council approval) for other Major Events, the resurfaced all weather pitch to the north-west of the Stadium (known as "the Redgra Area") and its access from Greenlands Way, would be protected with a temporary cover and used to provide on-site parking for up to 34 Coaches. The remainder of the space would be used to provide parking facilities for the broadcasting media.

The application is accompanied by a Draft Stadium Travel Plan in all of its modes, which has been developed further as part of the negotiations with the applicants in agreeing the Section 106 Heads of Terms. It will be part of the documentation to be placed on the planning register with the Draft Section 106 Agreement in accordance with Article 36 of the Development Management Procedure Order 2010. The Draft Stadium Travel Plan is to be appended to the Section 106 agreement and will be subject to the Comprehensive Monitoring and Review Programme to ensure that it effectively achieves the STP Objectives as defined in the Section 106 Agreement (see later). A draft Local Area Management Plan has also been submitted and this will also be subject to the Comprehensive Monitoring and Review Programme to ensure that it provides effective control and mitigation of impacts on Saracens Home Match Days and (where appropriate) for other Major Events. These documents include a range of measures that the Council and TfL have negotiated with the applicant to manage traffic and parking demand and to encourage sustainable modes of transport, as well as protecting public safety and the general amenity of the local communities.

6.14 Providing access for all members of the community

The Design and Access Statement identifies a number of elements that the proposed development would incorporate in respect of providing inclusive access for all members of the community. 70 dedicated disabled parking spaces will be identified in the car parking areas at the stadium (10% of the total) on match days and an additional 130 spaces would be provided for blue badge holders. The permanent

East Stand would provide 16 designated wheelchair (plus helper) spectator positions and 24 ambulant disabled (plus helper) positions. 56 designated covered positions for wheelchair users and helpers would be provided at the front of the north and south stands. 48 ambulant disabled spaces would also be available in these stands. In addition to this a further 36 wheelchair positions could be made available in the East Stand should demand require them. These would increase the total number of wheelchair spectator positions potentially available to 108.

The buildings and external areas would be designed with reference to the guidance contained within the Sport England document 'Access for Disabled People'. Access to the buildings would be through a level approach and the minimum requirements of the Building Regulations (Approved Document M) and British Standard 8300:2009 would be met or exceeded in all instances. Wheelchair and disabled access would be provided to all parts of the stadium beyond the stands, including toilets and hospitality facilities. The Design and Access Statement submitted also confirms (at 4.4.2) that the proposal will incorporate dedicated accessible changing and toilet facilities to suit people with specific needs. Section 11 of this report provides a full analysis of the equalities and diversity impacts of the application.

6.15 Community sporting social, coaching and participation and educational impacts of the proposals

In contrast to the previous BFC scheme, the current application is proposing a multi-functional community stadium which will operate for community sports, leisure and other community activities on all days of the year with the exception of up to 16 days per annum when the stadium will accommodate Saracens home matches. The Saracens Vision, which will be used as a benchmark for the approval of matters under the recommended conditions and under the Section 106 agreement, is in the following terms:

“Saracens are proposing to transform the existing stadium at Barnet Copthall into a vibrant multi-purpose community sports venue that will deliver a lasting sporting legacy for the Borough of Barnet and the wider community of north London. The Stadium will be designed, built and managed to ensure that the following key objectives are achieved:

(i) A sustainable first class sporting venue for one of Europe’s premier rugby clubs and one which will serve as a beacon of sporting excellence to inspire everyone in the community, as well providing a vibrant heart to the communities of Barnet and North London;

(ii) A new base for the already highly applauded community outreach services of the Saracens Foundation to enable its community service to be extended and developed within Barnet and the wider communities of north London;

(iii) Facilities that will provide a wide range of top quality shared sporting and athletics facilities which will be promoted and available for use by schools, colleges, clubs and other community groups throughout the whole year and on a basis that the Saracens activities will create superb opportunities to inspire and develop sporting excellence across a range of sporting activities;

(iv) Optimal benefits in terms of sporting excellence at all levels and sectors in the community, as well improved facilities around the stadium for informal open air leisure activities and recreation for the enjoyment and well-being of whole community;

(v) The principles of sustainability will be integrated into the design and construction of the stadium and carried through into its long-term management;

(vi) The stadium will be designed so as to minimise harm to the openness of the Green Belt (and in some respects to improve its openness) and to add real quality and interest to the local landscape;

(vii) Saracens RFC (in partnership with the London Borough of Barnet) are eager to leverage out the benefits of this dramatic transformation of the Stadium by extending their creative energy and resource into the management and operation of the wider facilities and attractions at the Cophall Centre, by means of the Estate Management Strategy for the whole of the Cophall Centre.”

The Draft Stadium Management Plan indicates the scope of community activities which are envisaged to be accommodated at the improved and extended Stadium in accordance with this vision if this proposed development is permitted. A copy of the **Indicative Activities Programme** incorporated into the Stadium Management Plan is appended to this report at Appendix 5. In brief summary, this programme indicates that for the vast majority of days in the year the Community Use and enjoyment of the Stadium, the Indoor Training Venue, the field sports area and the track will predominate – this will include a guaranteed minimum of 30 daytime hours per week Community Use free of charge (including local schools). There will also be substantial use by local colleges and by the resident athletics clubs, whose future use of the Stadium will be secured over the long-term (at least 30 years on the basis of indexation of existing rental terms) under the agreements that they have reached with Saracens¹², subject obviously to permission being granted and the Council granting a lease of the Stadium to Saracens. The agreement with the resident clubs will also require Saracens to maintain and/or replace the athletics facilities and equipment as and when reasonably required, so that the recent decline in the Stadium should be avoided in the long-term future. These provisions will be reinforced by the Section 106 Agreement and the Stadium Management Plan.

The SMP also indicates active use (other than on up to 16 Saracens Home Match Days) of the hospitality suites in the new East Stand for conferences and training – this will in part comprise private hire events but will also involve substantial Community Uses, including training events and other educational and personal development training organised by the Saracens Sport Foundation as described in the Sporting Impact Study and the Applicant’s Statement, set out in Appendix 6, which was submitted with the revised application documents in September 2011. The Applicant’s Statement is appended to this report because it contains a succinct and direct expression of Saracens’ commitment to ensure that the development will deliver “a **multi-sports facility ... that .. Provides exceptional facilities for community sport, indoor and outdoor with capacity to accommodate a broad range of codes**”. This statement also outlines the significant effect that the Saracens’ occupation of the Stadium will have in inspiring people of all ages to become involved in healthy sporting activities, both in terms of the active coaching and mentoring of community sporting and athletics groups and educational institutions and in the effect of local people being able to “rub shoulders” with sporting heroes and to identify closely with one of Europe’s most successful rugby clubs based at the heart of the Borough.

¹² See Sporting Impact Study – paragraph 2.18 – 2.21. [Appendix 16.1 to the Revised Environmental Statement (September 2011)]

The **Sporting Impact Study** is an independent assessment prepared by a specialist consultant and it considers these proposals against national, regional and local policy objectives for community sport, recreation, health and well-being. It describes in some detail the likely impact of the proposed development in relation to a wide spectrum of the population and a wide range of activities. It notes that for more than 95% of the year, the improved Stadium's use will be for community and other (non-Saracens) sporting uses and it assesses the sporting impacts on a range of sectors including:

- Athletics
- Further & Higher Education
- Children & Young People
- Volunteering & Coach Development
- Community Participation
- Other Cophall Centre Users
- Rugby.

In all of these sectors it identifies a range of positive impacts and benefits that are likely to be delivered by the proposed development. The **Sporting Impact Study** also seeks to quantify the sporting impacts and estimates that there will be approximately 48,000 additional visits to the Stadium on days other than Saracens home match days as a result of the proposed development – these estimates represent the likely increased community use and enjoyment of the Stadium across these sectors. Added to these additional visits to the Stadium, there are estimated to be approximately 79,000 visits by the Saracens Sport Foundation to schools, colleges and other centres across the Borough and the wider North London Sub-Region as a result of the re-basing of the Foundation at Cophall as part of their outreach programme¹³.

The following information, taken from Appendix 3 to the Sporting Impact Study, summarises the broad sectoral breakdown of their detailed estimates of increased community usage.

Barnet Cophall Stadium Sporting Impact Analysis - Current and Projected Annual Usage – Stadium (Source – Appendix 3 to the Sporting Impact Study)

Current Annual Total

Athletics

Club Training Nights 8,205 Based on Athletic Club Figures

School Meetings 13,500 Based on 54 meets x average 250 pupils

Club Meetings and Events 9,350 Based on Athletic Club Figures

Football

Matches 2,520 Based on 24 matches x 30 players/officials plus 12 matches with 150 spectators

Training 900 30 weeks x 2 days x 15 players

¹³ Sporting Impact Study – paragraph 9.8.

Current Total 34,475 (cross check with GLL based on avge uses = 35,000 to 38,000)

Projected

Athletics:

Club Training Nights 15,505 Based on Athletic Club Estimates

School Meetings 17,500 Includes indoor athletic league

Club Meetings and Events 15,100 Based on Athletic Club Estimates with additional meets and higher spectator numbers

Education Use: 7,020 Includes schools, FE and HE use. Based on 60 pupils 3 times a week for 39 weeks

Community Use: 8,000 Based on 40 attendees 4 times a week for 50 weeks

Multi Sports Club Sessions: 6,000 Based on 40 attendees 3 times a week over 50 weeks

Learning Zone Educational Sessions: 4,680 Based on 20 attendees 6 times a week for 39 weeks

Vocational Training Sessions: 4,680 Based on 20 attendees 6 times a week for 39 weeks

Community Dance: 3,000 Based on 30 attendees 2 times a week for 50 weeks

Disability Sport: 1,500 Based on 15 attendees 2 times a week for 50 weeks

Projected Total 82,985

Its conclusions contain the following statements:

“10.6 [T]he proposals will provide significantly more than a match day venue for Saracens. The Stadium will be a hub for sporting, community, educational and vocational development, and a focus for outreach work into schools, clubs and areas of deprivation. It will meet identified sporting need and use sport to achieve a range of outcomes at local and regional level.

10.7 With hardly any exceptions, therefore, the Saracens proposals will be of significant sporting benefit at both London Borough of Barnet and London levels. They will contribute to the furtherance of national, regional, sub regional and local strategies. Substantial increases in community and education participation in sport and recreation are projected, both within the Stadium itself and through the Saracens Sport Foundation outreach programmes.

10.8 From a sporting impact perspective these proposals are fully supported by planning policies and objectives at all levels, national, regional and local, as well as contributing significantly to the strategic objectives of the relevant governing bodies of sport.”

These conclusions should be considered in the context of recent decline in the physical fabric at the stadium and the lack of resources to carry out the necessary works of maintenance, repair and renewal needed to ensure that the stadium will meet the needs of the community in the medium to long-term future. It is also relevant to note that, amongst other facilities that the proposed development will provide, there are particular physical elements for which there is an identified London-wide and Sub-regional need (and a deficit against need): these needs particularly relate to –

- Synthetic grass pitches (which enable all-weather use), of which approximately six further pitches are required in Barnet alone and 12 in the North London Sub-region¹⁴.
- Indoor athletics Centres¹⁵ for which there is a substantial additional identified need.

As members will be well aware and as recognised at a strategic level in the GLA/Sport England commissioned report in 2010¹⁶, recent financial constraints on public finances and the prospect of a continuing need to reduce public expenditure are likely to mean that the necessary financial resources are unlikely to be forthcoming in the foreseeable future. In these circumstances, Saracens' willingness to invest some £18m in the improvement of these facilities as well as their commitment under the Section 106 Agreement to provide long-term management on a basis, which will help to fulfil the objectives of the Council's strategy, as expressed in **"Creating an Active and Healthy Future – a Sport, Physical Activity and Physical Education Strategy for Barnet 2008-13**, and the Mayor's strategic objectives expressed in **"Securing a Legacy from London 2012 – The London Strategy Plan"**. These strategies apply to all members of the community across the full age and ability spectrum, with some priority given to the encouragement of active and healthy lifestyles for those less likely to participate in sport and activity by providing a better range of opportunities, high quality facilities and improved coaching, mentoring and competition.

The developers will be required to deliver the Saracens vision in relation to the Stadium and its associated facilities and also to work with the Council and other stakeholders at Copthall in leveraging out these benefits across the wider Copthall Centre. The Copthall Centre "could rightly be considered as a sub-regional Community Sports Hub"¹⁷ and as such enjoys Sport England's national policy support. The Sporting Impact Study reports that discussions with the existing operators of the other facilities at the Copthall Centre indicate very widespread support for the proposed development in view of the catalytic effects that they will have in regenerating the Copthall Centre as a whole. This will in turn help to achieve the strategic aims of government at national, regional and local level.

This revival of the fortunes and benefits of Copthall Stadium (and potentially the wider Copthall Centre) will come at a particularly appropriate time (a) when challenging economic times could generate or exacerbate social stresses in the

¹⁴ Sporting Impact Study - paragraph 1.46 – quoting the independent GLA/Sport England report (August 2010).

¹⁵ Sport Impact Study - paragraphs 2.11 and 2.12.

¹⁶ An Evidence Base for Sports Facilities in London – the basis for Strategic Sports Facilities Planning Across London (Commissioned by the GLA and applying Sport England's Facilities Planning Model) August 2010

¹⁷ Sporting Impact Study – paragraph 7.45.

community (and related crime and antisocial behaviour) to which the broad range of activities envisaged at the Cophall Centre could be an antidote and (b) when the legacy of the London 2012 Olympic Games will raise awareness of the benefits, excitement and importance of sport and related activities to the communities of Barnet, the North London Sub-region and London as a whole.

In this context, it is relevant to quote from the **Sporting Impact Assessment** which in turn draws from **Sport England’s publication “Developing Sustainable Sports Facilities” (July 2008)** in the following terms:

“7.48 Sport England accepts the reality that local authorities are financially challenged and that “the long term financial sustainability of leisure facilities needs to be addressed to allow for new first-class facilities to be developed but also to ensure these are sustainable on a long term basis”.

7.49 Developing partnerships with the private and commercial sectors to address the long term financial sustainability of facilities is seen as key to tackling likely under investment and turning it into a positive approach to long term sustainability. This is illustrated in Figure 1 below.



Turning under-investment into a positive investment: the cycle

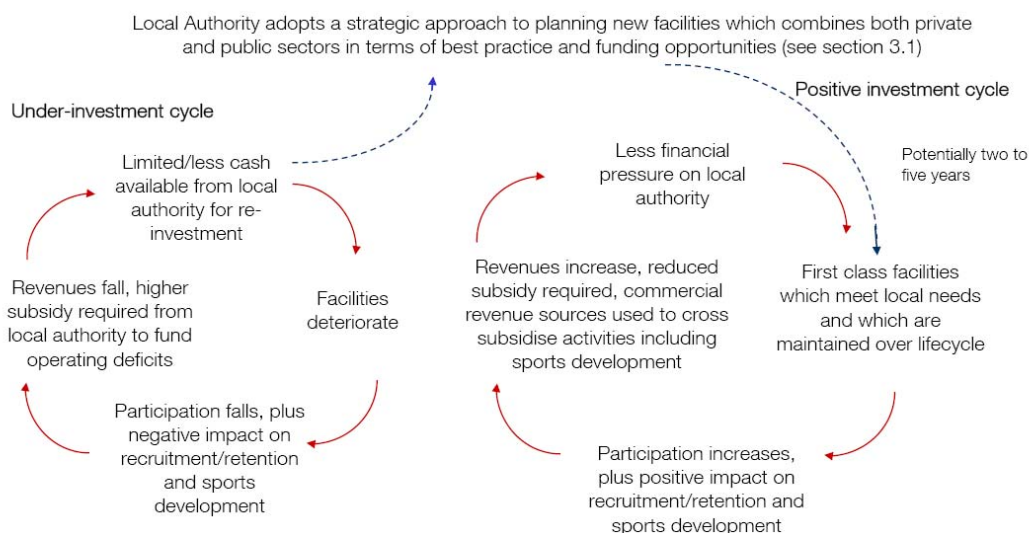


Figure 1

7.50 At the current time the Cophall site has all the hall marks of a major community sports hub, encompassing public, commercial and third sector provision, but it has no coherent strategic and “joined up” approach to its future sustainability and development. There are no formal linkages in place between all the site providers and no agreed plan to maximize the health, social and well-being benefits the site can offer.

7.51 The Saracens proposals begin to address this:

- *Through the very act of providing a major tenant of international standing on the site, it will be essential that there is cooperation between the users of the site for very pragmatic reasons – the planning of events, match day*

organisation etc. The mechanism for this coordination has already been established through the creation by Saracens of the Copthall Community Sports Group and the Draft Stadium Management Plan and the Estate Management Strategy will provide a coherent and effective plan for securing the Saracens vision for the Copthall Centre as a whole.

- It requires a relatively small step to extend the role of this group to taking a more coherent and strategic approach to both the sustainability of the site as a whole and developing linked initiatives to promote and programme the site to maximise the benefits to the site stakeholders and the community.
- The Saracens proposals follow the sustainable community sports facilities model by linking with non-sporting bodies in schools, further and higher education, community welfare, to develop initiatives focused on health improvement, education, life-long learning, and social exclusion. By coordinating the provision of these with other site providers the potential to heighten the overall "offer", increasing the benefits to the community, and increasing usage and hence sustainability of the other facilities, is substantial.
- For at least part of the site – the Stadium and its ancillary facilities – the sustainability in terms of ongoing repair and maintenance is now guaranteed through investment by Saracens;
- The Stadium's sustainability in terms of usage is significantly enhanced through the provision of additional and upgraded facilities, which have the potential to also be used by other site stakeholders e.g. cricket clubs using indoor nets, Hendon and Mill Hill rugby clubs using the all weather pitch for matches if their grounds are waterlogged or frozen;
- As a number of other site users have identified, the location of Saracens home ground at Copthall will bring with it national TV coverage, greater awareness of the site and, as an adjunct, greater awareness of the other facilities on the site. The perception of these users is that this could assist in the ongoing financial sustainability of their facilities through encouraging additional usage.

7.52 In summary, the Copthall site is a significant sporting and leisure hub with excellent transport links, serving both the London Borough of Barnet and the wider North London region. However, there is no overall strategic approach to either its management or ongoing sustainability. The Saracens proposals address the future sustainability of the Copthall Stadium and its ancillary facilities and, by raising awareness of the site and its location, potentially contribute to the sustainability of the other facility providers.

7.53 In addition, of necessity, the proposals are acting as a catalyst towards a more coordinated approach to the overall management of the site, which – with the right processes in place – has the potential to bring significant sporting and community benefits through a strategic approach to site development, investment, and sports and social programming.

7.54 It is this latter impact which probably is of the greatest importance, as without the Saracens development a sports and leisure site of significant potential could continue to operate as a mix of disparate parts. The Saracens proposals bring with them both a raised profile for the site and the catalyst for bringing those disparate parts together, with the potential to deliver sporting, social, health and

educational benefits by creating a whole that is greater than the sum of its parts.”

The officers entirely agree with this analysis. This application is therefore considered by officers to represent an extremely rare and timely opportunity to deliver substantial sporting, leisure, educational and social benefits in the borough and at the Copthall, community sports hub, at a time when they are likely to be most valued and needed and when they are unlikely to be delivered without such private investment.

Careful consideration of the application documents has led officers to conclude that this very substantial community benefit is an important part of the “very special circumstances” which will be needed to outweigh the harm that inappropriate development in the green belt is presumed to cause under paragraph 3.2 of PPG2 and to which harm substantial weight is required to be attached before planning permission is granted for such development.

This point is considered further in the analysis of the application contained later in this report, along with the other potential benefits in terms of sustainable energy and sustainable transport. These benefits are considered both in terms of the near future for the Stadium and its associated facilities and potentially in the longer term across the wider Copthall Centre, by virtue of the Estate Management Strategy.

7. DESCRIPTION OF THE SITE AND SURROUNDING AREA

7.1 The application site

The application site covers an area of approximately 10.57 hectares in the Mill Hill Ward. The site includes Copthall Stadium which was built in 1964 and in that year it hosted the English Schools Championships, an event which was also staged there in 1977, following track improvements. It continues to accommodate two athletics clubs: Shaftesbury Barnet Harriers with some 550 members and the Barnet & District Athletic Club, with around 300 members. Both clubs provide grass roots participation but the Shaftesbury Barnet Harriers also provides coaching and competition up to Olympic level, with the club having had representatives at every Olympic Games to date since 1972. It is recorded in the Barnet FC inspector’s report that the stadium had until shortly before that decision been used as a stadium for rugby league matches and that (together with demountable seating) there was then capacity for approximately 6,000 spectators¹⁸ (see report below for description of the capacity at present). The stadium presently includes an athletics track, football pitch and various athletics training and warm up areas. The site includes land immediately to the west and east of the stadium and an area of rough tarmac ‘overflow’ car parking to the south-east of the stadium. The stadium is presently used by Shaftesbury Barnet Harriers (an athletics club), Barnet and District Athletics Club and Kentish Town Football Club. It is also used by various schools and a range of other organisations for events, such as sports days.

The stadium forms part of the Copthall Centre, which also comprises other major sports facilities, including the Barnet Copthall Swimming Pool and Leisure Centre, the Metro Golf Driving Range, Hendon Golf Course, Hendon Rugby Club, Power League 5-a-side all weather football pitches and Chase Lodge Playing Fields as well as extensive pitches and facilities for cricket and football. The Copthall Centre is one of the Borough’s most important and prestigious sporting and leisure sites and in the Barnet FC public inquiry the evidence showed that it was at that time attracting

¹⁸ See Inspector’s report – paragraph 2.4.

approximately 600,000 visits per annum¹⁹. It should be noted that the Power League facility was under construction at that time and so it is likely that the number of trips attracted to the Copthall has increased since that time.

The site can be accessed from the west along Champions Way (off Page Street) and from the south-west along Greenlands Lane (off Great North Way). Other (pedestrian and cycle only) routes into the site include a link from Pursley Road to the north of the stadium along a footpath which runs to Copthall Leisure Centre. The site presently contains approximately 700 car parking spaces in total. This includes around 450 spaces on the overflow car park to the south-east of the stadium. The Public Transport Accessibility Level (PTAL) of the site is 0. At present the stadium is enclosed by a variety of types of fence. Under the proposed development these will be altered in the ways described in section 6.13 of this report.

The area of land to which the application relates is covered by a number of designations relevant to the assessment of this application. These include as green belt, metropolitan and district park which also serves as a local park (this designation extends beyond the site to the surrounding Copthall Centre) and an area of special advertisement control. These designations extend beyond the boundary of the site. Copthall Railway Walk and Copthall Old Common Site of Importance for Nature Conservation (SINC) runs partly inside the eastern boundary of the site. This is designated as a site of borough importance grade II.

The athletics track comprises eight tracks and twelve lane sprint straight. Within the track there are facilities for the long jump, triple jump, shot put, hammer, discuss, javelin, high jump and a football pitch. Between the track and east stand seating are facilities for the long jump, triple jump and pole vault. Outside the track there are facilities to the north-east for javelin, hammer and discus (including a small seating area). To the south-east of the track are facilities for the shot put, hammer and discus.

The current operators of the stadium (GLL) estimate that its maximum capacity is approximately 4000 people, with a capacity of approximately 1300 provided as seating. They also estimate that the largest events held at the stadium, which they are aware of, had attendances of between approximately 2500 and 3000 people. To ensure the worst case potential impacts have been assessed the Environmental Statement submitted with the application takes the maximum current capacity of the stadium as approximately 2000 spectators. The stadium's existing west stand is covered and is approximately 10m tall to roof height (approximately 14m to the top of the concrete spikes). The stadium's east stand is uncovered and rises up to approximately 3.6m high. A further small (capacity 51) stand is located adjacent the high jump area. The existing west stand includes a committee room and a larger room. These could accommodate approximately 20 and 150 people respectively.

The physical elements of the existing stadium comprise the main stadium building, the west stand and boundary walls and structures combined with a mixture of hard and soft surfaces, including the current grass pitch area within the all-weather running track – the pitch is used for a combination of athletics field training and events and football, but in the past it has also been used for rugby matches. Table 3 below shows the approximate areas of the site currently covered by buildings, hardstanding and other surfaces.

¹⁹ See IR paragraph 11.15

Table 3: Existing buildings, hardstanding and other surfaces within the site

Building or surface	Existing area covered (approximate)
Existing permanent building footprint	1075m ²
Existing impermeable hard surfaces inside stadium	8678m ²
Existing impermeable hard surfaces outside stadium	20937m ²
Existing 'Redgra' area	2884m ²
Existing soft surfaces	56562m ²
Existing running track and associated areas	8107m ²
Existing pitch	7452m ²

Lighting at the stadium is presently provided by six 25m high floodlighting columns situated outside the track. These are able to achieve the lighting requirements for a regional level athletics venue (200 lux average). Lighting columns also provide illumination along the route from Greenlands Lane up to the entrance of the west stand.

The application site includes a number of trees, hedgerows and other vegetation. This includes substantial areas of vegetation along the boundary of the site to the east and west of the stadium. A Tree Preservation Order (group reference TRE/HE/65) covers a group of trees within and along the site boundary to the north of the stadium. Areas of hedgerow are located to the north-east and north-west of the stadium. The hedgerow to the north-west is an 'important hedgerow' under the Hedgerow Regulations 1997.

A summary of the activities that take place at the stadium can be found in section 6.15 of this report which provides a part of the description of the Community sporting social, coaching and participation and educational impacts of the proposals. Further detail on existing uses is set out where relevant in subsequent sections of this report.

7.2 The surrounding area

The application site forms part of a wider area of green belt covering approximately 138 hectares. This is bounded to the south by the A1 (Great North Way) and Manor Hall Avenue, to the west by Page Street, to the north by Pursley Road, Wise Lane, Featherstone Road and Devonshire Road, to the north-east by Ashley Lane (which continues through the green belt and beyond it to the south) and Oakhampton Road and to the east by Holders Hill Road. Much of this is designated as metropolitan and district park which also serves as a local park. The M1 is located to the west of the site. The land surrounding the site rises from 65m Above Ordnance Datum (AOD) at the site up to approximately 105m AOD to the north (at Featherstone Hill) and 85m to the south.

As noted earlier, the area surrounding the site is one of the Borough's most important and prestigious sporting and leisure sites and is already considered to be a sub-regional community sports hub. It includes a range of sport, recreation and leisure uses. These include Barnet Copthall Leisure Centre, Metro Golf Driving Range and Power League (five a side) all weather pitches to the north of the site, Hendon Golf Club to the east of the site, Hendon Rugby Club and Archfield Allotments to the south of the site and Copthall Playing Fields to the west of the site. Hendon Cemetery and Crematorium (to the east) and three schools are also located within this area. The schools comprise Dollis Junior and Infants School to the north, Copthall School to the north-east and Hasmonian High School to the west. Beyond these areas are located the predominantly residential suburban areas of Mill Hill, Finchley Hendon and Colindale. The closest residential properties to the application site are a pair of

dwellings (1 and 2 Copthall Cottages) located immediately north-west of the site and south-east of the junction of Greenlands Lane and Champions Way.

Mill Hill East Underground Station is located 1.1km (all station distances approximate and as the crow flies) to the north-east of the stadium. The next nearest stations to the stadium are Colindale Underground 2km to the south-west, Finchley Central Underground 2.1km to the east, Mill Hill Broadway Station 2.2km to the north-west and Hendon Central 2.2km to the south. Bus routes within the vicinity of the site include the 113 and 221, which both run along Page Street.

Copthall Railway Walk and Copthall Old Common (site of borough importance – grade II) Site of Importance for Nature Conservation (SINC) partly covers the margins of the site to the north and east and the adjoining land beyond the site boundary. Ashley Lane (site of borough importance – grade II) is located approximately 400m to the south-east of the site. Other SINC within 1km of the application site include Copthall South Fields (site of local importance) is located approximately 500m to the south-west of the site, Sunny Hill Park (site of local importance) approximately 550m to the south-west of the site, Drivers Hill (site of borough importance - grade II) approximately 850m to the north of the site and Arrandene Open Space and Featherstone Hill (site of metropolitan importance) approximately 850m to the north of the site. Sunny Hill Park and Arrandene Open Space and Featherstone Hill are also designated as metropolitan and district parks which also function as local parks. Other designations of particular note in the locale include an area of special archaeological significance (including a possible Roman road) to the east of the site and an area falling within flood risk zone 3 to the immediate south and west of the site. The whole of the London Borough of Barnet is designated as an Air Quality Management Area.

8. ENVIRONMENTAL IMPACT ASSESSMENT

The proposed development falls within Schedule 2 of the Town & Country Planning (Environmental Impact Assessment) Regulations 1999 (the EIA Regulations). The screening opinion issued by the Council on 6th December 2010 confirms this view. The EIA Regulations identify what information is required to be included in an ES; that is, such information as is reasonably required to assess the environmental effects of the development.

The applicants submitted an Environmental Statement to accompany the planning application and this has been used to assess the full range of environmental impact. The Environmental Statement was revised following changes to the proposal submitted in September 2011.

The ES with this application therefore comprises the following:

An Environmental Statement prepared by the Applicant's environmental specialist consultants, Nicolas Pearson Associates:

- Revised Environmental Statement Volume 1: Text (September 2011)
- Revised Environmental Statement Volume 2: Figures and Appendix 5.1 Planning Application Drawings (September 2011)
- Revised Environmental Statement Volume 3: Appendices (September 2011)
- Revised Environmental Statement Volume 4: Appendix 13.1 Flood Risk Assessment (September 2011)
- Revised Environmental Statement Non Technical Summary (September 2011)

The officers consider that the information provided in the revised ES accords with the EIA Regulations in terms of what is required for inclusion within an ES and the environmental information before the Council (which includes relevant representations from statutory and non-statutory consultees as well as the public representations) is considered to be sufficient to enable the planning application to be determined in accordance with the EIA regulations.

The revised ES describes and assesses the significance of impacts likely to arise from the proposals. Subject to Members' approval of these proposals, planning conditions and obligations will be used to ensure that the development is implemented in accordance with the parameters and principles submitted and that the proposed mitigation measures and the other benefits identified in the ES and other documents are delivered and provided as the development is brought forward.

In accordance with the EIA Regulations the environmental information coming forward under the EIA process (including the likely significant environmental impacts of the Development) in relation to this application has been fully considered by the local planning authority prior to the application being determined.

9. CONSULTATION

This section of the report describes the consultation process and summarises consultation responses received. Further detail on consultation responses is included in **Appendix 3** (Report on the Consultation Responses).

9.1 Consultation process

The Council has carried out extensive consultation on the planning application. This has included sending out consultation letters to more than 5000 local properties in the area surrounding the application site. This process was carried out twice (March and September 2011), with the second round following the submission of revisions to the initial proposal. The area consulted extended east of the stadium as far as Bittacy Hill (to the junction with Engel Park) and Holders Hill Road (to the junction with the A1). To the south the consultation area went up to the Great North Way and beyond in places, up to Meadow Drive and Hall Lane. To the west the consultation area extended as far as the Watford Way (Barnet By Pass) and beyond in specific locations. To the north the consultation area extended to Wise lane (up to the junction with Parkside), Rushden Gardens and Engel Park.

In addition to this, 19 site notices were placed in various locations around the application site and a notice was placed in the local press. The Council has consulted the relevant public bodies and interest groups on the application. These consultations were also carried out following the submission of the revised application documentation and the results of both consultations are reflected in Appendix 3 to this report.

A website (www.copthall-application.co.uk) was created by the applicant and was maintained and updated with all the application documents. That website was just part of the comprehensive consultation exercise that was undertaken by the applicant (set out in greater detail below).

The Council held a Planning and Development Forum on the proposals at Copthall School in January 2011 prior to the submission of the application. This was attended by approximately 100 people.

All the consultation responses have been carefully considered and, where appropriate, concerns have been addressed either through the supply of further information or through the planning conditions and obligations.

9.1.1 Consultation by the applicant

In addition to the consultation carried out by the Council, the application has been subject to pre-application public consultation carried out by the applicant. Further public consultation was also carried out by the applicant before the revisions to the application were submitted in September 2011. Full details of this aspect of the consultation are included in the Statement of Community Engagement and a subsequent addendum to this (submitted March and August 2011).

Pre-application consultation by the applicant

Exhibitions and Meetings: Pre-application exhibitions were held in November 2010 at Cophall Stadium and Cophall School. These were attended by approximately 200 people. In addition a number of meetings were held with local groups (including Mill Hill Preservation Society, Shaftsbury Barnet Harriers and the Cophall Consultation Group Forum), with local politicians and with national sporting bodies including Sport England, the RFU and UK Athletics.

Leaflets and other Mailings: In November 2010 a letter was issued to 4,500 addresses in an identified consultation area. A variety of Press Releases were issued.

Website: A website was launched in November 2010 and has been used to provide information about the proposal and to display the application documents and revisions to these documents.

Post submission consultation by the applicant

Further meetings were held with local interest groups and consultees. Full details can be found in the applicants Addendum to the Statement of Community Engagement dated August 2011.

In March 2011 Saracens issued a letter to the 4,500 addresses in the identified consultation area to inform residents that the application had been submitted. This was supplemented by visits to 500 addresses within a half mile radius of the stadium. A further letter was then sent to local residents to inform them of changes made to the application in September and inform them that revisions to the application had been submitted to the Council.

9.2 Consultations and views expressed

Set out below (sections 9.3, 9.4 and 9.5) is a brief summary of the numbers of letters of objection and support received from members of the public, landowners and businesses at the time of writing this report. This includes two petitions.

A summary of the views (both in support of and objecting to the application) expressed by the members of the public, landowners and businesses are set out in Appendix 3 (Report on the Consultation Responses) to this report. In addition to this Appendix 3 includes comments received from MP's, GLA Assembly Member's, statutory consultees and all other bodies. Appendix 3 and the main body of the report contains full responses to all the comments received.

Committee Members will be updated on other consultation responses received between writing this report and the committee meeting.

9.3 Number of Objections from members of the public, landowners and businesses

9.3.1 Standard letters objecting

The letters of objection included **1371** responses received in five different standard formats of letter. **635** responses were made on format A; **18** responses were made on format B1; **42** responses were made on format B2; **334** responses were made on format C; and **342** responses were made on format D. A single copy of each of the five types of standard letter can be found in Appendix 3.

9.3.2 Other letters objecting

212 other letters objecting to the proposal were received. **12** of those objecting have requested to speak at committee.

9.4 Number of comments in support from members of the public, landowners and businesses

9.4.1 Standard letters in support

The letters of support included **5960** responses received in four different standard formats of letter. **397** responses were made on format A; **15** responses were made on format B; **33** responses were made on format C; and **5515** responses were made on format D. A single copy of each of the four types of standard letter can be found in Appendix 3.

9.4.2 Other letters in support

209 other letters of support for the proposal were received. **5** of those supporting the proposal have requested to speak at committee.

9.5 Petitions

Two petitions have been submitted in respect of the application.

In August 2011 Whetstone Wanderers Youth F.C. submitted a petition with **251 signatures in support** of the application.

A petition from residents in Sebergham Grove and Sandwick Close was submitted in October 2011 with **35 signatures objecting** to the application.

10. PLANNING APPRAISAL

The appraisal and assessment of the application set out below should be read in conjunction with the summary analysis of the scheme's compliance (or otherwise) with individual development plan policies listed in Table 1 (London Plan 2011) and Table 2 (Saved Policies of the Barnet Unitary Development Plan 2006) of this report. Table 1 and Table 2 can both be found in Appendix 9 of this report.

10.1 Sequential site assessment and town centre policies

The nature of the uses sought (in particular the large-scale professional rugby stadium element, with its ancillary uses) and the out of town centre location of the site is such that a site search is generally required to be submitted with the application to show that there are no sequentially preferable sites in terms of town centre location and public transport accessibility at which the development could be located. The applicant has carried out an extensive site search across the area associated with its existing fan base. This examined and evaluated 31 sites against a range of relevant criteria and Copthall Stadium achieved the highest score. Additional sites outside this area were also considered (bringing the total sites considered to

43). However, these other sites would essentially entail Saracens moving to an entirely new area away from its present or traditional North London fan base and building a new supporter following.

The Local Planning Authority considers that the application adequately demonstrates that there are no other sequentially preferable sites available in the area that Saracens could reasonably be expected to search within in terms of sequential site selection town centre first and public transport accessibility policies. The site search as it relates to Green Belt policy is addressed in section 10.2 below. Matters relating more widely to transport and sustainable access are addressed in section 10.4 of this report.

Having regard to the fact that the Copthall Centre is already the Borough's most important and prestigious sporting and leisure site and that it is functioning as a sub-regional sporting hub, officers have concluded that the proposed development, as controlled by the recommended conditions and obligations, would not adversely impact on the vitality and viability of any town centres or conflict with the objectives of town centre policies. The proposal is therefore considered to be acceptable in this regard.

10.2 Green Belt

10.2.1 Appropriateness of the development proposed in the Green Belt

The application proposes a combination of the construction of new buildings, reuse (with alterations) of existing buildings and various associated works. Using the PPG2 Green Belts criteria set out for new buildings (paragraphs 3.4 to 3.6) and the reuse of buildings (paragraphs 3.7 to 3.10), the development proposed constitutes inappropriate development in the Green Belt. This conclusion is acknowledged in the submission documents (e.g. Planning Statement paragraph 6.2.2). Under paragraph 3.2 of PPG2, inappropriate development is by definition harmful to the green belt and substantial weight should be attached to the harm to the green belt resulting from such development. On this basis, the proposed development should not be permitted unless the harm by reason of inappropriateness, and any other harm it is likely to cause, is clearly outweighed by very special circumstances.

After very careful consideration and detailed negotiations with the applicants in relation to the design and content of the proposed development, as well as the stringent requirements of the recommended planning conditions and obligations, the officers have concluded that very special circumstances to justify this proposed development have been demonstrated and that such very special circumstances clearly outweigh the harm caused by the proposed development to the green belt and any other adverse impacts of the proposed development.

10.2.2 Impact on openness and the purposes and objectives of the Green Belt

A fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land open and the most important attribute of Green Belts is their openness.

Paragraph 3.8 of PPG2 states that "*strict control is exercised over the extension or re-used buildings, and over any associated uses of land surrounding the building which might conflict with the openness of the Green Belt and the purposes of including land in it (e.g. because they involve extensive external storage, or extensive hardstanding, car parking, boundary walling or fencing.*" Paragraphs C4 and C5 are also relevant in this context: although these paragraphs apply specifically to Major Development Sites (MDS) in the Green Belt (as designated in the development plan) various planning inspector decisions have declared that the methodology for quantifying impacts on the green belt in these paragraphs is helpful in non-MDS

situations also and this would appear to be appropriate in relation to the present application, which does not involve redevelopment of a MDS but does relate to a site which already comprises a number of built structures (the West Stand, floodlighting columns and hard surfaces, such as the roads, car parking (including the large overspill car park) and the running track and other facilities. Furthermore, as previously noted in this report, there are also other existing substantial built facilities within the Cophall Centre which also forms part of the Metropolitan Green Belt, including the Cophall Leisure Centre and the Metro Golf Driving Range which are near to the Stadium. It is therefore appropriate to consider the guidance in paragraphs C4 and C5 in assessing the impacts of the current proposals on the Green Belt.

Paragraphs C4 and C5 are in the following terms:

“Redevelopment

C4 Whether they are redundant or in continuing use, the complete or partial redevelopment of major developed sites may offer the opportunity for environmental improvement without adding to their impact on the openness of the Green Belt and the purposes of including land within it. Where this is the case, local planning authorities may in their development plans identify the site, setting out a policy for its future redevelopment. They should consider preparing a site brief. Redevelopment should :

- (a) have no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it, and where possible have less;*
- (b) contribute to the achievement of the objectives for the use of land in Green Belts (paragraph 1.6 - see also paragraph 3.13);*
- (c) not exceed the height of the existing buildings; and*
- d) not occupy a larger area of the site than the existing buildings (unless this would achieve a reduction in height which would benefit visual amenity).*

C5 The relevant area for the purposes of (d) is the aggregate ground floor area of the existing buildings (the "footprint"), excluding temporary buildings, open spaces with direct external access between wings of a building, and areas of hardstanding.”

In this context, it is relevant to consider the character of the site and the way in which the relevant part of the Green Belt fulfils the purposes and objectives of the Green Belt. PPG2 advises that when schemes are being evaluated the purposes of including land within the Green Belt take precedence over its land use objectives. Table 4 compares the existing development footprint at the site with the development footprint under the application proposals.

The inspector who dealt with the BFC application considered that to varying degrees this part of the green belt fulfils four of the five purposes (set out in PPG 2 paragraph 1.5) of including land within the Green Belt. In the first place, it prevents the neighbouring towns of Mill Hill, Hendon and Finchley from merging into one another, it also serves to check the unrestricted sprawl of the surrounding built up areas, safeguards green space from encroachment (although it was acknowledged that the site could not be described as ‘countryside’) and it assists in urban regeneration, by encouraging the recycling of derelict and other urban land. The Secretary of State did not disagree with this analysis in his evaluation of the application and officers take the view that the inspector’s assessment remains valid.

Table 4: Comparison of Existing Development Footprint at Copthall with Application Proposals Footprint

	Existing Stadium (m ²)	Proposed Stadium (m ²)	
		Athletics Mode	Rugby Mode (including demountable stands)
(1) Building Footprint			
(a) West Stand	1075	1075	1075
(b) New East Stand	0	2917	2917
(c) Demountable Stands	0	0	2684
Sub Total	1075	3992	6676
(2) Impermeable Hardstandings, Roads and other Impermeable Areas for servicing and accessing the buildings (including part of the base of demountable stands)			
(a) Impermeable hard surfaces within core part of the Stadium,	8678	8081	7154 ²⁰
(b) Area of footprint of the demountable stands overlying the athletic track during the period they are in place (remainder on track)	0	0	1757
(c) External roadways, footpaths, parking ²¹ and other impermeable surfaces on the site	20937 ²²	10440	10440
Sub Total	29615	18521	19351
(3) Athletics Track and Associated Areas			
(a) Athletics track, run ups and associated areas within stadium	8107	8107	6350 ²³
(b) Disused all weather surface ('Redgra area')	2884	0	0
Sub-Total	10991	8107	6350
(4) Pitch		7452	7452
(5) Permeable Surfaces			
(a) Soft surfaces (including field events areas and landscaping)	56562	49782	49782
(b) New amenity areas (including resurfaced 'Redgra' area and 'Southern Recreation Area')	0	14945	14945
(c) New permeable concourse	0	2896	2896
Sub Total	56562	67623	67623
Total Permanent and Demountable Stand Development Footprint Aggregate area for items 1, 2(a), 2(c), 3(b) and 5(c)	33574	25409	27166
Net Difference in Development Area between existing development area and that proposed in the Development having regard to PPG2 paragraphs 3.8(b), C4 & C5.		8165 reduced development footprint	6408 reduced development footprint

²⁰ Reduction of approximately 927m² reflects the area covered by base of demountable stand in this mode.

²¹ Includes the existing occasional car parking to the south of stadium. This becomes the Southern Recreation Area (see 5(b)) as part of the proposed development and therefore, for PPG2 purposes, will cease to be "hardstanding".

²² Includes existing jumps area and seating within existing stadium. The hardstandings associated with the relocated jumps area (covering 1564 m²) in the proposed development is also within this item.

²³ Reduction reflects the area (approx. 1757 m²) of demountable stands on the existing athletics track and associated areas – see item 2(b).

It is considered that this part of the metropolitan green belt including the Cophall Stadium meets all six of the objectives of land within green belt (paragraph 1.6 of PPG2). The area provides opportunities for access to “open countryside” green space in the “spirit of the purpose”²⁴ that it includes very attractive open spaces and landscapes for the urban population (even though it may not be rural countryside in the more traditional sense of that term in a non-metropolitan context). It also provides opportunities for outdoor sport and outdoor recreation near urban areas, and it retains attractive landscapes and enhances landscapes, near to where people live: by combining the access to open spaces and attractive landscapes, as well as providing access to high quality outdoor sporting activities, the Cophall Centre can be said to optimise these PPG2 outcomes in relation to this important metropolitan green belt site. The protection of this part of the green belt also encourages improvements to damaged and derelict land around towns, and helps to secure nature conservation interests. To a more limited degree it may fulfil the sixth objective (in relation to agriculture, forestry and related uses), by virtue of the fact that it contains the allotments to the south of the current overspill car park.

It also has to be recognised that the Cophall Centre contains a substantial amount of buildings in order to fulfil its role as a sub-regional sporting hub. The existing stadium is itself a substantial structure, which in the evidence for the BFC inquiry (1998) was estimated to have an overall capacity in the order of 6000 and which was said to have accommodated as many as 10,000 for firework displays²⁵. However, the current operators estimate that the current capacity of the stadium is approximately 4000 (and the Environmental Statement has assessed the current capacity at 2000 to ensure the worst case scenario is assessed). The Cophall Leisure Centre, the Power League building, the driving range and the Golf clubhouse are also substantial buildings which impact on the openness of this part of the green belt. The BFC inspector’s report indicates that the Cophall Centre at that stage attracted approximately 600,000 visits per annum and that 55,000 spectators attended the Centre, principally to see swimming events at the Cophall Leisure Centre²⁶.

Considering the proposed scheme in this context and in the light of the PPG2 purposes and objectives of the Green Belt, it is clear that the proposal would result in a number of impacts, both positive and negative. At 20m high at its tallest point and with a footprint of 2917m² the new East Stand represents a significant permanent new building. The demountable stands (maximum height 8.3m and total footprint 2684m²) also represent substantial new structures, albeit ones which would only be in place between mid September and early May. These aspects of the development would impact adversely on openness and, to some degree, will encroach on to green space although they are within the current overall enclosure of the existing stadium. As shown in the visual impact assessment which forms part of the ES it is in the locations closest to the stadium itself where the proposal would, inevitably, have the greatest visual impact.

However, in terms of any encroachment onto green space it is noted that the north and south demountable stands would be on existing artificial surfaces within the existing track and that a significant part of the East Stand (permanent and demountable) would be erected upon the existing impermeable surfaces which currently form the ‘jumps area’. The demountable west stand would be erected entirely over areas that are hard surfaces or track at present. The temporary match day facilities would be located partly on areas that are green space at present and

²⁴ BFC IR paragraph 11.8.

²⁵ IR paragraphs 2.4 & 6.11.

²⁶ IR paragraphs 6.10 and 11.15

they would impact on openness to a degree. However, the extent of their impact would be limited to the 16 days a year that they would be in place.

As a result of the siting and design of the stands and the topography of the site (the site is within shallow bowl surrounded by level ground) officers are satisfied that from distant view point, particularly outside the wider Cophall Centre the levels of planting proposed would mitigate the visual impact of the proposal to an acceptable level. The stadium, new buildings (permanent and otherwise), facilities and hardstanding would, taken as a whole, only be prominent in their immediate surroundings, adversely impact on openness and introduce some further urbanising features and activities into this part of the green belt.

However, elements of the design of the proposed new buildings have sought to minimise this impact. This includes the use of timber cladding and other sympathetic materials on the east stand, green roof on part of the east stand, green coloured panels on the east stand roofing sheets and some green walls and the use of wall climbing plants on certain elevations.

Beyond the area immediately surrounding the Stadium (but within the application site) there are three main areas of hardstanding or other impermeable surfaces which would change as part of the proposal. These comprise the existing "Redgra Area" (disused all weather pitch) and the large existing tarmac surfaced overspill car park to the south of the Stadium and the area intended for the new jumps area. These are shown in the plans at Appendix 4.

The existing 2,884m² area of disused all weather surface pitch (Redgra) would have a new green (grassed or reinforced grass) permeable surface. On Saracens Home Match Days (and possibly on other Major Events days when such coach parking might be required in accordance with the Stadium Travel Plan), temporary protective coverings would be laid and the area used for coach and media parking but this would only be used on the actual day and would be removed as soon as the temporary coach parking area was vacated. At other times the area would be available for informal leisure or sporting activities. To the south of the site an existing area of tarmac hardstanding measuring approximately 12,061m² would be removed and replaced with reinforced grass as what is called "the Southern Recreation Area" in the Glossary attached to the Conditions. This would be used as a managed parking area on Saracens home match days (and possibly on other Major Events days when such additional parking might be required in accordance with the Stadium Travel Plan) but would not be used for parking on other days and at other times would be available for informal sporting and recreational uses, including picnics and barbecues and a typical range of informal games and recreation for families and other groups. Importantly, the Southern Recreation Area will not be marked out with car parking spaces and the allocation and stewarding of parking on such days will be by removable tapes and markers. In addition to these new areas of grass or reinforced grass a new jumps area would be created to the north of the stadium (officers calculate the approximate area of the new impermeable jumps areas to be 1564m²).

Therefore in the area of the site beyond the Stadium and its immediate surroundings the proposal would reduce the overall amount of hard surface through converting a significant area of existing hardstanding to either grass or reinforced grass. The new area of grass or reinforced grass is calculated by the applicant as an increase of 14,945 m² in total (the surface treatments across the site as existing and proposed are shown in the plans attached at Appendix 4). This additional green area would be available for informal leisure and sport on all days except Major Event days (of which there would be an absolute maximum of only 18 a year assuming the Saracens used

their full permitted allowance of 16 Saracens Home Match Days and there were the maximum permitted number of other Major Events in any year – both contingencies are unlikely but possible under the Conditions recommended).

In terms of their intended use for the majority of the year, appearance and reduced 'urbanness' it is considered that the new areas of reinforced grass would make a significantly greater contribution to the purposes and objectives of the Green Belt than the existing surfaces do. Officers therefore consider this to be an element of the scheme which would have an overall significant positive impact in terms of the purposes and objectives of the Green Belt and would help to mitigate the adverse impacts of the proposed east stand and the more limited and shorter term impacts of the demountable stands and temporary structures.

The application proposes the construction of a new safety fence to the north of the site along the boundary with Metrogolf. This would be up to 170m long with 20m high 1m wide supporting posts spaced at approximately 25m along its length with nylon netting in between. This is necessary to protect users of the field athletics area which is already affected by occasional stray golf balls which could cause injury. As an urbanising feature this could impact adversely on openness of the Green Belt, although in terms of public safety there is a clear benefit and it is possible that the existing fence would have to be upgraded in any event if the existing field sports area is to continue to be used alongside the driving range. It is also recognised that this fence replaces an existing fence which is up to 15m high and 150m long. Additional impact on the Green Belt therefore only arises from the extra element of fence proposed.

A more detailed analysis of the design of the proposed buildings forming part of the Development is presented elsewhere in this report. However, in respect of the green belt specifically, the detailed design of the proposed development is considered by officers to be acceptable, subject to the conditions recommended (particularly in respect of materials). The application includes a number of design features, such as the use of green walls and climbing plants, which are intended to minimise the impact of the building on the green belt. The extent to which these represent very special circumstance to justify inappropriate development in the Green Belt is examined in section 10.2.4 of this report.

Tree and landscaping matters are discussed in greater detail in section 10.5.4 of this report. However, in respect of the green belt impacts specifically officers consider that, as controlled by the conditions recommended, the extent and diversity of the planting of trees and other vegetation (79 individual trees and additional trees as part of the mixed planting tree and shrub mix are proposed around the boundaries of the site) would result in the proposed development having net positive visual and nature conservation impacts on the Green Belt in this area. Biodiversity impacts of the proposal are considered in more detail elsewhere in this report.

In respect of lighting, the Development would result in a greater number of floodlight columns in total and these would be dispersed across a wider area of the site as a whole. Two of the new columns would be taller than the existing columns, in order to enable the television coverage of Saracens evening home matches (on approximately 4 – 6 games per year)²⁷. However, where new floodlighting is replacing existing floodlighting units (due to its improved specification and performance) it would not result in greater levels of light spill than produced by the existing floodlighting²⁸ due to the more focused design and specification of the

²⁷ ES – paragraph 15.2.6.

²⁸ ES – paragraph 15.2.5

proposed floodlighting. Furthermore, the lighting proposed would allow the safe use of the various proposed outdoor throws and jumps facilities for a greater part of the year and of each day. The detailed design and specification of the lighting would be controlled through the conditions recommended, to ensure that any light spill and sky glare were mitigated in accordance with the ES and that the floodlights used in an appropriate manner so as to mitigate adverse impacts. This would include a 10:00pm curfew for the new floodlighting. Officers consider that taken as a whole the impact of the floodlighting columns and resulting illumination in terms of the green belt impacts is outweighed by the benefits in relation to the safe increased community use of the Stadium and its associated facilities.

The new synthetic grass pitch would be located within an existing stadium. Through the conditions recommended the detailed specification and design of the surface would be detailed in a way that is sympathetic with its Green Belt location and which would provide an excellent all-weather playing pitch for both Saracens home matches and the community sports for which it would be available for more than 95% of the year in accordance with the draft conditions and obligations. The existing surface experiences problems with waterlogging, freezing and becoming too hard in the sun which can all render it unusable. This would not be the case with the proposed pitch and outside of the 16 Saracens Home Match Days a year it would be available to enable people (including schoolchildren and college students as well as other community groups) to participate in a range of sports and recreational activities. This aspect of the Development is fully consistent with the purposes of including land in the Green Belt and contributes very positively to achieving Green Belt objectives in providing opportunities for outdoor sport and recreation near urban areas.

Concerns have been expressed that the buildings and car parks proposed and the large influx of people and cars at Saracens Home Match Days and Major Events make the application site and other uses on the wider Copthall Centre less attractive, particularly for informal recreation. Traffic, parking and noise impacts are dealt with in more detail elsewhere in this report. However, in relation to impacts arising from parking, traffic, influxes of people and other activity associated with the development on the green belt and the attractiveness of the Copthall Centre (including the application site) as a resource for sport and recreation it should be acknowledged that the Copthall Centre is already the Borough's most important and prestigious sporting and leisure sites and that it functions as a sub-regional sporting hub. In the BFC inquiry it was acknowledged that even at that time (which was before the Power League facility opened) there were approximately 600,000 visits to the Centre.

Whilst officers recognise that there would be an inevitable degree of adverse impact from the level activity associated with the maximum of 16 Saracens Home Match days a year and up to 2 other major events per year, this impact would be controlled and mitigated to an acceptable level in accordance with the various plans that will manage activities at the site and surrounding area, in particular the Local Area Management Plan, the Stadium Management Plan and the Estate Management Strategy, which will contain specific mitigation measures relating to such events. Officers consider that in relation to the Community Uses of the Stadium for more than 95% of the year there would be overwhelmingly positive impacts from the proposal, as detailed earlier in this report by reference to the Sporting Impact Study. For example, by making the Stadium and its associated facilities more attractive and usable for athletics, throwing events, training and by converting the southern car park area into a green and more attractive location for informal sports, leisure and recreation, including facilities for picnics and barbecues.

Furthermore, as explained earlier, it is likely that through revitalising the Stadium and its associated facilities, in combination with the active management and resources of

the Applicant in the long-term management, maintenance and renewal of the Stadium, as well as the inspirational impacts of the community outreach programmes of the Saracens Sport Foundation, there will be a significant catalytic effect in revitalising the Cophall Centre as a whole.

All of these impacts are considered likely to be very positive for the health and well-being for the communities of Barnet, the North London Sub-Region and London as a whole and to outweigh the harm to the green belt caused by the construction of additional elements at the Stadium (particularly the east stand and the demountable structures to be installed during the rugby season) and the associated Saracens home match day and other activities that will be generated at the stadium and in the wider Cophall Centre. As detailed in Appendix 3, the current proposal has not received any objection from Sport England. While other national and regional sports bodies, as well as many schools in the area, the two resident athletics clubs and the key operators of other facilities at the Cophall Centre have offered support for the application. This level of positive support from these key stakeholders in the delivery of community sport, education, health and well-being help to reinforce the officers' recommendation that planning permission for the proposed development should be granted.

10.2.3 Comparison with the 1996 Barnet Football Club proposals for Cophall Stadium

A number of responses to the application refer to the decision of the Secretary of State in the BFC application in 1996, particularly in relation to the Green Belt (and transport), which was a key matter in the decision on that case. While the 1996 application is a relevant and important part of the planning history of this site each application must be considered on the basis of its individual planning merits in light of all the material planning considerations at that time. It is also clear that in a number of important ways this was a very different scheme to that presently proposed as outlined above. In this section of the report, the key relevant issues and principles emerging from the BFC decision and inspector's report are examined and considered against the currently proposed development under the Saracens application.

The Secretary of State refused planning permission for the BFC proposed development largely in accordance with the conclusions and recommendations of the inspector, and he disagreed with the inspector's conclusion that the application proposals made the site suitable for the Football Stadium proposed by BFC, in terms of accessibility by public transport and other sustainable modes of transport in accordance with relevant policy and guidance.

The key findings and issues that emerged from the BFC decision that are relevant to the current proposals are as follows:

- a) The football stadium proposed in that scheme was inappropriate development in the green belt, despite arguments to the contrary;
- b) The large stadium building and the adjacent extensive car parks would detract seriously from the openness of the green belt at Cophall and represent an encroachment of development into and essentially green space, although not countryside has a semi-rural character²⁹.
- c) The BFC development would contribute to the coalescence of Mill Hill and Hendon³⁰;

²⁹ IR – 11.10

³⁰ IR – 11.10

- d) Within Copthall the BFC stadium would be prominent and would dominate its surroundings – from wider viewpoints, the intervening distance and surrounding trees and vegetation would ameliorate the visual effect to an acceptable level³¹;
- e) The “substantial loss of trees” involved in the BFC scheme (59 trees) would detract from the visual amenity of the green belt at Copthall³²;
- f) Whilst the inspector noted³³ that the primary role of the Copthall Centre was for “active sport and recreation” he also found that the Centre also has an open space and local park role for informal recreation, in spite of the absence of benches etc and that the BFC proposed development (the large stadium and car parks and the activity and influx of large numbers of people and cars on [30+] match days would detract from the pleasantness of the area for informal recreation.
- g) The proposed development would therefore have a seriously harmful effect on the Metropolitan Green Belt.³⁴
- h) Taking account of the character and built forms of the Copthall Centre as the Borough’s most important and prestigious sporting and leisure sites, he did not consider that the BFC project (viewed in isolation from the green belt) would be out of character with the present primary function of Copthall.³⁵
- i) There was no support for the BFC proposals in the UDP policies relating to the provision of indoor sport facilities and recreation or green belt.³⁶
- j) Refurbishment or redevelopment of the existing grandstand on its existing footprint might be acceptable in green belt terms as a very special circumstance;
- k) Whilst he recognised that there was a degree of redevelopment involved in the BFC proposed football stadium and it was to be sited within the footprint of the existing stadium, he found that there are major differences between what was there and what was proposed by BFC, partly because of its scale and partly because the football stadium would be fully enclosed (whereas the existing stadium is “basically an open one with views across it from parts of the adjacent open space”.
- l) On the basis of the evidence available, he found that it was not possible to rule out completely the existence of a suitable alternative site for BFC to relocate to although he acknowledged that there are no identified realistic alternative relocation sites.³⁷
- m) He found that it was unlikely that noise and disturbance from football matches would detract seriously from the amenities currently enjoyed by local residents³⁸ or from social impacts on match days in the wider area of Mill Hill,

³¹ IR – 11.11

³² IR – 11.12

³³ IR – 11.13

³⁴ IR – 11.13

³⁵ IR – 11.15

³⁶ IR – 11.17

³⁷ IR – 11.32

³⁸ IR – 11.33

Finchley and Hendon³⁹. There was no other harm, unrelated to the green belt, which would justify the refusal of planning permission for the BFC project.⁴⁰

- n) Whilst he acknowledged the value of indoor sporting facilities and other leisure activities, he found that they could be provided in the urban areas and do not require a location in the green belt and did not constitute a compelling special circumstance.
- o) The harm caused to the green belt was not outweighed by the need for BFC to find an alternative ground or the other very special circumstances identified.⁴¹
- p) In disagreeing with the inspector's conclusions in relation to accessibility by a range of transport modes, the Secretary of State (i) agreed with TfL in relation to the excessive level of car parking and its effect in encouraging trips by car instead of more sustainable transport modes; (ii) that the development would be largely car dependent; (iii) that on non-match days, there would be no public transport for the other activities at Copthall when the PTAL rating would be zero; (iii) he appears to have considered that the proposed Grampian conditions (in the absence of a section 106 agreement) would be an inadequate basis for delivering the necessary transport measures to make the stadia sustainable in transport terms.

Whilst these findings are clearly relevant to a greater or lesser degree to the current application, each case must be considered on its own material facts and circumstances and the officers consider that the current application differs from the BFC proposals in a number of fundamental ways. In the officers' judgement, these differences constitute very special circumstances to justify the grant of planning permission for the current proposed development, taking full and proper account of the principles and issues summarised above from the BFC decision.

In particular, the BFC proposal did not contain any commitment by BFC to deliver the community sports stadium or to fund or manage its activities in the short or the long term⁴² and therefore it would not provide a long-term solution to the lack of resources to provide for the long-term management, maintenance or development of the community activities at the stadium, which will function holistically with the outdoor athletics facilities around the stadium and the other sporting uses within the Copthall Centre. Community use will be the predominant use of the multi-functional stadium that will be delivered, managed and maintained in the long-term by Saracens and will be available for community use for more than 95% of the year – that is, for all but a maximum of 16 Saracens home matches per year. Saracens are guaranteeing a minimum of 30 hours daytime use per week of the Stadium and its associated facilities free of charge. Much of this free use will be available to local schools. Combined with the estimated 79,000 visits per year by the Saracens Sport Foundation⁴³ to schools, colleges and other community agencies in the Borough and the wider North London sub-region, this is an important differentiation between the BFC proposals and the current proposed development.

In terms of the impacts on the openness, quality and amenity of green belt, the site area covered by the stadia and car parks for the BFC scheme was greater than with

³⁹ IR – 11.34

⁴⁰ IR – 11.35

⁴¹ IR – 11.37

⁴² See IR paragraph 9.16.

⁴³ Sporting Impact Study – paragraph 9.8.

the current scheme. The BFC application was also in essence seeking consent for two stadia, with the football stadium being fully enclosed and proposed permanent stands rather than having a mixture of permanent and temporary stands. In terms of development area as contemplated in PPG2 paragraphs 3.8, C4 and C5 the existing site comprises 33574m² and the BFC application comprised 76925m² of development. As a comparison the current application proposes 25409m² of permanent buildings and hard surfaced areas and 27166m² of buildings and hard surfaced areas when the permanent buildings, permanent hard surfaced areas and the areas of the track and associated areas on which demountable stands would be located (see Table 4) are taken into account. In terms of building heights the proposed roof height of the BFC football stadium was 16m (absolute maximum building height 23m to roof supports) while the proposed height of the roof of the east stand in the current scheme is 20m (this is also the maximum height of the current scheme), the height of the west stand remains as existing and the demountable stands will have a height of 8.3m.

The following Table considers the key points summarised in this section of the report and considers the Saracens proposals to identify whether and to what extent the current proposals are sufficiently different from the BFC proposals to justify the grant of permission for the current proposals.

Table 5: Comparative evaluation of the Saracens application against the key issues drawn from the Barnet FC decision and Inspector's report

	ISSUE	COMPARISON WITH SRC PROPOSAL
a)	There was no support for the BFC proposals in the UDP policies relating to the provision of indoor sport facilities and recreation or green belt.	Whilst it is acknowledged that the development (particularly the East Stand and the demountable stands) are inappropriate development in the green belt, as the policy analysis in this report indicates, there is considerable policy support for the sporting, leisure, recreation, health and well-being benefits arising from the substantial Community Use of the Stadium by reference to the Saracens Vision in accordance with the Stadium Management Plan and the Community Development Plan, as well as in terms of the improved sustainability of the redeveloped stadium in terms of energy, biodiversity and transport. Officers consider that these benefits constitute very special circumstances that outweigh the green belt harm under paragraph PPG2 and London Plan policies 7.16B and 7.17B and Saved UDP policy O1. On that basis, there is policy support for this proposal having regard to relevant development plan policies generally and taken as a whole.
b)	The large stadium building and the adjacent extensive car parks would detract seriously from the openness of the green belt at Cophall and represent an encroachment of	The current proposals include the East Stand which is higher than the BFC proposed football stadium: (20m compared to 16m (absolute maximum building height 23m to roof supports)). Other parts of the stadium proposed by SRC are lower than

	ISSUE	COMPARISON WITH SRC PROPOSAL
	development into and essentially green space, although not countryside has a semi-rural character.	the 16m height which applied to the whole of the “enclosed” BFC football stadium. The West Stand is 10m and the demountable stands will be a maximum of 8.3m and will be removed from the Stadium outside the rugby season. The other temporary structures comprised in the Match Day Works will be a maximum of 4m and will only be in place on the 16 Saracens Home Match Days. There will be views across the Stadium from surrounding viewpoints. In combination, officers have concluded that harm to the openness of the green belt will be less with the SRC proposal than with the BFC two-stadia scheme, which included a substantially larger development footprint. As outlined earlier, the SRC will reduce the development footprint compared to the existing situation (particularly due to re-surfacing of the existing overspill car park) and will be very substantially less extensive development footprint of the BFC scheme due to the absence of BFC’s second stadium and the less extensive on-site “urbanised” hardstanding areas.
c)	The BFC development would contribute to the coalescence of Mill Hill and Hendon.	As outlined earlier, the SRC will reduce the development footprint compared to the existing situation (particularly due to re-surfacing of the existing overspill car park) and will have a significantly smaller development footprint than the BFC scheme and it will include design features to harmonise both the proposed new East Stand and the existing West Stand into the landscape. These elements could have some benefits in terms of preventing coalescence of Mill Hill and Hendon.
d)	Within Copthall the BFC stadium would be prominent and would dominate its surroundings – from wider viewpoints, the intervening distance and surrounding trees and vegetation would ameliorate the visual effect to an acceptable level.	The SRC scheme is likely to cause substantially less harm to views from within Copthall than the BFC scheme. Whilst the East Stand is 4m taller than the BFC stadium (ignoring the roof supports of the BFC proposal which made its absolute height taller than the SRC proposal), the proposed SRC stadium will be less enclosed than the BFC football stadium and all other structures will be substantially lower than the BFC stadium. Also, there will only be one stadium with substantially less “urbanised” appearance and development coverage of the site. It will also involve less tree loss and will include

	ISSUE	COMPARISON WITH SRC PROPOSAL
		substantial additional tree and shrub planting. Closer viewpoints are likely to have views across the SRC stadium that also include elements of the surrounding area – e.g. viewpoints 1 – 5 in ES Figure 7.5.
e)	The “substantial loss of trees” involved in the BFC scheme (59 trees) would detract from the visual amenity of the green belt at Copthall.	The SRC scheme necessitates removal of only 9 trees and involves the planting of 79 individual trees and other new trees as part of mixed planning schemes around the site boundaries.
f)	Whilst the inspector noted ⁴⁴ that the primary role of the Copthall Centre was for “active sport and recreation” he also found that the Centre also has an open space and local park role for informal recreation, in spite of the absence of benches etc and that the BFC proposed development (the large stadium and car parks and the activity and influx of large numbers of people and cars on [30+] match days would detract from the pleasantness of the area for informal recreation	The SRC proposal will include re-surfacing of substantial areas that are currently either tarmac (the overspill car park) or “Redgra” (disused all-weather pitch) and producing a reinforced grass surface which will be available for more than 95% of the year for informal community sports, recreation and leisure and including the provision of picnic and barbeque facilities within the proposed Southern Recreation Area. This is seen by officers as a substantial improvement compared to both the existing situation and the BFC scheme.
g)	The proposed development would therefore have a seriously harmful effect on the Metropolitan Green Belt	As explained elsewhere in this table and in this report, officers consider that the harm to the green belt and metropolitan green belt (having regard to the improvements as well as the scale of the East Stand and the demountable stands and other temporary structures) will be substantially less than was the case with the BFC two-stadia scheme. In this context, it should also be noted that the harm due to urbanising activities on match days will also be substantially less serious with the SRC scheme because the number of Saracens Home Matches will be limited by condition to 16 weekend matches (and no matches on other days), whereas the evidence in the BFC scheme predicated some 30 weekend matches and some evening matches. The reduction of harm to the green belt is considered to be an important

⁴⁴ IR – 11.13

	ISSUE	COMPARISON WITH SRC PROPOSAL
		differentiation in appraising the SRC scheme.
h)	Taking account of the character and built forms of the Copthall Centre as the Borough's most important and prestigious sporting and leisure sites, he did not consider that the BFC project (viewed in isolation from the green belt) would be out of character with the present primary function of Copthall.	<p>This finding is relevant also to the SRC proposal, particularly as the SRC proposal will provide substantial Community Use of the Stadium in accordance with the Saracens Vision, the Stadium Travel Plan and the Community Development Plan. It is also highly relevant in this context that the existing stadium is in need of substantial investment in maintenance repairs and renewals and that financial resources for such work are unlikely to be found in the foreseeable future.</p> <p>The catalytic effects of the SSF activities across the Copthall Centre as a whole and across the wider Borough and North London Sub-region (under the Estate Management Strategy and the Community Development Plan) are also important differentiating planning benefits of the SRC proposals in this context.</p>
i)	There was no support for the BFC proposals in the UDP policies relating to the provision of indoor sport facilities and recreation or green belt.	<p>It is significant in this context that, whereas the BFC scheme was offering no legal commitment to funding or managing the future use of the smaller athletics stadium or other community uses, the predominant activity at the SRC multi-functional Stadium will be for Community Use, including a guaranteed minimum of 30 hours free use for local schools and colleges and a commitment to maintaining the Stadium in accordance with the Stadium Management Plan and the Community Development Plan.</p> <p>It should also be noted that the Stadium will be available on this basis for Community Use for over 95% of the time.</p>
j)	Refurbishment or redevelopment of the existing grandstand on its existing footprint might be acceptable in green belt terms as a very special circumstance.	The refurbishment of the West Stand and the associated facilities (including the pitch, which currently suffers from waterlogging and is thus often unavailable for use in poor weather) are important parts of the SRC proposal. The improvements will make the facilities more available and more sustainable: for example, the energy conservation improvements and plan arrangements that will apply to all activities including existing community activities and which include the provision of two low

	ISSUE	COMPARISON WITH SRC PROPOSAL
		<p>emissions Saracens Community Coaches to assist in providing sustainable transport for local schools and other groups.</p> <p>However, such benefits would not be achievable without the East Stand (which includes the Internal Training Venue) which responds to an identified as need in the borough and North London facilities and also provides the financial basis on which the whole redevelopment of the Copthall Stadium becomes possible.</p> <p>As explained elsewhere (including in the representations received from the LBB estates team) it is unlikely that public finance will be found to carry out the necessary repairs and maintenance at the existing stadium and therefore it is highly unlikely that the proposed public benefits of the sort of improvements proposed in the SRC scheme will arise in the absence of private funding along these lines.</p>
k)	<p>Whilst the inspector recognised that there was a degree of redevelopment involved in the BFC proposed football stadium and it was to be sited within the footprint of the existing stadium, he found that there are major differences between what was there and what was proposed by BFC, partly because of its scale and partly because the football stadium would be fully enclosed (whereas the existing stadium is “basically and open one with views across it from parts of the adjacent open space”)</p>	<p>Whilst the proposed SRC scheme involves a new permanent substantial building (the East Stand) and a range of lower-scale temporary buildings (the demountable stands and the Match Day temporary installations), as noted above the SRC stadium will not be “fully enclosed” and there will still be views across it from parts of the adjacent open space – e.g. viewpoints 1 – 5 in ES Figure 7.5.</p> <p>Also, the SRC proposal is sited within the footprint of the existing stadium and involves greening the surface of two substantial areas (the Redgra Area and the existing tarmac overspill car park) so that it can be used and enjoyed by the community for informal sports, recreation and leisure, with picnic and barbeque facilities being provided in the new Southern Recreation Area.</p>
l)	<p>On the basis of the evidence available, he found that it was not possible to rule out completely the existence of a suitable alternative site for BFC to relocate to although he acknowledged that there are no identified realistic alternative relocation sites</p>	<p>The SRC sequential site assessment process is considered elsewhere in this report. Officers conclude that it is robust and that it demonstrates that there is no suitable and sequentially preferable site for the type of multi-functional community stadium that is proposed by SRC in this application. In particular, it is noted that the proposed stadium will function holistically</p>

	ISSUE	COMPARISON WITH SRC PROPOSAL
		with the outdoor facilities within the Stadium as well as the wider sporting and leisure facilities in the Cophall Centre. Its location in this part of the Greater London conurbation will serve a far wider catchment of communities and need (including people in circumstances of deprivation or with special needs) to ensure that the public benefits will be greater than if the facility and the associated activities were provided in a location more remote from the conurbation (such as in Hertfordshire or other out of London areas).
m)	It was unlikely that noise and disturbance from football matches would detract seriously from the amenities currently enjoyed by local residents ⁴⁵ or from social impacts on match days in the wider area of Mill Hill, Finchley and Hendon ⁴⁶ . There was no other harm, unrelated to the green belt, which would justify the refusal of planning permission for the BFC project	<p>This finding is relevant to the SRC proposal because certain objectors have raised noise and disturbance in the context of the SRC proposals. In that context, the inspector was considering far more frequent football matches than the number of rugby matches that would be permitted if the SRC proposals are allowed.</p> <p>The existing stadium already attracts many events and other activities and these (as well as the additional activities proposed) will be supported by modern PA and lighting facilities (which will have no greater impact where they replace existing facilities and will be more energy efficient than the existing facilities) and they will also be more effectively and sustainably managed under the Stadium Management Plan and the Stadium Travel Plan.</p> <p>This positive finding of the inspector therefore applies at least as strongly and possibly more strongly than it applied to the BFC proposal.</p>
n)	Whilst he acknowledged, the value of indoor sporting facilities and other leisure activities, he found that they could be provided in the urban areas and do not require a location in the green belt and did not constitute a compelling special circumstance.	The Indoor Training Venue is not an isolated element in the proposed SRC multi-functional community stadium. It is an important part of the whole concept, which brings together the internal elements of the stadium (including training rooms and hospitality suites as well as the Indoor Training Venue) with the outdoor facilities and the wider countryside as a potential area for incline training and cross-country.

⁴⁵ IR – 11. 33

⁴⁶ IR – 11.34

	ISSUE	COMPARISON WITH SRC PROPOSAL
		<p>The interrelationship of the green belt and metropolitan open land location of the Stadium and the greatly improved sporting facilities that SRC are proposing is an important part of the SRC proposal's ability to deliver (a) the community benefits of maintaining and improving the role of the Copthall Centre as a Sub-regional sporting hub and one of the most important leisure and sports centres in the borough and (b) optimising the educational and social benefits for those members of the community engaging in activities at the Stadium as part of the SSF's community out-reach programme in accordance with the Stadium Management Plan and the Community Development Programme.</p>
o)	<p>The harm caused to the green belt was not outweighed by the need for BFC to find an alternative ground or the other very special circumstances identified.</p>	<p>This is clearly an important balancing exercise which applies entirely on a project specific basis. However, it is concluded by officers that the benefits of the SRC proposal will outweigh the harm to the green belt and other harm, having regard to the:</p> <ol style="list-style-type: none"> 1) substantially less harmful impacts on the green belt; 2) substantially improved sports facilities and greater commitment by SRC in terms of (a) Community Use of the Stadium for over 95% of the year (b) resurfacing and provision of the Southern Recreation Area and the Redgra Area for Community Use for informal sports, leisure and recreation for over 95% of the year; 3) the introduction of the Stadium Travel Plan to ensure that both existing activities at the stadium and all future activities at the Stadium are required to fully and effectively achieve the STP objectives, which include achieving sustainable travel patterns (with appropriate modal splits specified) as well as minimising transport impacts on local communities: this will be funded by SRC, including two low-emissions Saracens Community Coaches, and security will be provided to enable the council to provide further measures if SRC defaults in providing the necessary

	ISSUE	COMPARISON WITH SRC PROPOSAL
		<p>measures to achieve these objectives.</p> <p>4) Improved energy efficiency and biodiversity at the Stadium.</p>
p)	<p>Car dependency and Secretary of State's conclusion (contrary to Inspector's recommendation) that the proposal did not comply with policy relating to sustainable transport and the location of development.</p>	<p>As explained elsewhere in this report and mentioned above, the Stadium Travel Plan will help to ensure that both existing activities at the stadium and all future activities at the Stadium are required to fully and effectively achieve the STP objectives. These include achieving sustainable travel patterns (with appropriate modal splits as specified) as well as minimising transport impacts on local communities. The STP Measures will be funded by SRC, including two low-emissions Saracens Community Coaches for use in connection with Community Use of the Stadium, as well as ensuring that all activities (including Saracens Home Matches) are accessed sustainably and that transport impacts are minimised.</p> <p>These commitments will be underpinned by the proposed Conditions and Section 106 Agreement and the Comprehensive Monitoring and Review Framework. Security will be provided by SRC under the Section 106 Agreement to enable the council to provide further measures if SRC defaults in providing the necessary measures to achieve these objectives.</p>

10.2.4 Very special circumstances

Given that the proposal constitutes inappropriate development in the green belt, the key question is whether the impact on green belt and any other harm the proposal would cause is outweighed by the benefits of the scheme. There are a range of matters and/or 'very special circumstances' which need to be considered as part of the assessment as to whether or not there are considerations which justify the development.

As noted earlier, the Copthall Centre (including existing stadium and facilities on application site) have great existing value and importance to the local community and the facilities it provides both enhance and are enhanced by its metropolitan green belt location. The Copthall Centre already attracts people from urban areas for sporting and other informal recreational activities and at the same time enables them to enjoy the valuable and semi-rural open spaces that surround the stadium. As noted earlier, the evidence at the BFC inquiry estimated that there were approximately 600,000 visits to the Copthall Centre at that time and since then the Power League facility has been added to its attractions. The existence of the open spaces enables cross country running and other activities around the purpose built athletics facility and the proposed new Stadium will be fully integrated with and

complementary to the outdoor facilities on the basis of holistic and inspirational management under Saracens and the Saracens Sport Foundation, as explained more fully earlier in this report, by reference to the Sporting Impact Study. This combination of potentially excellent sporting facilities and inspirational management, within a semi-rural experience in the London Conurbation is an exceptional facility and officers have concluded that planning permission should be granted in order to seize this opportunity to ensure its long-term continued provision and improvement (so that present and future generations of Londoners can enjoy it, if and to the extent that it can be achieved without unjustifiable harm to the green belt or other matters material to the assessment of this planning application).

In view of the difficulties in maintaining and providing public facilities such as Cophall Stadium (as explained earlier in this report by reference to the Sporting Impact Study and also as raised in the representations received from the Council's Property Services team and other stakeholders), it appears unlikely that adequate public funding will be available in the foreseeable future to maintain the stadium (a number of elements of the facilities are already in need of investment) or enhance its significant potential and that of the wider Cophall Centre as a sub-regional sporting hub.

The application would involve a limited number of Saracens Home Match Days (limited by conditions to not more than 16) and the improved facilities would be available for the enjoyment of other activities for the remainder of the year (over 95% of the year). This would include guaranteed free daytime use of the facilities by schools and colleges for a minimum of 30 hours as part of programs specifically designed for them. It will be noted that the proposed development has a strong level of support from key sporting bodies at national, regional and local level, as well as from the resident athletics clubs, local schools and colleges and operators of other facilities at the Cophall Centre.

Any negative impact that the proposal would cause to the green belt must be considered against:

- the commitment by Saracens to long-term funding of the future maintenance, repair and renewal of the Stadium and its associated facilities,
- their commitment in accordance with the Saracens Vision (see earlier) to active and inspirational management of the Stadium in accordance with the Stadium Management Plan,
- the wide-ranging benefits that the Saracens Sport Foundation will deliver across the borough and the North London Sub-region
- their commitment to work with the Council and other Cophall stakeholders to leverage its regenerative benefits across the whole of the Cophall Centre in accordance with the Estate Management Strategy,
- the harm that would be caused in terms of sports provision if Cophall were to be closed in the future due to lack of funding. This would adversely affect this valuable part of the green belt and the function that it performs in attracting people from the urban area to participate in outdoor sports, as well as having a negative impact on the general public interest in terms of health and well-being.

The current proposals represent an opportunity which could revitalise and secure the future of the facilities that the stadium provides and which, without substantial

investment, could reach a point when it has to be closed due to a lack of resource to keep it running. The proposal represents an opportunity for substantial private investment in the physical fabric of the facility combined with a management package (including coaching, training and mentoring) that is likely to deliver very substantial community benefits in the areas of sport, education and social activities for a wide spectrum of the population of Barnet and North London including the young, elderly school children, students and the economically deprived.

10.2.4.1 Site Selection Methodology

A number of concerns have been expressed that the site selection methodology and process put forward by the applicant for green belt 'very special circumstances' has been inadequate. This includes questioning why sites in the Watford area, where Saracens present fan base is concentrated, were not focused upon. However, while recognising the importance 'in 'normal' green belt cases of requiring applicants to demonstrate that they have exhaustively assessed alternative non-green belt sites and sites in the green belt which would result in less impact on the green belt that meet the relevant criteria, it is considered that the current proposal offers alternative very special circumstances in that it could revitalise, enhance and secure the future of the existing Cophall Stadium and provide a catalyst for revival of the wider Cophall Centre as set out above. Officers are not aware of any other site, in the Watford area or elsewhere, which could deliver the potential benefits that the proposed scheme at Cophall could deliver in terms of sustainable access and in terms of delivering healthy, sporting, educational and social benefits to a large and diverse catchment.

As mentioned earlier in this report, the current proposal differs fundamentally from the BFC scheme in relation to the strong commitment to delivery and long-term provision and maintenance of an exceptional multi-functional sports stadium linked to and managed holistically with the associated outdoor track and field facilities and (via the Estate Management Strategy) across the wider Cophall Centre.

However, it is also relevant to note that in the BFC inspector's report⁴⁷ (as noted above) acknowledged that the evidence as to the sequential assessment in relation to the relocated football stadium had failed to identify a realistic alternative site. In that case, the decision to a large extent turned on whether or not BFCs need for a relocated stadium outweighed the harm that it would cause to the green belt.

In this case, the balance is between what the officers have concluded would be substantially less harm to the green belt than the BFC scheme (due to important differences in the design and nature of the proposed development – as outlined earlier and summarised in Table 5) and the substantially greater public benefits which arise from the SRC scheme including the provision and sustainable long-term management and maintenance of the Stadium as a truly multi-functional community stadium as also outlined earlier by reference to the Sporting Impact Study.

10.2.4.2 Maximising Community Sporting and Recreation Benefits

The applicant has made it clear that it is keen to return to the North London roots of the Club and this is a matter to which, in isolation, only limited weight should be attached in determining this application. However, as noted earlier in this report, the applicant's strong commitment to revitalise and secure the long-term future of Cophall Stadium (and potentially to catalyse the revitalisation of the wider Cophall Centre), are very important public and planning benefits which are material to consideration of the application.

⁴⁷ IR – 11.32

Associated with and additional to this are the major community, health, educational and social benefits that would arise from the proposal, including those which would be delivered by the Saracens Foundation, and secured through the Stadium Management Plan and the relevant planning conditions and obligations. These are described in more detail in section 10.3 and elsewhere in this report, and include predicted additional visits by the Saracens Sport Foundation to schools, colleges and other centres across the Borough and the wider North London Sub-Region as a result of the re-basing of the Foundation at Copthall as part of their outreach programme⁴⁸. Officers are satisfied that the controls in the form of the recommended planning conditions and obligations can be used to ensure that the predictions of the Sporting Impact Study will be delivered in a way that optimises the advantages of the green belt location in order to maximise use for sporting and other leisure and recreational activities that are appropriate in the green belt. An example of this would be the proposed provision of picnic and barbecue facilities for informal use on parts of the resurfaced southern overspill car park.

10.2.4.3 Sustainable Travel Initiatives and Energy conservation

Matters relating to transport are addressed more fully in section 10.4 of this report. However, officers consider that the benefits that the proposal would bring in terms of ensuring (through the Stadium Travel Plan) that sustainable travel benefits are delivered in relation to existing events and activities at the stadium, in addition to the match day events and other activities proposed as part of the application, are also positive benefits of the scheme which need to be considered as part of the very special circumstances/green belt harm balance. For example, the applicant is committed (through the holistic Stadium Travel Plan and the related planning obligations and conditions as recommended) to providing two community coaches for the purposes of assisting school children and students to access the stadium. In terms of the buildings themselves it is also noted that the new east stand would have strong sustainability credentials (commitment to BREEAM 'excellent') and the energy performance of the existing west stand would be improved. These aspects of the current proposal are described in greater detail in section 10.14 of this report.

10.2.4.4 Reduction in Hardstanding

A further important aspect of the proposal which needs to be considered as part of the 'very special circumstances' balance is the net reduction in the areas of hard standing in the parts of the application site around the stadium. This is set out in greater detail in section 10.2.2 and Table 4 of this report, but in essence, while a new jumps area of 1564m² would be created, the proposed development would reduce the overall net permanent development footprint at the site by approximately 8165m² (or 6408m² taking account of the of the track and associated areas that would be a base for demountable stands) through converting a significant area (approximately 14945m²) of existing hardstanding to either grass or reinforced grass, which will be available during more than 95% of the year for informal community leisure, recreation and sports, including picnics and barbecues. In terms of their intended use for the majority of the year, their more attractive semi-rural appearance and their reduced 'urbanness' it is considered that the new areas of reinforced grass would make a substantially greater contribution to the purposes and objectives of the green belt than the existing hard surfaces. They would also make positive contributions to providing opportunities for outdoor sport and recreation near urban areas, enhancing landscapes near to where people live, improving damaged land around towns and providing opportunities for access to valuable open green space (albeit not countryside) for the urban population. Officers consider that this aspect of the scheme goes a significant way to compensating for the impact of the proposed east

⁴⁸ Sporting Impact Study – paragraph 9.8.

stand and the demountable stands and other temporary structures associated with the proposed development.

10.2.4.5 Design

A number of other aspects of the design of the Stadium and its associated landscaping are also proposed in such a way that they would minimise the harm that would be caused to the green belt and its ecological and landscape qualities and in some instances the proposal would result in improvements to the existing facilities. While the east stand is undoubtedly a significant new building, the use of areas of timber cladding and other sympathetic external materials, green walls and climbing plants will help to soften the appearance of the building and provide a more natural finish. In addition to the areas of grey composite cladding will help to break up the mass of the stand and assist in blending the building into the skyline. The West Stand would also be clad in timber and grey composite cladding and this will both improve on its current appearance and help to unify the composition. In contrast to the BFC scheme, the currently proposed stadium is not fully enclosed and there will be views across the site from certain vantage points around the site⁴⁹.

10.2.4.6 Improvements to Landscape

A number of other aspects of the proposal which are outlined in greater detail in other sections of this report also make positive contributions to the very special circumstances. These include the retention of the hedges and the majority of the existing trees on the application site, the planting of approximately 79 individual trees and additional trees as part of the mixed planting tree and shrub mix are proposed around the boundaries of the site, the creation of a reed bed and swale, providing areas of green roof and green wall on the new east stand, the landscape benefits arising from the proposed lighting and the measures to minimise any adverse lighting impacts, the removable nature of a significant proportion of the proposed stands and other temporary match day structures (combined with a commitment to remove them as detailed earlier in this report) and the existence of breaks in the stadium to allowing view through and across it from certain surrounding vantage points (as noted above).

In terms of the proposed safety fence adjacent the Metro Golf range specifically, this is clearly a significant new structure in the green belt. However, any evaluation of the impact of this needs to take account of the impact arising from the substantial existing fence, as well as the existing safety hazards which the proposed safety fence is intended to address. The existing fence is approximately 15m high. The proposed fence would be up to 170m long and 20m high. The increased height proposed is seeking to resolve an existing health and safety issue which arises from the risks associated with stray golf balls from Metrogolf entering the outdoor field athletics facilities on the site. Both the driving range and the field athletics uses are considered to be appropriate uses in the green belt and important elements in the Copthall Centre. As there is no other reasonable means for the applicant to address this existing issue (whether or not the proposed development as a whole proceeds) this aspect of the proposal is considered to be acceptable in the circumstances.

10.2.5 Green Belt Conclusions

It is acknowledged that the proposed Development is in certain respects (particularly the new East Stand) inappropriate development in the green belt and that elements of the proposal would be detrimental to some of the purposes and objectives of including land within the green belt. However, officers consider that the harm to the green belt and other harm caused by the proposed development are outweighed by the benefits and positive aspects of the scheme outlined in this report including:

⁴⁹ See for example, views 2 – 4 in Figures 7.5b – 7.5d of the ES.

- benefits in terms of substantial funding for improvements to the sporting facilities at Copthall Stadium and the long-term maintenance, repair, replacement and inspirational management for the provision of high quality community sports, recreation, leisure, education and training facilities;
- the social, educational, health and sporting benefits provided by basing the Saracens Sport Foundation at Copthall in the heart of the borough and the North London Sub-region, where there is a large potential catchment (and community need) both for the facilities at the Copthall Stadium and the social, educational, health, leisure and sporting benefits that the combination of the Stadium facilities and the surrounding healthy semi-rural area can deliver for all ages and sectors within the urban communities of North London – whether they are elite sports participants or people of different ability and activity levels or special needs – for all of whom contact with the attractive semi-rural areas as well as the ability to use the exceptional concentration of sports and leisure facilities at the Stadium will be a major public benefit of the scheme;
- the catalytic effects in terms of revitalising the wider Copthall Centre as a sub-regional sporting hub;
- the introduction of sustainable transport measures as part of the holistic Stadium Travel Plan, which will operate both on Saracens home match days and also for each and every other activity at the Stadium, including the large number of existing activities at the Stadium which are currently not covered by such measures;
- the improvement of energy efficiency and performance in the existing West Stand, as well as providing the east stand to an “excellent” BREEAM rating in part on the basis of a geothermal energy system;
- the commitment to work with the Council and other stakeholders at the Copthall Centre to leverage out the benefits of the improvements at the Stadium across the whole centre, including the improved sustainability benefits in relation to the Stadium Travel Plan and the sustainable energy strategy, as well as coordination of event management and promotion of the sporting and leisure facilities at the Copthall Centre as a whole.

Officers have concluded that these key benefits delivered by the proposed development represent very special circumstances which are sufficient to outweigh the green belt harm and other harm caused by the proposals. The framework of control and delivery as recommended, particularly in respect of ensuring that the expected benefits of the scheme are delivered and that any adverse impacts of the development are minimised, is a crucial part of this recommendation. In the light of these proposed commitments and controls, officers consider that, on balance, the proposal is acceptable in terms of green belt policy and in terms of relevant other policy considerations.

10.3 Facilities for sport, recreation and the community

10.3.1 Impact on rugby

Saracens stated objective in respect of rugby is to provide an exceptional venue for Premiership rugby on 16 match days a year. The Rugby Football Union (RFU) has expressed its support for the proposals, identified that the artificial pitch, in particular, would meet a gap in provision and confirmed that while the proposal may not meet all

of the requirements of the 'Rugby Professional Game Board Minimum Facilities Criteria' document this would not in itself prevent games being held at the stadium. In this regard it should be noted that the proposal is seeking to work within a partially retained stadium and also that a number of Premiership Rugby Clubs have stadia which do not meet all of these requirements. In response to concerns raised that Saracens may need to seek consent for a stadium to accommodate not less than 15000 spectators in the near future, the RFU have also confirmed that there are no plans to increase the minimum stadium capacity for this level of rugby beyond the current figure of 10000. The application documents state that Saracens would continue to train at their existing facility in St Albans, therefore rugby training facilities are not needed at the stadium. This also leaves the facilities available for uses outside Premiership level rugby outside of match days, which amounts to 95% of the year.

In terms of participation in rugby, the Sporting Impact Study submitted with the application sets out how the development and activities of Saracens Rugby Football Club and the Saracens Sport Foundation would assist in increasing community participation in rugby in Barnet and London. This includes outreach programs to local schools, higher and further education bodies and underrepresented groups and working with local rugby clubs (such as Hendon and Mill Hill Rugby Clubs) to provide pathways to Saracens youth teams. The Stadium's facilities could also be used for various levels of coach education programs. Officers consider that there is the potential for significant health, educational and social benefits for the community in Barnet and more widely across other parts of Greater London from these aspects of the scheme.

There are also benefits which arise in relation to spectating at Saracens Home Match Days. The Sporting Impact Assessment identifies the match days themselves as opportunities for those involved in outreach programs to participate in pre-match events and for spectators to be inspired and see role models for success by watching top class athletes and players perform.

The relocation of Saracens match day venue from Hertfordshire to Cophall Stadium would increase the opportunities for Londoners to spectate at Premiership rugby. At present only one club, Harlequins, actually plays its rugby in London. Whilst it is possible that there will be a transfer of existing spectators from Watford to Barnet, with a greater spectator catchment available at Cophall Stadium there is likely to be a net gain in spectators and over time a substantial re-basing of the Saracens fan base to Barnet and its neighbouring boroughs, for whom more sustainable forms of travel will be possible and attractive. Saracens have also put in place transport arrangements to enable the club's Hertfordshire based spectators to travel to Saracens home matches at the improved Cophall Stadium, including by public transport and by special coach services to be provided in accordance with the Stadium Travel Plan (which is addressed in more detail elsewhere in this report).

It is considered that the proposal will result in an increase in both community participation in rugby and an increased opportunity to spectate at top quality rugby matches for residents in the London Borough of Barnet and more widely for London residents. The application is therefore considered to be acceptable in terms of planning and other relevant policies encouraging participation in sports and similar activities.

10.3.2 Impact on athletics

Athletics is one of the two main current uses of the existing stadium (along with football) and the proposals would result in a number of changes to the athletics facilities at the stadium. This would include the creation of an all-weather pitch and a

new indoor athletics training facility within the proposed new east stand and this will allow all season training for the resident athletics clubs and other community groups, including local schools and colleges. This area would accommodate six running lanes, a long jump and triple jump pit, junior pole vault area and throwing cage with netting. An existing outdoor shot put area and hammer and discus area would be removed from the stadium to an area to the north-east of the improved stadium⁵⁰.

The construction of the new East Stand on the existing 'jumps' area necessitates the remodelling of the areas to the north of the stadium to provide a replacement jumps area. This would include facilities for the long jump, triple jump, pole vault and spectator stands. To the east of this, a replacement area for the shot put would also be provided. The existing hammer, discus and javelin areas to the east of the stadium would remain. To achieve the gradient requirements needed for both the throwing and jumping areas earthworks would be required in both zones. New lighting is proposed for the shot put, discus, hammer and javelin throwing areas. The new jumps area would also be provided with lighting. To the east of the East Stand two mounds would be created from excavated material. The steep surfaces they provide will offer training facilities for 'incline' and cross-country running.

The existing hammer, discus, javelin, shot put, high jump, long jump and triple jump facilities inside the running track would be removed as part of the installation of the new artificial playing surface inside the running track. Discus and shot put could be accommodated (using mats) on the new surface. However, use of the surface for hammer and the javelin would probably cease unless further studies and investigations conclude that they can be accommodated without harming the new pitch surface. If and to the extent that such studies and investigations demonstrate the safe use is possible on the new pitch surface, facilities (run up and cage) would also be provided for the javelin and hammer.

The running track would remain as present and be protected at the times that spectator areas were erected over or near to it. The artificial grass pitch surface can be used for training in running spikes up to 6mm (suitable for most events other than javelin). Use of the running track would be restricted to four lanes (from eight) between September and May, due to the position of the demountable stands. This would affect training predominantly as the track would be fully reinstated for the athletics season, although there is the possibility of some reduction in availability for athletics meets at either end of the season. During the athletics season high jump facilities are proposed for the southern end of the stadium with the run up inside the southern 'D' and the mat on the pitch.

The two main athletics clubs which use the stadium, Barnet and District Athletics Club and Shaftsbury Barnet Harriers (SBH), and UK Athletics have written in support of the application. Sport England has not raised any objections to the proposal subject to the planning obligations recommended. SBH also point out that the new pitch would provide a more consistent surface (for the activities which can continue) throughout the year as use of the present surface is restricted at times by it being water logged or frozen during much of the winter. The provision of indoor athletics facilities (of which there are none at present) and new or improved lighting to the jumps and throws areas outside the stadium are seen in particular as significant positives for athletics and provide the potential for year round training and competition. The current 'A' rating of the athletics facilities at the stadium would be maintained and conditions have been recommended which would ensure that this remains the case. SBH and UK Athletics consider that overall the facilities proposed in the development, but particularly the Indoor Training Venue, would provide an

⁵⁰ See plan PL003 – Proposed Stadium Master Plan (Athletics)

improvement over the current situation that is likely to provide benefits for athletics and increased opportunities for participation in athletics in Barnet and the wider athletics community.

The current stadium operators (GLL) have confirmed that the current general opening times for the main stadium are those set out in Table 6 below. As proposed the main stadium would be open between 8:00am and 10:00pm. It would therefore be expected that there would be a general increase in the availability of the Stadium's facilities each day. Access to athletics facilities would be lost on the 16 match days a year, part of the preceding day and during the erection and dismantling of the demountable stands. However, these works are controlled through the conditions and planning obligations recommended to ensure that any disruption is minimised.

Table 6: Current stadium opening times

Winter (1 October until 31 March)	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Opening	10:00am	10:00am	10:00am	10:00am	10:00am	9:00am	10:00am
Closing	2:00pm	9:00pm	2:00pm	9:00pm	2:00pm	2:00pm	2:00pm

Summer (1 April until 30 September)	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Opening	9:00am	9:00am	9:00am	9:00am	9:00am	9:00am	10:00am
Closing	5:00pm	9:00pm	5:00pm	9:00pm	5:00pm	2:00pm	2:00pm

Sport England has confirmed in their response that they consider the proposal accords with exception E5 of their Playing Field Policy. This states that 'the proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields'.

These changes to the athletics facilities proposed are considered by officers, in the light of the conditions and planning obligations recommended, to be an improvement over the existing situation and a positive benefit of the development because they are likely to provide the scope for increased and improved participation in athletics in Barnet and London. The application is therefore found to be acceptable in these regards.

10.3.3 Impact on facilities for football

The proposed development will result in professional and semi-professional football no longer being played in the stadium and will necessitate one of the existing occupiers, Kentish Town FC, vacating the stadium. Kentish Town FC have also responded to the consultation and objected to the application. However, the team is not originally a London Borough of Barnet club, does not have any security of tenure beyond an annual booking (which could be terminated at any time) and has only been a user of the stadium since 2007. It is understood that the poor quality of the existing pitch has resulted in Kentish Town playing their home matches at venues outside the stadium and also outside the borough. The London Borough of Barnet has offered the club a number of alternative venues and continues to work with the club to find a suitable site. Sport England has confirmed that they are satisfied that all reasonable endeavours have been made to relocate the club and that the requirements of the club go beyond what can reasonably be secured by the planning

system as part of this application. However, the obligations recommended include a contribution of up to £10,000 to be paid by the applicant (and held by the Council) towards any necessary refurbishment costs required at a replacement venue, if such money is needed to enable Kentish Town FC to relocate to the alternative facilities.

The circumstances of Kentish Town FC's use of the existing stadium, the efforts made to relocate them, the mitigation proposed and the overall sporting and recreational benefits of the development (set out in various parts of this report) are considered to make the loss of playing facilities for Kentish Town FC (or any other semi-professional and professional football) at the stadium acceptable in this instance (other concerns raised by Kentish Town FC are addressed elsewhere in this report). The proposal is therefore found to be acceptable in this regard. It should also be noted that the application would not preclude the use of the site for amateur and informal football use, for example use by schools.

10.3.4 Impact on sports, recreational and community uses at the stadium generally

The Sporting Impact Assessment which accompanies the application identifies a range of positive sporting benefits arising from the proposed development and its management. A number of these stem from the work of the Saracens Foundation, which would be based in the stadium. This work includes outreach programs with schools and other community organisations. The stadium's indoor and outdoor facilities would be made available for community sport related activity at no cost for a minimum of 30 hours a week during the day time. School use is expected to form a significant element of this.

The application envisages outreach work operating from the Stadium across a range of sporting and recreational activities to a number of different groups within society. The Sporting Impact Study identifies a number of specific sections of society who will be targeted, these include children and groups with generally low participation in physical activity such as the over 50, women, ethnic minority communities, those on a low income and the disabled.

In addition to the facilities provided in relation to rugby (tag', 'touch' and 'full contact' versions) and athletics the spaces within the new east stand and around the stadium are envisaged in the Sporting Impact Study as used for a wide range of other sporting and recreational activities. These include various types of dancing, badminton, cricket, indoor bowls, tennis, martial arts, hockey and general fitness sessions for the over 50's.

The Sporting Impact Study makes estimates as to the impact of the proposal on attendance at the Stadium, based on a body of research into the existing stadium, proposed facilities and the experience of the author. It predicts that the proposals would result in an additional 79,000 visits across the borough as part of the Saracens Sport Foundation's community outreach programme⁵¹. It also predicts an additional 48000 per annum community sports attendances at the stadium on non Saracens Home Match Days. This would more than double (to 83,000 visits) the current total number of attendances at the stadium, which is estimated at 35000 per annum.

A number of educational organisations have written in support of the application and some of these have already worked with Saracens. These include The Totteridge Academy, Whitefield School, Woodcroft Primary School, St. Mary's Church of England High School, St. James Catholic High School, Oaklands College and Barnet Partnership for School Sport. Their comments are set out more fully in Appendix 3 of this report.

⁵¹ Sporting Impact Study – paragraph 9.6.

It is clear from the Sporting Impact Study that the facilities provided and programs envisaged as part of proposed development have the capacity to significantly increase participation in a range of sporting and recreational activities beyond rugby and athletics. Officers consider that there is the potential for significant health, educational and social benefits to arise for the community in Barnet and more widely across other parts of Greater London from these aspects of the scheme and conclude that, subject to the conditions and planning obligations recommended in relation to the provision and management of the facilities proposed, this is a strongly positive aspect of the development for which consent is sought.

10.3.5 Impacts on the wider Copthall Centre

The wider Copthall Centre includes a range of sporting and recreational facilities. These include the Metro Golf Centre, Barnet Copthall Leisure Centre (swimming pools, diving facilities, gym and exercise studio), Power League Mill Hill (5 and 7 a side football), Hendon Golf Club, football (15 pitches), cricket (3 pitches) and Gaelic football (1 pitch) pitches bookable from the London Borough of Barnet, Marathon Playing Fields at Chase Lodge (senior, junior and mini football pitches), Mill Hill Rugby Football Club and Hendon Rugby Football Club. None of the specific organisations referred to have raised any objections to the application and the Metro Golf Centre and the two rugby clubs have written letters of support in respect of the application. Parts of the application site and the wider estate are also used extensively by the local community for informal recreational activities such as walking. This is consistent with the designation of the application site and surrounding area as a metropolitan and district park which also serves as a local park.

The proposed development has the potential to benefit the uses identified and participation in sport in general by raising the profile of the Copthall Centre and bringing large numbers of people to the area. However, concerns have been raised that parking and other activities associated with rugby match days and other major events would make less attractive and restrict or even prevent access altogether to facilities on the wider estate.

The application includes a separate Draft Stadium Management Plan, Draft Community Development Plan and Draft Estate Management Strategy as the basis for Saracens working with the Council and other operators and users at the Copthall Centre with a view to leveraging out across the whole estate the regenerative and sustainability benefits that would be provided at the Stadium if this scheme is allowed to proceed. There is also a Draft Local Area Management Plan and holistic Draft Stadium Travel Plan which is designed to minimise the transport impacts of the Stadium in relation to all of its various activities, including the proposed Saracens home matches and all other activities, including those existing activities which currently generate an estimated 35,000 visits to the Stadium. The various measures proposed include measures to reduce the risk of conflicts occurring between the various facilities and users on the wider Copthall Centre and to positively manage access and on Saracens Home Match Days and for other Major Events at the Stadium.

This would be addressed in part through the Copthall Community Sports Group. This would be a collective body formed to facilitate regular communication and co-operation between the officials of the various bodies and organisations which use the wider Copthall Centre. The Draft Estate Management Plan identifies event scheduling to minimise clashes between events and traffic and parking management as key areas of focus for the group.

Under the conditions and planning obligations recommended the final versions of the suite of management documents and plans are required to be submitted before the development proposed can be occupied. Occupation is then required in accordance with the approved documents unless otherwise approved by the Local Planning Authority. It should be noted that the Draft Stadium Travel Plan assumes that the existing parking at the Leisure Centre would not be used by spectators on rugby match days. To ensure that genuine users of the swimming pool and leisure centre are still able to use these facilities and the car park adjacent the leisure centre on match days a range of measures, including the use of stewards would be put in place through the management documents.

It is noted that Hendon United Sports Club, who use the football pitches adjacent to the application site have objected to the application and expressed concerns that the proposal would adversely impact on their use of the facilities, might result in the end of their club and would result in the council suffering a loss in the revenue that it makes from the use of the pitches. They state that, as a Jewish football club, they have particular requirements (for example Sunday being the only day in the weekend when they can play) with which the use of the stadium for rugby match days could conflict.

While these concerns are noted, officers are satisfied that the mitigation put forward, and required as part of the framework of control recommended, would minimise conflicts between the different users of the Copthall Centre to an acceptable level. This framework includes a Stadium Management Plan, Estate Management Strategy, Local Area Management Plan, Construction Management Plan and the holistic Stadium Travel Plan. These mechanisms will appropriately manage and co-ordinate activities at the Stadium with those on the wider estate, such as those of Hendon United Sports Club, so that they can have access to the facilities they need including appropriate amounts of parking. For example where rugby matches take place in the afternoon (15:00) this would not adversely impact on morning football matches (10:00) taking place on the pitches surrounding the application site. In addition to this every effort would be made by the Council to situate the clubs football teams on the pitches furthest from the main routes into the site and stewards would be available to direct spectators away from football pitches on match days. It also needs to be acknowledged that under the framework of control Saracens will only be able to play a maximum of 16 matches at the site each year and only a proportion of these will be on a Sunday.

10.3.6 Overall conclusions on sporting, recreational and community use impacts

While it is acknowledged that the proposal would result in the loss of the use of the stadium for professional and semi-professional football and require some level of support for the relocation of Kentish Town FC, the circumstances in this instance and the overall sporting and recreational benefits of the development are considered to make the loss of playing facilities for semi-professional and professional football (including Kentish Town FC) at the stadium acceptable in this instance. The Stadium would be available for school and other football training and matches and the proposal would also result in significant benefits in respect of the use of the stadium for athletics, rugby and sports, recreational and community uses more generally. Subject to the framework of control recommended to ensure that the benefits of the scheme are delivered and any adverse impacts of the development are minimised this is considered to be a substantial positive element of the proposal.

In terms of the wider impacts on the Copthall Centre, the proposed development has the potential to benefit the participation in sport by raising the profile of the Copthall Centre and revitalising it as a sub-regional sporting hub. It is accepted that this is dependent on the implementation of adequate measures to reduce the risk of

conflicts occurring between the various facilities on the wider Copthall Centre and manage access and parking to the users of the facilities including on rugby match days and at other major events. However, Officers are satisfied that the controls recommended are sufficient to achieve these aims. As such this aspect of the application is considered to be acceptable.

10.3.7 Control of the development

The provision of facilities and use of the Stadium for rugby, athletics and the wider community will be controlled through the conditions and legal agreement. This will include the Stadium Management Plan, Estate Management Strategy, Local Area Management Plan, Construction Management Plan and the holistic Stadium Travel Plan. These seek to maximise the positive sporting impacts of the proposal, minimise its negative impacts and avoid or reduce possible conflicts between users of the stadium and wider Copthall Centre and they will be reviewed on this basis under the Comprehensive Monitoring and Review Framework.

10.4 Transport and Movement

10.4.1 Introduction

This section summarises and analyses the transport issues, predicted impacts and proposed mitigation related to the application, and is based in particular on the information provided by the Applicant in the Transport Assessment (TA) and other key submission documents such as the Stadium Travel Plan (STP) and the Local Area Management Plan (LAMP). Reference should be made to Appendix 10 which contains more detailed technical information on all relevant aspects of transport and movement.

This section reflects detailed discussions between officers and Transport for London (TfL) and careful consideration of the issues raised in representations received during the consultation process, as well as negotiations and discussions with the Applicant and its consultants in order to ensure that the travel predictions are robust and that the proposed transport mitigation measures will be fully effective in achieving the stated travel plan objectives, including acceptable transport outcomes.

10.4.2 Existing Highway Conditions

Copthall Stadium is directly bounded by the A1, Pursley Road and Page Street. The A1 is part of the TfL Road Network (TLRN) and is the responsibility of TfL. Pursley Road and Page Street are unclassified borough roads. The site is directly served by two vehicular accesses via Champions Way onto Page Street and via Greenlands Lane onto the A1. The local road network experiences peak traffic movements during the weekday morning and afternoon rush hours, although traffic levels are lower at weekends. Traffic levels are discussed in detail below. The immediate roads in the vicinity of the site do not form part of a controlled parking zone (CPZ), however, parking controls in the form of waiting restrictions do operate at key junctions, such as Pursley Road / Page Street.

The site is served by a number of bus routes comprising the 221, 113 and the 183. The nearest underground station is Mill Hill East on the Northern line branch from Finchley Central, and other relevant tube and train stations are at Edgware, Colindale and Mill Hill Broadway. Public Transport Accessibility Levels (PTALs) are graded from 1 for very poor to 6 for excellent accessibility. The score for this site ranges from 0 to 1b which indicate very low public transport accessibility. In this context it is relevant to refer to the evidence at the BFC inquiry indicating that there were at that time an estimated 600,000 visits per annum to the Copthall Centre (before Power League began to operate) and 35,000 visits to the Stadium.

In the last three years (3 years up to August 2011) there were a total of 24 personal injury accidents (PIAs) within 300m north or south along Page Street from Champions Way. The majority of accidents involving car movements were located at the Fiveways junction on the A1. However, there were also three accidents involving pedestrians recorded as 'slight' at the junction of Pursley Road and Page Street. All three involved issues regarding the visibility of pedestrians using the exiting zebra crossing in these locations. A Section 106 contribution of £5,000 has been agreed to investigate if improvements can be implemented at this location to increase visibility and improve safety of pedestrians crossing.

Pedestrian footways exist along the local roads, and within the site along Champions Way, but there is no footpath along Greenlands Lane. There is a footpath from the Leisure Centre to Pursley Road and the footways are generally in a reasonable condition although a key stretch in Pursley Road near the Leisure Centre footpath is in a poor state of repair. There are pedestrian routes to local schools and Barnet College, and a route via the former Sanders Lane to Mill Hill East tube station, although this would benefit from an upgrade, with a further Section 106 contribution to improve the pedestrian environment of £10,000 having been agreed.

10.4.3 Development Proposals

If permission is granted the following package of key SRC transport strategy mitigation measures will be delivered before the opening of the stadium.

- Ticketing arrangements and incentives to encourage re-focusing of the fan base in local areas easily accessible to the Stadium by non-car modes of transport;
- Attractive sustainable transport options to encourage fans travelling from remote locations to choose non-car modes and ticketing incentives and information provided to reinforce such choices;
- On-Street Match Day Parking Restrictions to deter car travel and designed in consultation with the local community, with all costs being borne by SRC;
- Strictly limited On and Off site Car Parking Provision at the Stadium and in four nearby educational establishments for which spaces will need to be booked in advance;
- Shuttle Bus Services providing links to Mill Hill East, Edgware and Mill Hill Broadway tube and train stations. This increases the PTAL rating from 0/1 to 3;
- Bespoke Coach Services operating with up to 34 coaches along seven identified routes from adjacent parts of North West London and counties beyond;
- Off-site Pedestrian Improvements at key locations;
- Contribution (to be agreed) to planned TfL upgrade of the traffic signals at Fiveways junction (Page Street / A1 / A41);
- The provision of two electric or low-emissions "Saracens Community Coaches" to be used to assist local schoolchildren, students and other community groups to access the Stadium by sustainable means;

- A Comprehensive Monitoring and Review Programme. This will be committed and enforceable as part of the conditions and Section 106 obligations to be completed by Barnet Council in consultation with TfL. It will address transport outcomes, travel trends over time and the need for additional measures, such as additional coach services, to achieve the STP objectives and targets, including the initial modal split target of no more than 36% car (and 12% car driver mode split) on which the TA is to a large extent predicated.

These mitigation measures and the Comprehensive Monitoring and Review Programme and the other detailed provisions to be set out in the Section 106 Agreement are expected to ensure that the Stadium Travel Plan (STP) objectives are fully and effectively achieved, and that any necessary adjustments to the STP mitigation measures are made, including meeting the sustainable modal split targets and minimising transport impacts on the local community.

10.4.4 Traffic Surveys, Data Collection and Development of the Models

Key junctions to be assessed as part of the modelling were agreed with LBB and TfL. These comprise Bunn's Lane / Page Street/ Pursley Road, Champions Way/ Page Street/ Longfield Avenue and A1 / Page Street (Fiveways junction). Traffic surveys were carried out at all these junctions, as well as at the A1 junctions with Greenlands Lane and Holders Hill Road to provide data on the existing situation. On and off street parking surveys were also carried out on all residential roads across a wide area around the stadium, together with parking surveys within the Copthall site. Details of the surveys are set out in Appendix 10.

The assumptions in the TA for the assessment of SRC Home Match Days has followed the generally agreed method set out below, which has largely been undertaken using a bespoke spreadsheet model:-

- Assess the likely geographic distribution of spectator home locations, as 95% of spectators will travel from there;
- Assess how many spectators could travel by each mode of transport;
- Assess what modes spectators would realistically travel by;
- Assess demand for car travel and the related car parking;
- Identify parking provision;
- Assess capacity of the routes to each car parking location (including off site satellite car parks);
- Prepare an outline of the proposed Saracens Matchday Parking Control Scheme (SMPCS);
- Assess the traffic capacity of key locations, particularly in the context of weekday peak hour demand.

Information on the geographic catchment of the existing SRC supporters was a key input to the spreadsheet modelling exercise. The existing SRC season ticket holder database was utilised, and contains home postcode information for 3,500 supporters. This was combined with a second database of 5,115 different SRC supporters who attended home matches played at Wembley. Currently, the majority of supporters who attend SRC matches at Watford (59%) are based around that town and more generally across Hertfordshire, and this will initially be the main origin for spectators travelling to the relocated stadium until such time as the measures designed to re-focus the fan base more locally around the Stadium take effect. Supporters attending Wembley matches also come from this area, but also from a wider catchment across London and other parts of the south east.

Saracens' consultants have combined the two databases in forecasting the travel and transport impacts of the proposed 10,000 capacity stadium, 3,500 supporters based on the Watford season ticket holders and 6,200 based on the Wembley database. There are also predicted to be approximately 300 away supporters, based on SRC's experience. Forecast travel outcomes by mode are discussed and set out more fully in Appendix 10, which includes a summary of some additional sensitivity tests. Various assumptions have been made. For example, on Saracens Home Match Days there will be a programme of events to encourage fans to attend matches early and to retain visitors after the match so as to spread the flow of trips more evenly. This is reflected in the models. The consultant's methodology is considered by officers to be robust in the circumstances of this application.

10.4.5 Impact on the highway network

The area wide peak period Match Day arrival and departure traffic movements from the spreadsheet model have been assigned manually to the local road network, applying agreed assumptions about direction of travel. These predicted traffic flows have been used in industry standard traffic models to examine key junction performance characteristics, such as traffic queues and capacity, in general accordance with national guidelines. Alternative analysis techniques have been used in certain cases.

Distribution on the key roads connecting to the site was estimated and predicted that 40% of vehicles will arrive at the site from the north of Page Street, 30% from the South of Page Street and 30% from the south via Greenlands Lane/A1. The departures are expected to be 35% north along Page Street, 35% south along Page Street and 30% south via Greenlands Lane/A1.

Specific junction assessments use the individual traffic count data collected at each location and are expressed in passenger car units (pcus), where a car is one pcu but a bus or coach for example is two pcus, and are summarised in the table below, showing forecast absolute and percentage changes due to the impact of Matchday related traffic. Appendix 10 discusses the highway impacts more fully including the detailed assessment of the signalised Page Street / A1 Fiveways junction which TfL are planning to upgrade and SRC have offered to contribute to its funding.

Table: Summary of Junction Impacts

Junction	Friday pm peak (16:30 – 17:30) total junction flows (baseline)	Forecast Match day traffic (Saturday, busiest pre-match hour – 12:30 to 13:30)	Forecast Match day traffic (busiest post-match hour – 17:00 to 18:00)	Baseline plus forecast flows – pre-match	Baseline plus forecast flows – post-match	% predicted change – pre-match	% predicted change – post-match
Fiveways (A1 / Page Street)	5448	178	347	5623	5021	3.3	7.4
Fiveways (A1 / A41)	5444	163	347	5602	5042	3.0	7.4
A1 / Greenlands Lane	1474	190	200	1965	1457	10.7	15.9
A1 / Holders Hill Road	4339	178	245	4550	4182	4.1	6.2
Page Street / Champions Way	928	359	510	1468	1290	32.4	65.4
Page Street/ Bunns Lane/ Pursley Road	1874	290	345	2079	1809	16.2	23.6

Traffic flows on Page Street, on a Saturday or Sunday afternoon with an SRC match will be little different from a standard PM peak hour on a weekday evening.

Appendix 10 shows that there will a range of traffic impacts, the greatest being in the immediate post-match period. However, any such congestion on the road network is likely to be short term, with the greatest delays expected to be in the car parks and exit points onto the public highway. On balance it is considered that the traffic impact of the proposed Stadium on home Match days is unlikely to cause unacceptable traffic congestion.

10.4.6 Forecasting of trips by travel mode

The TA estimates that for the weekend matches there will be a modal split of 12% car drivers, with 24% car sharing (assuming a standard car occupancy rate for matches of 3 per car), 13% coaches, 2% motorcycle, 13.5% Rail, 6% Tube (Edgware), 13% Tube (Mill Hill East), 5% walking, 3% taxis, 5.5% buses and 3% cycles. Officers consider that these estimates are considered acceptable, as explained below.

10.4.7 Saracen's Match Day Coach Services (13%)

Saracens' consultants identified a likely catchment for these services of 4,654 spectators based on the databases for home matches and through applying the various key modelling assumptions they predict that 1,210 passengers will use these services and that 34 coaches on the seven following designated routes will cater for this demand:

- Amersham service (6 coaches)
- Aylesbury service (6 coaches)
- Milton Keynes service (6 coaches)
- Letchworth Garden City service (4 coaches)
- Bishop Stortford service (4 coaches)

- Southend service (3 coaches)
- North West London boroughs service (5 coaches).

The precise details of coach numbers and routes will be reviewed before the first SRC home match under the Comprehensive Monitoring and Review Programme. Adjustments may need to be made in the light of demographic information based on actual ticket sales to ensure that the coach services are appropriately targeted to cater for the fans expected to travel to the Stadium and the appropriate concentration of coach services and capacity to accommodate them.

The proposed coach arrival and departure routes are concentrated on the strategic routes of the A1, A41 and M1 and coaches will generally avoid residential streets, except for the short section of Page Street south of Champion's Way.

10.4.8 Shuttle Buses

The applicant and Arriva Buses are developing a comprehensive shuttle bus strategy including various service pattern options and expect that the shuttle bus will cater for more than 20% (this equates to 15% shuttle buses and 5% scheduled buses) of final journeys to the stadium. The core shuttle bus service is proposed to interchange at key rail and tube services close to the site, namely Edgware, Mill Hill Broadway and Mill Hill East. A possible extension from Edgware to Canons Park on the Jubilee line and the use of Colindale as a possible alternative to Edgware are being considered. The agreed assumptions for the Shuttle Bus forecast are as follows:-

- 100% of interchange movements of passengers at Edgware LUL station;
- 50% of passengers to Mill Hill Broadway Thameslink station using the Shuttle Bus or 221 bus service to the stadium area, at Pursley Road;
- 25% of Northern Line passengers to Mill Hill East use the Shuttle Bus service rather than walk to the stadium.

A pick-up and set-down point west of the 221 bus stop on Pursley Road (by the Leisure centre footpath) has been selected as the stadium shuttle bus stop as it has space nearby for eight buses to wait by the southern kerbside after the match before loading and taking supporters towards Edgware. A single bus can also pick up on the northern side of the road to take supporters to Mill Hill East. Agreement has not yet been reached with TfL on certain shuttle bus details, which has prevented them giving an 'in principle' approval. However council officers have sought advice from a public transport expert who advised that the proposal was generally workable. The applicants calculate that the proposed shuttle bus service, combined with the Sunday frequency of the 221, will have sufficient capacity to accommodate demand, predicted at 850 spectators.

As with other transport measures, the details of this service will be subject to close monitoring and possible adjustment under the Comprehensive Monitoring and Review Programme in order to fully and effectively achieve the STP objectives and modal shift targets.

10.4.9 Rail Use (13.5%)

Mill Hill Broadway has a 30 minute train service frequency at weekends and is one of the proposed shuttle bus interchanges. The TA estimates that 5.5% of spectators will travel by train from the north and 8% from the south and sets out a detailed market catchment analysis which has been applied to the available supporter databases in order to derive these forecasts. It predicts substantial park and ride outside the immediate area around the Stadium, as happens with the Emirates Stadium and Tottenham Hotspur with park and ride proportions of up to 38%. No train capacity

issues are likely on match days due to low level background passenger levels and high capacity of the train service.

A Travel Contingency Plan will be part of the STP and will provide measures to address rail or other transport disruption and incidents.

10.4.10 Underground Travel (19%)

SRC supporters travelling from south are expected to use the Northern line stations at Edgware and Mill Hill East. The TA forecasts that 25-30% of tube users will arrive at Edgware which is also on the proposed shuttle bus route. Based on passenger use provided by LUL, the TA concludes that the proposed peak hour (5-6pm) post match trips of 1,017 at Mill Hill East and 340 at Edgware can be accommodated, as the numbers are modest in terms of tube train capacity (over 900 passengers per train, and a service frequency of 15 minutes).

10.4.11 Pedestrians (5%)

The applicants are strongly promoting walking, either as the sole mode, or as part of public transport trips in the strategy to reduce car travel to the stadium. A pedestrian audit of key routes has been used to inform the improvements needed for the pedestrian routes within the stadium and around the site. Contributions by the applicant totalling £60,000 have been agreed and will be set out in the Section 106 Agreement.

Forecast of post match pedestrian flows are set out in the TA. Generally, it is expected that whilst pre match flows will slowly build up, the post match peak period flow will be more than 3 times higher. For example, in the first five minutes after the match it is expected 1,750 pedestrians will leave the site, followed by another 1,400 in next 5 minutes. Appendix 10 discusses the assessment of the key pedestrian routes in more detail.

10.4.12 Bus only (5.5%)

Based on detailed analysis of spectators living in close proximity (at 640 metres) to services, the bus catchment population of SRC supporters is anticipated to grow by 3.5 times as a result of the relocation to Barnet assuming that local residents will attend SRC games. This forecast is additional to the forecast use of the Shuttle Bus service.

10.4.13 Cycle, Motorcycle and Taxi (8%)

The modal split for cycling of only 3% is based on the repeatedly observed low probability to cycle to a major sporting event and catchment area analysis which shows the very substantial 'in-scope' numbers that could decide to cycle with encouragement. With time and encouragement this proportion is likely to increase significantly but the starting position is the low level of cycle use in North West London. The outer limit of the cycle catchment area extends from Hertsmere to Islington and Enfield to Harrow.

The modal split for Motorcycles of 2% is based on the repeatedly observed low probability to travel by motorcycle to major sporting events.

The mode split forecast for taxis of 3% is based on the probability to travel by taxi to a major sporting event and is supported by catchment area analysis.

10.4.14 Car Driver (12%) and Car Passenger 24% (total 36%)

This prediction is based on the residual of the demand forecasting and assumes car occupancy of 3 per vehicle based on existing characteristics at Vicarage

Road. Travel information provided with tickets and available on the Club's web site will indicate the best routes for accessing the relevant designated car parks to minimise traffic congestion.

10.4.15 Car & Coach parking – Off Street

The London Plan does not have a specific parking standard for stadia, stating that parking provision should be according to the usage of the sports facility. Part of the basis of the proposed STP is that parking restraint should operate in order to deter unacceptable levels of car travel in relation to SRC home matches. The 700 proposed on site car parking spaces include 70 wheel chair accessible disabled spaces, 130 Blue Badge disabled driver parking spaces and 30 electric vehicle charging spaces. The 'block parked' area will be for operational parking and be 'Valet managed' by SRC Stewards (they will keep the keys and move the vehicles if need requires). There are 300 proposed bicycle spaces, 125 powered two wheeler spaces and 34 coach parking spaces available for use on site on SRC home match days and other (up to 2) major events days. The applicant has agreed licenses to use a further 650 car parking spaces off-site within four sites which would serve as designated car parks. These are Dollis Infant School (115), Cophall School (100), Hasmorean Girls School (79) and Barnet College (359).

The proposed planning conditions and obligations will prevent SRC home matches from taking place at the Stadium unless the parking scheme for off-site parking has been approved by the council before the tickets are sold for such matches in each season. All parking spaces will be allocated when tickets/season tickets are purchased and vehicles will not be allowed to park in any of the designated parking spaces without having pre-booked. The number of parking spaces will be subject to review under the Comprehensive Monitoring and Review Programme in order to ensure that the STP objectives are fully achieved and adjustments may need to be made in the light of that process.

Officers consider that based on the measures that the applicants are proposing for non-car travel to the site the proposed parking provision is sufficient.

The Draft STP makes allowance for 100-150 match day operational spaces (depending on TV requirements). These would be used by a range of staff and visitors including players, media, TV staff, officials, senior SRC staff and corporate partners.

The London Plan contains no specific standard for coach parking but states that venues should provide parking to 'suit their individual demand to help reduce congestion and improve visitor safety'. Coach and outside broadcasting unit (OBU) parking will be on-site and managed in accordance with the Stadium Management Plan and the LAMP.

All off-street car parking (on and off site) will be covered by the Off-Street Car Parking Management Strategy, which will be approved and enforced under condition 79 and the planning obligations and will also be subject to review under the Comprehensive Monitoring and Review Programme in order to ensure that the objectives of the STP are fully achieved and any necessary adjustments made in the light of that process.

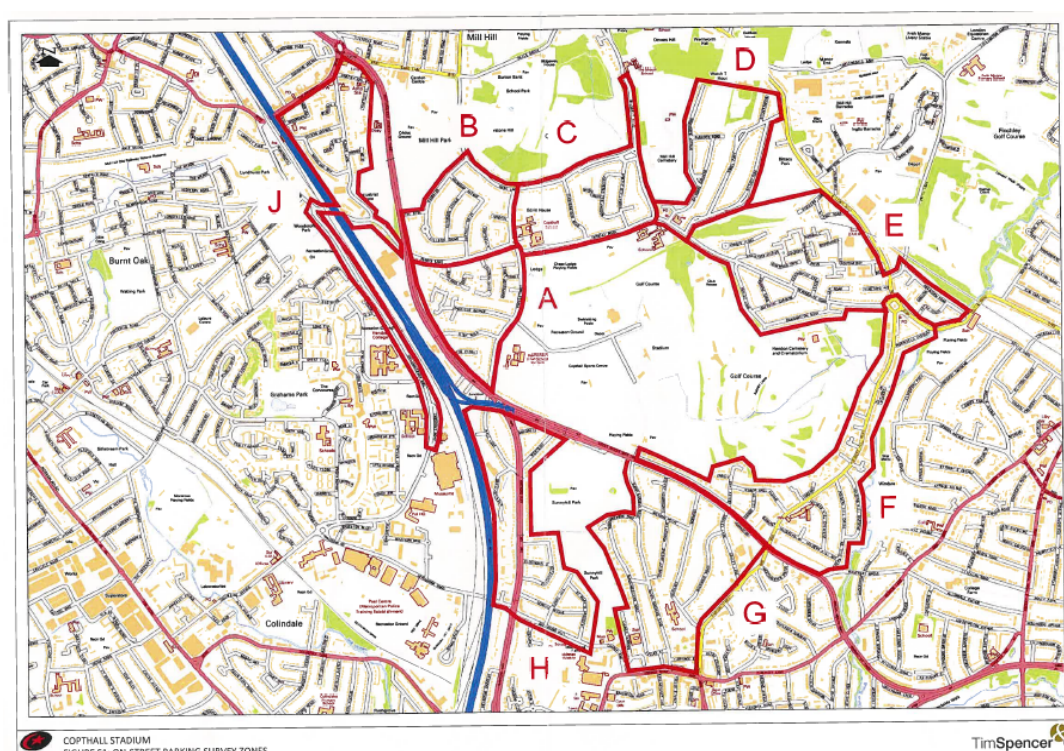
10.4.16 Car parking – On Street- Saracens Matchday Parking Control Scheme (SMPCS)

It is agreed that on-street parking control is required to provide effective mitigation of the transport impacts of major events at the Stadium. The level and nature of parking restrictions will be subject to full consultation and the types of controls could vary and

may include a CPZ. This is termed in the TA the Saracens Matchday Parking Control Scheme (SMPCS) and will be designed to discourage car travel to the site and minimise impacts on local communities by prohibiting on-street parking in the adjacent streets whilst providing fully for the reasonable parking requirements of local residents. This measure is a key element in the strategy to promote modal shift and is discussed in detail in Appendix 10.

If members resolve to grant permission, the details for any proposed scheme will be approved by the Council following appropriate statutory consultation. Current proposals include either yellow line only restrictions to operate during major events or yellow line restrictions with a complementary CPZ within local roads around the stadium for the benefit of residents and visitors.

The extent of the proposed SMPCS area is shown on the plan below, which identifies the nine areas where detailed parking surveys were carried out (see Appendix 10 for details), and will generally extend for approximately 1.25 km from the Stadium.



As a consequence of these parking restrictions, it is likely that resident's permits/vouchers will be required. SRC will underwrite all costs so that none fall on local residents or the Council in relation to the making of necessary orders, administration and all other relevant costs. The Council has made it clear that the scheme must be in operation prior to SRC's first home match. The proposed conditions and Section 106 Agreement will be on that basis and SRC have agreed to pay £20,000 immediately after any resolution to grant to fund LBB preparatory activities.

The SMPCS will have due regard to the objectives of the STP and the LAMP in relation to SRC home match days and other major events and will be subject to monitoring and review for several years. A commuted sum payment towards the cost of future maintenance of all scheme related signage will be agreed as part of the Section 106 Agreement before the permission is granted.

10.4.17 Non Match days and other Major Events

The submission has considered multi use activities on non-match days and concluded that event attendances will remain of the same order as existing (but will enjoy enhanced facilities,) and events will be held more frequently. However, the revised TA submitted in September 2011 was also informed by Section 9 and Appendix 3 of the Sporting Impact Study which estimates the increasing visits likely to be attracted to the Stadium, some 48,000 per annum, if the development is delivered in accordance with these proposals and the permission sought. Details are provided for athletic club training, school use of the stadium for athletics meetings and athletic club meetings and events. The Saracens Community Coaches will play an important role in the first two of these and although further research will be required on the third area this is provided for through the provisions of the holistic STP which will include sections on all non-match travel associated with all activities at the Stadium. The vast majority of events, and the associated travel, are likely to be outside the weekday peaks and the STP will contain sustainable transport measures in order to ensure that the objectives of the STP are fully achieved in respect of all such activities. The holistic STP will be subject to review under the Comprehensive Monitoring and Review Programme in order to ensure that the objectives of the STP are fully and effectively achieved, including the achievement of the relevant modal split targets and minimising adverse impacts on local communities and the transport network, and adjustments may need to be made in the light of that process.

The range of non-match day events is, at present, a matter of judgement (as outlined above in relation to the Sporting Impact Study), and may vary significantly. Nevertheless, data has been collected on some local events to gain a picture of the demand and impact on the local highway network. This information will be used to inform and update the non-match day element of the STP and the LAMP. In practice it is considered unlikely that attendances at athletics events at the Stadium will exceed 2,500.

A Major Event can take place on a non Saracens home match day but condition 6 imposes a maximum of two per annum: any event attracting (or likely to attract) over 5,000 visitors (including competitors, spectators and other visitors) are defined as a 'major event'. For such Major Events the STP measures will need to be tailored specifically to the character, timing and demographics relevant to the specific events and bespoke STP measures will have to be approved in advance under Conditions 6 and 94 as explained in Appendix B to the draft STP, in order to achieve the STP objectives.

A lower number of parking spaces will be provided on non match days due to lower likely demand. The car parks regularly used by the existing activities will continue to be available. The intention is that the re-surfaced overspill car park will not be available for such events and activities so that the area will be available for informal community sports, leisure and recreation. If other events require more on-site car parking, a strategy for its provision must be included in the bespoke STP measures under Condition 6, but such provision should be consistent with the STP objectives.

10.4.18 Stadium Travel Plan (STP)

The detailed STP would be approved under Condition 67 before Saracens' First Occupation. The Draft STP is at an appropriate stage in the planning process. Key sections will remain 'interim' until survey work is completed both before and after the first SRC home match and / or Major event in accordance with Conditions 67, 69 and 8 and the Comprehensive Monitoring and Review Programme.

SRC will be required to appoint a suitably qualified and experienced Stadium Travel Plan Co-ordinator. A 'Travel Plan Steering Group' comprising a range of

stakeholders is also proposed to assist in the development, management and implementation of the STP.

In order to ensure the objectives of the STP are met a 'Monitoring Contribution' of £50,000 for monitoring the objectives of the STP has been agreed and would be payable under the Section 106 Agreement.

10.4.19 Local Area Management Plan (LAMP)

The applicants have submitted a LAMP to control and manage the impact of activities on a SRC home Match Day or other Major Event days including policing and stewarding to minimise disturbance or inconvenience to residents. Initially, it seeks to regulate SRC matches and other major events that attract 5,000 spectators and above but may be extended to cover other smaller events should that prove necessary.

The LAMP is intended to cover operational activities external to the Stadium to manage the impact within the wider Cophall site and the surrounding road network. The LAMP would be approved under Condition 74 and enforceable through the Section 106 Agreement. The cost of funding the measures and initiatives in the LAMP will be fully covered by SRC.

A variety of agencies are involved in ensuring that the LAMP functions effectively. These include SRC, the Police, LB Barnet, TfL (London Buses and London Underground), British Transport Police, Rail operating companies, contracted shuttle bus operator, and freeholders of the sites used for overspill parking on match days.

10.4.20 Section 106 Agreement

The Section 106 Agreement will cover the development and implementation of the STP, measures within the LAMP, the SMPCS and the measures contained within these documents and there will be obligations to meet the on-going costs of these requirements.

Contributions have been agreed towards the following:-

- Improving the pedestrian environment and signage to the Site, including footway improvements along Pursley Road by the footpath to the stadium (£35,000), an improvement to the footpath along the former Sanders Lane (£10,000), dropped kerbs at 15 locations (£15,000) and pedestrian safety measures at Pursley Road / Page Street (£5,000);
- A £50,000 contribution towards STP monitoring.

A possible contribution may also be agreed with TfL towards the planned signal improvement scheme at Fiveways Corner and there will also be contributions in due course in relation to the Traffic Management Costs, Parking Restrictions and Permit Costs, but in the meantime a £20,000 payment has been agreed to fund LBB preparatory activities.

If further STP measures are necessary to address urgent travel-related impacts or problems, the Section 106 Agreement would empower the Council (in consultation with TfL) to require them to be provided by SRC and SRC will provide a deposit or bond to be maintained at £125,000 for at least the first five years (topped up annually on the anniversary of first occupation), by way of security to ensure that these measures are guaranteed to be delivered.

10.4.21 Transport and Movement Conclusions

Officers have considered the traffic modelling and other information supplied by the applicant and the measures needed to ensure that the transport impacts of the stadium in all modes of its operation are appropriately mitigated, particularly on Home Match Days as it is more likely that the most significant impacts would occur then rather than at other times when the stadium is operating. For all activities at the stadium, there will be a holistic STP with travel measures tailored to minimise congestion and traffic impacts, as well as encouraging sustainable travel and these will be effectively enforceable under the conditions and Section 106 Agreement. The introduction of the STP in relation to existing measures is a significant benefit.

Having carefully considered all transport aspects of the proposal, particularly the Draft STP and LAMP and progress to date on the Section 106 Agreement and Comprehensive Monitoring and Review Programme, officers consider that the proposal is acceptable in transport terms.

10.5 Design and Landscaping

10.5.1 Permanent structures

The documents submitted with the application set out how the proposed development incorporates a number of features which respond positively to policies on design and character matters. These include the incorporation of areas of green wall, climbing plants and timber cladding on the stand. Glazing and light coloured materials are also used to assist in breaking up the overall bulk and mass of the structure. Other features introduced as part of revisions to the design of the stand, such as a reduction in the depth of the roof fascia are also considered to be an improvement over the initial design. Subject to the imposition of the conditions as recommended, the design and siting of the proposed east stand is considered to be such that it acceptable and compliant with the relevant policies on design and character matters.

An evaluation of the visual impact of the proposals (permanent, demountable and temporary elements) in relation to the green belt is set out in section 10.2 of this report.

East Stand

It is noted that concerns have been expressed that the new East Stand would not provide all spectators with full views of the running track. Inevitably compromises need to be made when designing a facility for both athletics and rugby use. In the stadium's 'athletics mode' the east stand would provide views of field events taking place on the pitch, such as the discus and the west stand would continue to offer the same full views for spectators it has at present. It should also be noted that the athletics clubs which use the stadium and UK Athletics have not raised this as an issue. One of the main athletics clubs which use the Stadium have identified the provision of an area that can be used for indoor athletics training into the design of the new East Stand as a major advantage of the proposals.

West Stand

The changes to the existing West Stand would involve a range of internal and external alterations and improvements. These include over cladding parts of the building in timber and a composite material, alterations to the fenestration (windows) and the installation of new doors, ramps, stairs and balustrades. Other elements of the building would also undergo repair and redecoration. Officers conclude that the design of the proposed alterations to the West Stand are acceptable and compliant with the relevant policies on design and character.

The consultation responses identify a range of different views on the quality of the existing buildings and facilities at the stadium and whether or not they are in need of repair or upgrading. Officers conclude that the proposals would improve the appearance of the existing building. This aspect of the development is found to be acceptable in terms of their compliance with policies on design and character matters. Matters relating to the quality of the facilities provided at the stadium are addressed in other parts of this report.

Other Permanent Structures

The proposed development includes a wide range of other permanent elements. These include the new artificial pitch, the new 'jumps' area to the north of the stadium, alterations to the throwing area outside the stadium, new gates, new and upgraded turnstiles, the replacement safety fence along the northern boundary of the site (with Metrogolf). Officers recommend that conditions are imposed which require full details of these aspects of the development to be submitted prior to the commencement of the works involved in their construction. Subject to these conditions the proposal is considered to be compliant with policies on design and character and in keeping with the character of the existing stadium and its surrounds.

10.5.2 Demountable and temporary structures

The entirety of the north and south stands is demountable and would be in place between mid-September and early May. In addition to this the east and west stands have demountable elements which would only be in place at these times. The application also seeks consent for a range of temporary facilities and structures which would be in place only for the 16 match days a year. These include temporary areas for standing spectators pitch side hoardings, various track protection measures, concessions space (including in the Indoor Training Venue), WC facilities, video screens and facilities for the media. The demountable and match day elements would be removed from the site outside of the periods when they would be in place.

It is acknowledged that the design and appearance of these elements of the proposal are functional. This arises at least partly from their non-permanent nature. However, their demountable and temporary character also means that the need for new permanent structures and facilities in the Green Belt is significantly reduced. In respect of the match day facilities it also means that they are in place for only the match days. The provision of part of the facilities for rugby match days in this way is also important in the ability of the stadium to change and function as a Class A rated athletics facility, a venue for Premiership level rugby and a place where athletics training and a variety of types of community sport and recreation can be accommodated. It is therefore a crucial part of the multi-functional design approach encouraged by wider development plan policies.

Subject to the conditions recommended in respect of the provision of details in respect of these elements of the proposal and their erection and removal from the site in an acceptable manner and to the timescales proposed it is considered that this aspect of the proposal is acceptable and compliant with development plan policies.

10.5.3 Inclusive access

The Design and Access Statement identifies a number of elements that the proposed development would incorporate in respect of providing inclusive access for all members of the community. This includes 70 dedicated disabled parking spaces at the stadium (10% of the total), 130 spaces for blue badge holders, 108 potential wheelchair spectator spaces, 72 ambulant disabled spectator spaces and dedicated accessible toilet and changing facilities. Buildings and external areas would be designed with reference to the guidance contained within the Sport England document 'Access for Disabled People'. Access to the buildings would be level and

the minimum requirements of the Building Regulations (Approved Document M) and British Standard 8300:2009 would be met or exceeded. Further details on the provision of inclusive access for all members of the community is provided in section 6.14 of this report.

The number of wheelchair spectator spaces proposed exceeds the minimum requirements of both the Professional Game Board (minimum 40 spaces) standards and the Green Guide (minimum 100 spaces) in respect of wheelchair spectator spaces. The total number of ambulant disabled spectator positions available would be 72. There is no specified number of required ambulant disabled spaces in either the Professional Game Board standards or the Green Guide. However, it is considered to be an acceptable provision in this instance.

Subject to the conditions recommended to ensure that the proposals outlined in the Design and Access Statement are implemented fully and in an acceptable manner officers find the proposal to be acceptable and compliant with development plan policy in terms of providing access which is inclusive and meets the need of all members of the community.

10.5.4 Landscaping

In terms of soft landscaping the application proposes the removal of 9 trees, to the east of the east stand and in the northwest part of the site and the retention of the remaining trees. All the existing areas of hedgerow within the site would be retained. In terms of new planting 79 individual new trees would be planted in various locations across the application site as part of the landscaping proposals. Approximately 23% of these would be planted as 'whips' that would grow into full size trees. Additional tree, shrub and hedge planting is also proposed around the boundaries of the site. The new mounds created as part of the landforming works would be landscaped with a mixture of trees (on their east side) and grass. A swale and reed bed would also be formed to the west of the southern mound. Officers conclude that the proposal would protect the majority of the trees on the site, reinforce the overall landscaping of the site by more than adequately replacing the small number of trees that are lost, retain all the hedges and diversify the range of planting habitats within the site by including a new reed bed and swale. The submission is acceptable and compliant with development plan policies, subject to the conditions recommended in relation to the new landscaping (for example to ensure appropriate ground levels and species and adequate maintenance subsequently) and suitable protection of the existing landscaping.

A new reinforced grass or grass surface would be created over the existing 2884m² area of disused all weather surface (Redgra Area) pitch on the site to the west of the Stadium. To the south-east of the stadium an existing area of hardstanding approximately 12061m² in size (used as an existing overflow parking area) would be removed and replaced with reinforced grass, suitable for informal community sport, leisure and recreation (including picnics and barbecues) on non-match days. Officers consider that, subject to the conditions recommended, this would result in a significant improvement in the character and appearance of both of these areas (covering approximately 14945m² in total). On Saracens Home Match Days these areas would be used for managed spectator parking (southern-eastern community recreation area) and for coaches and media parking on the Redgra Area which would be temporarily covered by a protective covering so as to avoid harm to the green surface when being used for coach and broadcast media parking. On non major event days these areas can be used for informal recreation and leisure uses. This is a positive aspect of the design of the scheme and is considered to be acceptable and compliant with development plan policies relating to green belt protection, as well as design and character.

The proposed development includes new areas of hard landscaping. These are set out in section 6.8 of this report and include areas around and to the south of the new east stand. A new 'jumps' area will also be created outside the stadium. Officers conclude that efforts have been made to minimise the introduction of new hard surface and hard landscaping in the proposal. As set out in greater detail above it should be noted that the proposal results in an overall net reduction in hardstanding at the application site due to the replacement of existing hard surfaced areas with areas of reinforced grass or grass. In respect of landscaping the scheme is found to be acceptable and compliant with development plan policies on design and character matters subject to the imposition of the conditions recommended in relation to the materials used and ground levels.

10.6 Amenities of neighbouring occupiers and users of the Copthall Centre

Other sections of this report address the potential impacts of the Development on the amenities of neighbouring occupiers and users of the Copthall Centre. This includes impacts relating to (relevant section in brackets) noise and vibration (10.7), air quality (10.8), traffic congestion and parking (10.4), lighting (10.10), the design, appearance and landscaping of the Development (10.5), designing out crime and community safety (10.15) the extent and use of the facilities that would be available on the application site (10.4), accessibility (10.5), impacts on users of the wider Copthall Centre (10.4), certain relevant aspects of impacts on the Green Belt (10.2). In all these regards the proposal is considered to be acceptable subject to the conditions and obligations recommended.

The closest residential properties to the application site are a pair of properties (1 and 2 Copthall Cottages) situated immediately adjacent the north-east boundary of the site. As far as officers are aware no representations have been received from the owners/occupiers of these properties. However, they are positioned more than 90m from the stadium boundary enclosure itself. It is noted that the main access to the stadium off Champions Way (Greenlands Lane) is positioned immediately east of the properties and the proposed area for coach and media parking (an existing unused area of all-weather surface pitch) is immediately to the west of the properties. However, it is considered that the design of the access road and coach and media parking area, and the distance of the dwellings from these points is such that the proposal would not result in any unacceptable levels of overlooking or loss of privacy at the dwellings. Other aspects of the proposed development are considered to be too distant from the two dwellings (or other properties) to cause unacceptable levels of overlooking and loss of privacy. It is not considered that the proposed development would result in any unacceptable levels of overlooking or loss of privacy at any other dwellings or other uses. The design and layout of the development are such that it would not result in any unacceptable losses of daylight or sunlight at any neighbouring dwellings or other uses.

It is accepted that the proposal would result in greater levels of activity in the streets and roads and satellite car parks in the area surrounding the stadium, particularly on rugby match days and other major events. However, it is considered that the mitigation provided by the conditions and obligations recommended, including the Stadium Management Plan, Local Area Management Plan and Travel Plan would manage this additional activity to such a degree that no unacceptable impacts would occur.

The proposal is considered by officers to be compliant with development plan policy as it relates to the amenities of neighbouring occupiers and users of the Copthall Centre.

10.7 Noise and vibration

10.7.1 Demolition and Construction

The revised ES submitted with the application identifies and assesses the impacts of the potential noise and vibration associated with the proposal during its demolition and construction phase and each of the three stadium modes (summer athletics; rugby season (non-match day) and winter training; and rugby match day). The demolition and construction phase of the Development, unless controlled through good construction management practices, has the potential to result in adverse impacts in respect of noise and vibration at 1, 2 and 3 Copthall Cottages. However, these impacts would be temporary and in respect of vibration specifically they are significantly lower than that which can give rise to building damage. Conditions have been recommended to ensure that the impacts of noise and vibration from the demolition and construction phase are kept to a minimum. Such conditions are regularly successfully applied to the demolition and construction phase of developments to minimise the impacts that occur. Subject to these conditions the noise and vibration impacts of the construction and demolition phase of the development are considered to be acceptable.

10.7.2 Demountable Stands

The revised ES also notes the potential for noise to be generated during the erection and dismantling of the demountable stands at the start and end of each rugby season respectively. However the predicted noise levels for this phase would result in negligible impacts. Furthermore any impacts from this would be short term in nature. Officers also consider that the noise impacts from the delivery and works associated with the demountable stands and the other non-permanent aspects of the scheme would be acceptable as controlled by the conditions recommended.

10.7.3 Traffic Noise

The predicted increase in road traffic noise on the transport network surrounding the site arising from the proposed development has been assessed as negligible at all times and in all locations except on Champions Way on rugby match days. A significant part of the reason for this is the existing high peak traffic flows on the local road network surrounding the application site. It is anticipated that minor adverse impacts would arise on Champions Way on rugby match days as a result of vehicles accessing the proposed development. Road traffic noise impacts would be managed predominantly by the Stadium Travel Plan and the role it would play in reducing road traffic associated with the development. The stadium noise management plan would also include measures relating to minimising noise from vehicles once they entered the site.

10.7.4 Stadium Noise

The revised ES submitted assesses 'stadium noise' as being associated with crowd noise, noise from the proposed PA system and the noise associated with car parking and coach and hopper bus parking (arrival, manoeuvring and parking). During the summer athletics season, including a typical athletics meets, and when the stadium is in rugby season non-match day the Revised ES finds noise impacts of the development from stadium noise to be negligible.

Taking the worst case scenario the Revised ES finds that on rugby match days stadium noise impacts would be generally negligible for most noise sensitive receptors around the site. However, there is the potential for 1, 2 and 3 Copthall Cottages to experience substantial adverse noise impacts. Crowd noise during ingress and egress, noise associated with vehicular movements and the PA system would have the greatest impacts. Across the various noise sensitive receptors around the application site as a whole the greatest stadium noise impacts on match

days would come from the period of the match itself (mainly crowd and PA system noise). However, in all cases expect for 1, 2 and 3 Copthall Cottages the impacts are expected to be negligible. At 1, 2 and 3 Copthall Cottages a minor degree of adverse impact is predicted at these times.

Assessment has also been carried out specifically in relation to stadium noise impacts on noise levels within the gardens of existing residential noise sensitive receptors. With the exception of 1, 2 and 3 Copthall Cottages the World Health Organisation's recommended external noise level for the prevention of the onset of annoyance would be met in all external living areas. As such it can reasonably be predicted that justified objection from residents beyond Copthall Cottages would be considered unlikely.

Given their proximity to the stadium and its main access routes it is accepted that only limited mitigation could be successfully provided for 1, 2 and 3 Copthall Cottages on Saracens Home Match Days and other Major Events days. However, the mitigation ensured through the conditions and obligations recommended (covering matters such as the detailed design and use of the PA system, community liaison and the production and implementation of a noise management plan) is expected to reduce the impact on 1, 2 and 3 Copthall Cottages to a moderate adverse impact. It should be emphasised that the noise impacts predicted have been assessed on the basis of a worst case scenario, would occur over a relatively short period of time and would be on a limited number of days in a year. Having taken account of the assessment outlined and the effect of the conditions and obligations recommended to ensure that the impacts of stadium noise are kept to a minimum, both at 1, 2 and 3 Copthall Cottages and at other noise sensitive sites, officers consider that this aspect of the proposal is acceptable in this instance.

10.7.5 Satellite Car Parks

On Saracens Home Match Days there is also the potential for noise disturbance to occur as a result of parking in the four satellite car parks identified. These include Copthall School (100 parking spaces), Dollis Infants and Junior School (115 parking spaces), Hasmorean High School for Girls (79 parking spaces and Barnet College 359 parking spaces). Examining a worst case scenario for the closest sensitive receptors in each case, based on typical vehicle pass by noise levels and the total number of spaces available and it is predicted that the proposal would result in negligible impacts using the World Health Organisation level for the onset of serious annoyance in external living spaces. Subject to the controls recommended to ensure that steps are taken to ensure that any adverse noise impacts in this regard are kept to a minimum the application is considered to be acceptable in this regard.

10.7.6 Internal Training Venue

Assessment of the noise which would arise from the Internal Training Venue at the Stadium and the various function rooms at times other than Saracens Home Match Days in the revised ES indicates that any impacts would be negligible. Several conditions have been recommended in respect of the use of the stadium on non-match days and, subject to such conditions being imposed, officers consider this aspect of the proposal to be acceptable in terms of its noise impacts.

10.7.7 Building Service Plant

A further potential source of noise impact would be from the building service plant. However, subject to the controls recommended to ensure that appropriately designed and located plant is installed and adequate mitigation is provided it is considered that this aspect of the proposal is acceptable.

10.7.8 Conclusion

Officers acknowledge that the proposal would result in some adverse noise impacts occurring at certain times, most notably on 1, 2 and 3 Copthall Cottages due to their proximity to the stadium. However, through the adoption of the mitigation measures proposed, including the production and implementation of demolition and construction management plan and noise management plan, the noise impacts associated with the development would be minimised as far as is possible with a development of the nature proposed. Subject to such controls the proposal is considered by officers to be acceptable and compliant with development plan policies.

10.8 Air quality

This section seeks to assess the likely significant impacts of the proposed development on local air quality, with particular reference to sensitive receptors such as residential accommodation. The effects of the proposal in both its construction phase and once completed and in operation are evaluated. In assessing this aspect of the scheme it is relevant that the whole of the London Borough of Barnet has been designated an Air Quality Management Area (AQMA) in relation to levels of annual mean Nitrogen Dioxide, daily mean particulate matter and hourly Nitrogen Dioxide. The most significant source of air pollutants in the borough was identified as traffic along main roads. However to provide some context for the AQMA designation in relation to the application site, monitoring work in the borough (reported in the 2010 Air Quality Progress Report) shows that objective levels of annual mean Nitrogen Dioxide are exceeded at roadside monitoring sites (consistent with an AQMA designation) but met at background locations. It is also indicated that objective levels of hourly Nitrogen Dioxide and annual and daily particulate matter are met at the monitoring locations closest to the application site.

National Guidance in Planning Policy Statement 23 identifies that the impact of development on air quality is likely to be of particular significance where development is inside an AQMA or where to grant planning permission would conflict with elements of the authorities air quality action plan. To grant permission authorities must be satisfied that planning permission can be approved taking full account of environmental impacts so as to ensure that potential releases can be adequately regulated under the pollution control framework and the effects of existing sources of pollution in and around the site are not such that the cumulative effects of pollution when the proposed development are added would make the development unacceptable.

10.8.1 Construction Period

The revised ES submitted contains a number of measures which could be used during the construction period of the development to significantly reduce the potential for negative impacts occurring. Examples of these include dampening down surfaces in dry weather, precluding fires from the site, the appropriate storage of materials, using equipment with dust control measures (for example water sprays) and ensuring all plant is well maintained and switched off when not in use. Such measures are routinely successfully applied to construction projects to mitigate the potential adverse impacts of construction work on air quality. A condition has been recommended in respect of the final mitigation measures that will be applied to ensure that the construction process is managed in an acceptable way in accordance with a Construction Management Plan to be approved by the local planning authority. Subject to this it is considered that the impacts of the construction process on air quality would be negligible. The proposal is therefore found to be acceptable in this regard.

10.8.2 Road Traffic

In its operational phase, the main potential impact on air quality would arise from changes in the level of road traffic exhaust emissions. The revised ES submitted assesses this using computer modelling (the methodology of the Highways Agency's Design Manual for Roads and Bridges Localised Air Quality Assessment 2007) to predict the effect from additional traffic movements generated by the rugby match days on the future local air quality based on a range of sensitive receptors in the surrounding area and using traffic flow data. A worst case scenario has therefore been assessed. It can reasonably be concluded that vehicle movements and the associated emissions would be lower at other times (the summer athletics and rugby non-match day modes). The receptors selected include 1 Copthall Cottages, Hasmorean High School, Dollis Infants School and properties on the Great North Way, Longfield Avenue, Pursley Road, Bunns Lane and Page Court.

The revised ES predicts that there would be no exceedences of the relevant pollutants identified in the UK Air Quality Strategy (benzene, 1,3 butadiene carbon monoxide, nitrogen dioxide and particulate matter) with or without the development in place at any of the receptor locations. It is therefore predicted that the development would not lead to exceedences of the relevant air quality objective levels. The proposed development is expected to result in imperceptible changes (using the terms of reference it sets out in the revised ES) in nitrogen dioxide and particulate matter. As such the effect at all receptors is considered to be negligible for nitrogen dioxide and particulate matter. Only slight changes are predicted for other pollutants identified in the UK Air Quality Strategy and the effects of these is also considered to be negligible.

The transport section of this report (10.4) sets out a range of measures (not repeated here) to manage car use associated with the proposed development. With these measures, which are enforceable under the conditions and planning obligations recommended, in place the Council is satisfied that the predicted levels of car use, and the resultant levels of air pollutants, are those which are likely to occur as a result of the development.

10.8.3 Conclusion

Officers conclude that subject to the conditions and obligations recommended the proposed development is acceptable and would comply with development plan policy. The proposals would not conflict with the Council's air quality action plan, can be adequately regulated and the effects of existing sources of pollution in and around the site are not such that the cumulative effects of pollution when the proposed development is added would make the development unacceptable.

10.9 Land contamination

The revised ES assesses the potential for land contamination on the application site. It identifies that there is a mound of material under the existing east stand which shows low levels of contamination (benzo(a)pyrene and asbestos fibres). Anecdotal evidence suggests this is likely to be made up of arisings from a track, material from a former gas works and material from the construction of the M1 Motorway. It is proposed that this material be used to help form two new mounds on site to the east of the new east stand.

A number of measures are identified to reduce the risk of harm to human health and pollution occurring from the proposed development. This includes the production and implementation of a suitable method statement for the works. Officers conclude that subject to the conditions recommended the proposal is acceptable and compliant with development plan policies in relation to land contamination matters.

10.10 Lighting impacts

The revised ES includes an assessment of the lighting proposed as part of the development. The application proposes the replacement of the existing six column mounted floodlights for the main stadium with two column mounted floodlights and floodlights mounted on the underside of the east stand canopy. New column mounted lighting is also proposed for three of the athletics areas outside the main stadium, the vehicular entrance off Greenlands Lane, car parking areas and circulation route. Localised lighting would be proposed for all building entrances and stadium perimeter circulation routes. A more detailed description of the proposed lighting is provided in section 6.10 above.

The lighting systems proposed incorporate a range of design features to allow light control and reduce light spillage away from the intended areas. As part of this the two column mounted floodlights on the west side of the stadium will incorporate two levels of lighting to allow for lower mounted lighting to be used at times of athletics training. The incorporation of floodlights on the underside of the east stand (instead of on columns) also helps to contain the lighting infrastructure. In addition to this the tree and shrub planting and mounds proposed will assist in strengthening the barrier provided by existing vegetation.

The operation of 500 lux lighting at the stadium would be restricted to Saracens home matches played during an evening, of which there would be a theoretical maximum of 16 a year, although only a proportion of those would be expected to be played in the evening. The use of 1000 lux lighting at the Stadium would be limited to televised matches only, estimated at 4 to 6 games a year, and these may or may not require this level of floodlighting depending on the available sunlight.

Two dwellings known as Cophthall Cottages are situated approximately 100m west of the Stadium and are the nearest residential properties to the stadium. The ES concludes that the proposed lighting would result in a slight reduction in light spill to these properties relative to the existing situation. Other residential properties are located at distances of approximately 400m from the Stadium and there would be no light spill impact on these properties from the proposed lighting. Matters relating to lighting impacts on biodiversity, ecology and nature conservation are addressed in section 10.12 of this report.

More generally computer modelling of the lighting scheme (reported in the revised ES) indicate that with a single exception horizontal and vertical light spillage away from the Stadium and the athletics field area lighting would not exceed that being produced by the existing floodlighting installation. The only exception to this is the areas of the Stadium which are presently not lit. However, lighting of these areas would only be used when needed and is required to provide a safe environment around the site. It is also noted that the existing lighting at parts of the application site is presently inadequate for the safe use of these areas at certain times of the year. The area at which it is predicted light spill at the site boundary would be greatest is the northern boundary. However, this would be directly adjacent the existing Metrogolf facility, which presently also has floodlights in operation.

Conditions have been recommended to control the detailed design of the lighting infrastructure to ensure it is kept within the impacts predicted in the computer modelling and to require that its use is managed appropriately. This will include measures such as the independent zoning and control of lighting for the different sporting areas and a curfew of 10:00pm beyond which use of the floodlights for the pitch and athletics field would be prohibited. Subject to the imposition of these conditions officers conclude that the proposed lighting is acceptable and provides the

correct balance between providing the lighting needed for the use of the facility while avoiding or appropriately mitigating and managing potential negative lighting impacts.

The University of London Observatory objected to the application at the time of the first consultation on the grounds of lighting impacts on their facilities. Following revisions to the scheme they note that that considerable modifications have been made and identify that these go a very long way towards addressing their concerns. However, they remain concerned that the long term consequences of the development will have an adverse impact on their observational capability. They point out that if the application were to go to appeal they would probably not sustain their objection at that stage, provided that the modified lighting plan was still in place. However, at this stage they consider that while the revised proposal would largely eliminate direct glare, the reflected light off the playing surface would cause a considerable increase in sky (diffuse) background intensity in the vicinity of the stadium. They also express concerns that the development as submitted will expand into something bigger with a greater impact. Officers consider that the modified proposals, as controlled by the conditions and obligations recommended, are considered to have reduced the lighting impacts of the proposal to an acceptable level. The application is therefore found to be acceptable in this regard. It should also be noted that the Observatory is located over 1km from the stadium and the area between the stadium and the Observatory includes areas of suburban housing, with street lighting, as well as an illuminated section of the A1 (Waterford Way). The concerns around subsequent proposals are noted. However, it is not considered that a refusal of the application on this basis would be justified in this instance and any further applications would be assessed on the basis of their individual planning merits.

10.11 Heritage and archaeology

The ES submitted with the application examines the application site and an area with a radius extending approximately 1km from the application site, although this distance is increased where views into the site may be anticipated. The ES reports that there are no recorded heritage assets within the site boundary. Six Grade II listed buildings and 3 locally listed buildings fall within the study area. The nearest listed building is located approximately 430m from the site (this is the nearest designated heritage asset) and the nearest locally listed building is located approximately 500m from the site. Mill Hill Conservation Area is situated approximately 500m to the north of the site.

There is no indication that any aspect of the development for which consent is sought itself would have any adverse impacts on the views or setting of the Mill Hill Conservation Area or any statutory listed and locally listed building. It is possible that, if tall cranes are used, there could be some minor impacts on view from listed buildings. However, these would be short term and reversible and controlled through the construction management conditions recommended.

Two areas of special archaeological significance (identified in the Barnet UDP) are located near to the site. The first is situated immediately east of the application site and relates to the possible course of a Roman road. The second is approximately 300m to the west and relates to a medieval settlement. English Heritage Archaeology has responded to the consultation and has confirmed that the proposals are situated in a location with generally low archaeological potential. They have not raised any objections to the proposals or requested that conditions are placed on any grant of consent in relation to archaeological matters.

Officers conclude that subject to the conditions recommended the proposed development would not have any significant adverse impact on any designated or

non-designated heritage assets or their settings. The proposal is considered to be acceptable and compliant with development plan policy on heritage assets including archaeological matters.

10.12 Ecology and nature conservation

Important habitats on the site include a small area of standing water, which may dry out at certain times of the year, a stream to the north west of the stadium that runs along the south-western boundary of the site (Hendon Cemetery Drain) and a hedgerow that runs from the north-east corner of the stadium to the access road. 'Important' habitats are defined as those which are listed in the UK Biodiversity Action Plan (BAP) with a Habitat Action Plan published in the London BAP or that are otherwise considered to be important in the context found locally. The other main habitats found on site include closely mown grass, trees and other vegetation, buildings, hardstanding, log piles and spoil mounds. Trees and other vegetation form a potential habitat in the area surrounding the Stadium.

Copthall Railway Walk and Copthall Old Common (site of borough importance – grade II) Site of Importance for Nature Conservation (SINC) partly covers the margins of the site to the north and east and the adjoining land beyond the site boundary. Ashley Lane (site of borough importance – grade II) is located approximately 400m to the south-east of the site. Other SINC within 1km of the application site include Copthall South Fields (site of local importance) is located approximately 500m to the south-west of the site, Sunny Hill Park (site of local importance) approximately 550m to the south-west of the site, Drivers Hill (site of borough importance - grade II) approximately 850m to the north of the site and Arrandene Open Space and Featherstone Hill (site of metropolitan importance) approximately 850m to the north of the site.

The revised ES submitted with the application assesses the impacts of the proposed development on biodiversity based on desk based consultation, an ecological walkover survey, a detailed building inspection for bats, breeding bird surveys, and bat activity surveys.

The revised ES concludes that the buildings on site have a negligible potential to support roosting bats. One of the trees which would be felled as part of the proposal is considered to have moderate potential to support roosting bats. However, survey work indicated that it did not support a bat roost at present. More widely the site was found to be unlikely to be an important foraging and commuting route for bats and the boundary habitats, such as the SINC adjacent the site provide a more suitable environment for this activity. No notable or protected species of birds were recorded breeding or foraging on site as part of the research carried out for the revised ES and the site is considered to have limited potential for bird breeding and roosting as it comprises predominantly amenity grassland. The majority of the site, including the car park to the south, is considered to offer suitable habitats for Great Crested Newts and reptiles at present.

Construction Phase

Conditions and planning obligations have been recommended to ensure that the construction process at the site is managed to minimise the risk of harmful impact to biodiversity occurring. As controlled it is considered unlikely that the development would not result in any significant adverse impacts on species, habitats or designated sites during its construction phase.

Saracens Home Match Days

The revised ES reports that negative impacts would be most likely to occur in the operational of the proposed development from an unmitigated influx of people into

the Copthall Railway Walk and Copthall Old Common SINC (as this is a potential route from Mill Hill East Underground Station to the stadium) and the use of the lighting proposed on Saracens Home Match Days and the use of lighting for winter athletics training. However, a level of mitigation is set out in the revised ES which would make the development unlikely to have a significant negative impact on habitats, species or designated sites. The mitigation proposed includes a 10:00pm curfew for the use of the floodlighting and the use of planting and mounding to reduce light spillage. For Copthall Railway Walk and Copthall Old Common SINC mitigation would include stewarding on match days, promotion of routes away from the SINC, the path through the SINC not being advertised, litter collections taking place and information panels being placed at the entrance to the SINC identifying the ecological interest of the site. The mitigation would form part of biodiversity management plans for both the application site itself and Copthall Railway Walk and Copthall Old Common SINC. Subject to the conditions recommended to ensure that the necessary mitigation is put in place it is considered that the operation of the proposed development would be unlikely to result in any significant adverse impacts on species, habitats or designated sites.

Natural England has responded to the consultation and confirmed that the application is acceptable to them and demonstrates that thought has been given to the natural environment. Subject to a suitable Wildlife Management Plan being produced and implemented they do not raise any objection to the scheme.

The Royal Society for the Protection of Birds (RSPB) objected to the original submission on the grounds that a breeding bird survey was not carried out to assess the likely impacts of the proposal on breeding birds and inform any appropriate mitigation measures, where necessary. Such a survey has now been carried out and assessed and the application is considered to be acceptable with the conditions and obligations recommended in respect of breeding birds. The RSPB has not responded to the second round of consultation.

London Wildlife Trust (Barnet Branch) responded to the first consultation and raised a number of objections on biodiversity grounds (other matters raised are addressed elsewhere). Concern is expressed that both the walking routes to the stadium from Mill Hill East Underground are unsuitable for the number of people who would use them. Both routes use the footpath along Sanders Lane which they consider would cause disturbance to wildlife including nesting birds. Issues are also raised in relation to the use of a route through Copthall Railway Walk and Copthall Old Common SINC. It is suggested this is unsuitable for large numbers of pedestrians and would lead to disturbance of nesting birds and adverse impacts on a colony of glow worms at the SINC. In respect of bats objections are raised that, contrary to statements in the original ES, they do use the vegetation on the perimeter of the site to commute and forage and they may use the application site itself. It is suggested that the mitigation proposed would make little difference to the impacts on bats resulting from light spillage caused by the lighting proposed. In relation to glow worms, it is considered that the measures proposed would acceptably mitigate any possible negative impacts to such a degree that they would not be significant. In respect of the concerns expressed in relation to Sanders Lane, this location is included within the area which would be covered by the biodiversity mitigation scheme put forward under the planning obligations recommended. Subject to such mitigation the proposal is found to be acceptable in this regard. Other matters raised by the London Wildlife Trust (summarised in appendix 3) are responded to in the preceding paragraphs of this section.

In accordance with development plan policy the application proposes a range of enhancements to biodiversity at the site. These include the creation of a swale and

reed bed, significant additional tree and other planting and the installation of new bat and bird boxes. The Environment Agency has requested that a condition is placed on any grant of consent to ensure the proposed swale and reed bed is implemented in such a way that contributes to the nature conservation value of the site by providing suitable habitats for wildlife. However, subject to this they conclude that the scheme would provide excellent biodiversity enhancements. This condition forms part of those recommended. Conditions and planning obligations are also recommended to ensure that the other biodiversity enhancements proposed are implemented and managed so as to provide new habitats and have a positive impact on biodiversity.

Officers conclude that subject to the conditions and planning obligations recommended the proposed development is acceptable and compliant with development plan policy in relation to biodiversity matters.

10.13 Water resources, drainage and flooding

Water resources, drainage and flooding are covered in the revised ES which accompanies the application. This includes a Flood Risk Assessment and Drainage Strategy (as an appendix). Using the criteria set out in Planning Policy Statement 25 the stadium itself (as existing and proposed) falls within Flood Risk Zone 1 (low risk). The southern part of the site, including part of the overflow car park falls within a mixture of Flood Risk Zones 1, 2 and 3.

The application site contains a culverted watercourse and the position of the new east stand would mean the culvert needs to be relocated. Consideration was given to opening up the culvert. However, once the topography of the athletics field area is taken into account, there is insufficient land available to create a deep open water channel for the watercourse. Saracens drainage consultants have also expressed concerns regarding health and safety and access to maintain the channel created with such an approach. As an alternative to this approach a swale and shallow basin with a reed bed have been proposed to the south-east of the new east stand to create new open water areas of habitat on site. Subject to the conditions recommended in respect of this the Environment Agency considers that the proposed development would result in excellent biodiversity and environment enhancements at the site. Officers agree with this conclusion.

The Flood Risk Assessment submitted indicates that the only source of potential flooding at the stadium is a low risk of minor surface water (pluvial) flooding. In extreme events water would be expected to flow from the north-west of the site across site and around the west stand to the watercourse to the south of the site. The formation of a new access point into the fence around the stadium (to the north-west) would allow for increased flows through the stadium and slightly reduce the risk of flooding at the west stand. The design of the non-permanent stands is such that they would not obstruct flows through the stadium and the proposed east stand is on higher land and outside the route of any overland flow. The ES concludes that the risk of flooding at the site from public sewers is very low.

The application incorporates a number of Sustainable Urban Drainage System (SUDS) techniques. The lower flat roofed area to the rear of the east stand would incorporate a green roof, a new swale and shallow basin is proposed on the site, land on the southern part of the site would be changed from an impermeable surface to a permeable (reinforced) grass surface, permeable block paving and underground storage. Although it is not referred to in Environment Agency Guidance on SUDS rainwater harvesting is also incorporated into the scheme as a means of reducing water consumption. It should be noted that there would also be discharge of surface water direct to a watercourse and to a surface water drain, albeit with modified areas

of permeable and impermeable surface. The new artificial pitch is a permeable surface that would drain to the diverted culvert.

The scope for having green roofs on the other parts of the new East Stand has also been examined. However this would result in the use of significant additional materials (with the consequent additional use of natural resources) and costs and as such was discounted. Maintenance for such a highly exposed structure has also been expressed as a concern. The use of infiltration techniques has been discounted due to the impermeable clay substrate which underlies the site. The areas of permeable paving proposed will use networks of filter drains with discharge controlled to achieve green field run off rates. The wider use of attenuation in open basins and ponds and filter strips and swales on the site has been examined. However, in the areas where they could be used these would cause reductions in the area that is available for field events outside the stadium. Discharging runoff from the east stand roof to a swale would also involve substantial excavations.

Using the proposed techniques, peak run off from the site would be regulated so that it never exceeded green field run of rates. This would ensure that the proposed development did not lead to increased flood risks in the surrounding area or downstream. The Environmental Statement estimates that the proposal would have a positive impact on the site drainage and reduce the area of impermeable surface draining to the site drains from the current 2.34ha down to 1.96ha under the proposal. Excluding minor footpaths (draining to adjacent grassland) the Environmental Statement identifies that the existing impermeable area at the site overall would be reduced from 3.58ha to 2.54ha.

The Environment Agency finds the proposal to be acceptable subject to conditions being placed on any grant of consent in respect of the development being carried out in accordance with the submitted flood risk assessment and certain mitigation measures identified within it, the detailed design of the culvert and the detailed design of the swale and reed bed. The conditions requested are included in those recommended and with such conditions officers consider this aspect of the proposal to be acceptable.

Thames Water has confirmed that the existing water supply infrastructure has insufficient capacity to meet the additional demands that would be generated by the proposed development. They have therefore requested that a condition is imposed on any grant of consent to ensure sufficient water supply capacity is provided as part of the works. This condition is included in those recommended by officers and as controlled by it the proposal is considered to be acceptable in this regard. Saracens have already obtained a quotation for the necessary work to satisfy Thames Water's concerns on this point.

A number of parts of the stadium would be served by self contained lavatory units on rugby match days. The only additional requirement for a foul drainage system from the development would be to serve the proposed east stand. Thames Water have confirmed in their response that foul drainage documents submitted, which conclude that there is sufficient capacity to meet the predicted additional flows, meet their drainage strategy. No conditions on this matter have been requested by Thames Water and officers conclude that this aspect of the proposal is acceptable. It is also noted that under the requirements of other legislation applications would be needed to Thames Water in respect of drainage matters.

In respect of the construction phase of the development the risk of water pollution occurring would be managed by following the Environment Agencies 'Pollution Prevention Guidelines'. This aspect of the scheme would be controlled through the

construction management plan condition recommended. Thames Water recommend that petrol and oil interceptors are fitted in all parking facilities. A condition has been recommended to ensure that oil and petrol filters are included in locations where they would be necessary. Subject to the conditions and the requirements of other legislation the proposal is considered to be acceptable in terms of minimising the risk of water pollution.

Officers conclude that the proposal is acceptable and compliant with policy on water resources, drainage and flooding matters subject to the conditions recommended.

10.14 Energy and climate change mitigation and adaptation

The Energy and Sustainability Statement submitted with the application identifies a number of measures to reduce energy demand and decrease carbon dioxide emissions from the east and west stands (these are described in greater detail in section 6.12 of this report). The proposals also incorporate renewable energy technologies, including photovoltaic panels, a solar thermal array and a ground source heat pump, into each of these stands (see section 6.12 of this report). It is estimated that the energy measures proposed for the new east stand would result in a reductions of 10.67% and 20.87% in total and regulated carbon dioxide emissions respectively compared to a building constructed to comply with the minimum requirements of part L of the 2010 Building Regulations. 7.58% of the reduction in total carbon dioxide emissions for the east stand would come from renewable energy.

It is estimated that the energy measures proposed for the West Stand would result in a reductions of 7.88% and 7.85% in total and regulated carbon dioxide emissions respectively when compared to the existing building. 2.4% of the reduction in total carbon dioxide emissions for the west stand would come from renewable energy. It is noted that the reductions in carbon dioxide emissions achieved for the west stand are significantly less than they are for the east stand. However, as the energy proposals for the west stand are being incorporated into an existing building it is recognised that the objectives of energy policy and reductions in carbon dioxide emissions are more difficult to achieve than they would be with the construction of a new building. It is also recognised that by refurbishing an existing building the proposal would not require the input of energy involved in the construction of an entirely new building (energy will still be used to carry out the refurbishment works proposed). This is a positive aspect of the proposal in terms of meeting the objectives of energy policies and reducing carbon dioxide emissions.

It is also a positive aspect of the scheme more generally that it proposes the refurbishment and continued use in their existing state (for example the running track) of a number of elements of the existing stadium. Where elements of the existing buildings and structures are being retained or refurbished the benefits go beyond not requiring the input of energy involved in the construction of an entirely new building. For example, such an approach will reduce the amount of waste from demolition that needs to be transported and disposed of. Similar benefits also arise from the reuse of other elements of waste that will be created on-site in the construction of new landscaped mounds.

The proposed north and south stands would be demountable and not have any heating, cooling or hot water systems installed. Temporary WC blocks will be provided for match days and other major events. These will have portable water heaters to provide warm water for hand washing. The only other energy demand for these stands would come from lighting, which will be provided from low energy lighting fittings. The other elements of the stands which are demountable and

temporary would have the same design as the north and south stands in respect of heating, cooling, hot water and lighting.

The Energy and Sustainability Statement submitted estimates that the stadium floodlighting system proposed would, through the design projectors, lamps and control equipment used, provide energy reductions of 60% (over a 10 year life cycle) compared to comparable conventional floodlighting currently in use at the stadium.

The various matters which a proposal needs to address in respect of climate change adaptation policy, such as designing in green roofs, flood risk management and sustainable drainage, are dealt with in other sections of this report. However, subject to the conditions recommended the proposal is considered to be acceptable and compliant with the relevant policies.

The submission includes a design stage assessment of the proposed east stand (as the only major permanent new building proposed) against the requirements of the 2008 Building Research Establishment Environmental Assessment Method (BREEAM). This finds that the proposal would be expected to achieve a score that rated the building as 'Excellent'. A condition is recommended ensure that the measures necessary to achieve an 'Excellent' BREEAM rating for the east stand are carried through to the implementation stage, as this is a positive aspect of the proposal. This provides a degree of flexibility at implementation, as it can be decided how best to meet the various criteria needed to achieve the necessary score, while still ensuring that the new east stand achieves the overall standard put forward at the planning stage of the process.

A number of conditions have been recommended to ensure that the energy, carbon dioxide emission reduction and climate change mitigation and adaptation measures proposed in the submission are implemented and the objectives of policies in these regards are met. Subject to these conditions officers consider the proposals to be acceptable and compliant with the objectives of policy on energy, carbon dioxide emission reduction and climate change mitigation and adaptation.

10.15 Designing out crime and improving community safety

The design and access statement submitted with the application identifies a number of measures that the proposal would incorporate to provide a safe and secure environment that reduces opportunities for crime and fear of crime. These include the use of stewarding personnel on match days (and other days as appropriate), a CCTV system, access control measures to prevent unauthorised entry on the permanent stands and the installation of a public address system. Planning obligations and conditions are recommended to ensure that appropriate measures in relation to designing out crime are incorporated into the development.

Both the Metropolitan Police Service and London Fire and Emergency Planning Authority have responded to the consultation on the application and neither has raised any objections to the development, subject to the imposition of the controls recommended. A significant number of other, non-planning, pieces of legislation regulate and place requirements upon the construction, operation and occupation of developments such as this. Officers note that these would play a significant role in ensuring that the proposed development is safe and secure. It is not considered that it would be appropriate in this instance for the planning system to try to duplicate these requirements.

The proposed development is considered to comply with development plan policies on providing a safe and secure environment that reduces opportunities for crime and fear of crime and the proposal is considered to be acceptable in these regards.

10.16 Consideration of alternatives

The revised ES sets out the consideration of alternative approaches to the scheme put forward. This includes consideration of both the use of alternative sites and different approaches to the development of the Copthall Stadium site. In respect of the development of the Copthall site it is outlined that a number of alternative approaches were considered and discounted in relation to matters such as the new athletics field events area, drainage and how to deal with the existing culvert and different lighting solutions. The changes to the scheme that have taken place since its submission are also described. A number of alternative sites are identified together with the method of evaluation and the criteria used for the sites within the club's search area. The issue of alternative sites is considered in further detail specifically in respect of town centre protection and protection of the Green Belt and potential elsewhere in the relevant sections of this report.

Officers take the view that the consideration of alternatives in the submission documents (particularly in the Revised Planning Statement) is acceptable in terms of compliance with the requirements of legislation and relevant guidance on the carrying out of Environmental Impact Assessments and the other aspects of planning policy relating to sequential assessments.

11. EQUALITY AND DIVERSITY ISSUES

Section 149 of the Equality Act 2010, which came into force on 5th April 2011 imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

- “(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”*

For the purposes of this obligation the term “protected characteristic includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

Officers have in considering the application and in the preparation of this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this important legislation.

The proposed development will produce facilities for sport, leisure and recreation for the whole community, the whole spectrum of people who share a “protected characteristic” and those who do not. The positive measures to be introduced to encourage sporting, leisure, educational and social activities in accordance with the Stadium Management Plan, the Community Development Plan and the Estate Management Strategy will potentially be for the benefit of all members of the local communities whether or not they share protected characteristics. Indeed, in some of the activities and opportunities to be provided as part of the Development and the Community Development Programme there will be initiatives to positively encourage persons sharing protected characteristics to participate in sport and other activities and to positively engage with them in meeting their particular needs. A more detailed response in relation to Hendon United Sports Club specifically is included at section 10.3.5 of this report. Officers consider (having consulted with colleagues responsible for pitch booking arrangements) that the specific concerns expressed by the Hendon United Sports Club can be addressed satisfactorily so as to accommodate their needs within the Estate Management Strategy and the Stadium Management Plan.

The existing activities of Saracens and the SSF already deliver substantial benefits to a wide range of people sharing protected characteristics, as well as those who do not share such characteristics. For example, Saracens Sport Foundation work with a large percentage of BME groups across all of their work and, according to their monitoring information, around 32% of their participants are from Black and Asian minority communities or other ethnic minority groups. This includes work across Hertfordshire and North London and they expect the percentage for North London alone to be far higher. This prediction is borne out by the “Hitz project” (promoting rugby in disadvantaged areas of London) which engages 50% of its participants from non-white British groups, including Black Africa, Black Caribbean, Asian and Indian backgrounds.

They state that all Foundation sessions are inclusive and do not discriminate on ability, or ethnicity. In fact many open sessions have a remit to engage a minimum of 50% participation from BME groups and 10% from disability participants. The Hitz project actively sets out to engage participants from the local community, and their data suggests that all sessions have attendance from BME groups which is representative of the area. They would expect the planned Hitz sessions at Grahame Park, Burnt Oak and Perryfield estates to have a similar BME make up, which would be representative of the area.

Over the last year approximately 48% of their participants have been female. All open programmes are inclusive of gender, disability and ethnicity and indeed some of the programmes that they run have a target of 50% attendance from females. Additionally they have a specific girls rugby programme which sets out to target females to play as their participation in the sport is low, whilst their thriving dance programme, which engages approximately 800 young people a week, was originally started in order to engage young females as a massively under-represented group in sport and activity. The dance programme is open to all, but approximately 95% of its participants are female.

The Foundation’s inclusivity extends to those participants identified with short and long term conditions which can be classed as disability, with all programmes run as inclusive activity or adapted where needed for specific disabilities. Whilst data from the last year shows that around 6% of their participants have a disability, this often does not include those that have a disability that are included in mainstream programming. Consequently the actual percentage can reasonably be expected to be far higher, due to the number of participants registered with a disability who attend mainstream schools or who do not consider themselves to be disabled.

Additionally the Foundation have run specific programmes in Disability and SEN Schools, adapting existing programmes to the needs of the participants to ensure activity for all. They have also recently gained funding to start a new programme which will provide coaching and training for disability participants in SEN and mainstream schools, with the ultimate aim of setting up an inclusive sports club in North London.

Having regard to the important social matters covered by this statutory duty the proposed development is considered likely to have significant positive effects.

12. CONCLUSION

At the heart of the Saracens' proposal is the opportunity to secure substantial capital investment for the necessary improvements to ensure that the Copthall stadium is enabled to perform its important community role. Saracens will use the stadium for up to 16 Saracens Home Matches per annum and will use the Stadium as its management base and as the centre for the various community activities undertaken by the "Saracens Sport Foundation".

It is considered that the proposals will revitalise and secure the future of the existing Copthall Stadium. The proposal offers a substantial private investment in the physical fabric of the Copthall Stadium which, combined with a coaching, training and mentoring package, is likely to deliver very substantial community benefits in terms of sport, education and social activities. These benefits will be secured through planning conditions and obligations and will extend for so long as Saracens continue to occupy the stadium.

Officers consider that the site search undertaken by the applicant effectively demonstrates that there are no suitable sites available that could deliver the potential public benefits that the proposed scheme at Copthall could deliver. These benefits include a range of sporting, educational and social activities to a large and diverse urban catchment

As far as is reasonably possible the Saracens proposals are designed to respect the Green Belt designation of the Copthall Stadium area. The proposed development, particularly the East Stand, is likely to have an adverse impact on the openness of Green Belt in the Copthall area but this impact is considered to have been mitigated by key elements of the design of the development and it is concluded that any residual impacts will be compensated for by the substantial community sporting, recreation, social and health benefits which the officers consider amount to very special circumstances that collectively outweigh any harm caused by the proposals.

It is accepted that the existing stadium is relatively inaccessible by public transport and this has necessitated particular care in the design of the Stadium Travel Plan so as to encourage use of non car modes of transport and effectively manage the demand for car travel. The Stadium Travel Plan therefore covers all aspects of travel to and from the Stadium, including existing activities, employee trips and servicing and deliveries, as well as trips generated by Saracens' Home Matches. Initial concerns about travel on match days have been overcome by a combination of measures to encourage visitors to use sustainable transport options including Shuttle Buses (fare included in the match ticket) from nearby stations and Coach Services run by Saracens from existing supporter bases. This is proposed to be complemented by effective restrictions in car parking at the stadium (where no additional car parking is proposed) and in the four proposed satellite car parks in the area around the stadium. Supporter car parking restrictions in the surrounding areas

will be introduced (funded by the applicant) subject to public/statutory consultation and will be on a basis which minimises inconvenience to the local communities and ensures that the permit costs do not fall on local residents. The Section 106 Agreement includes stringent provisions to ensure that performance of the Stadium Travel Plan is appropriately monitored and reviewed to ensure that it fulfils its objectives in minimising transport impacts and encouraging sustainable travel.

The Environmental Statement accompanying this application has addressed all relevant environmental issues and concluded that there will be no long term adverse, significant effects. Any mitigation measures put forward in the Environmental Statement can be controlled by the imposition of conditions and obligations.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the Adopted UDP, The Mayor's London Plan (July 2011) as well as PPG2 and other relevant national guidance have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development generally and taken overall accords with the relevant development plan policies except as they relate to the green belt. In respect of the green belt it is considered that very special circumstances sufficient to outweigh the conflict with planning policy and other harm likely to be caused by the proposed development have been demonstrated. As such it is considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Section 106 agreement **APPROVAL** is recommended as set out in the Recommendations section at the beginning of this report.

Appendix 1

Heads of Terms for a Section 106 Agreement

APPENDIX 1: HEADS OF TERMS FOR A SECTION 106 AGREEMENT

SARACENS COPTHALL STADIUM APPLICATION

APPLICATION REFERENCE NUMBER: H/00928/11

The draft Section 106 Agreement is in the course of being prepared and it is anticipated that an initial draft will be submitted to the Applicants (and entered on the planning register in accordance with Article 36(3)(b) of the Town and Country Planning (Development Management Procedure)(England) Order 2010) before the end of **January 2012**.

That draft will reflect and be in accordance with the following principles and heads of terms which have been generally agreed with the Applicants and which are based on the application documents and the officers' negotiations with the Applicants since the application was submitted. The terms used in these Heads of Terms are essentially as defined in the Glossary appended to the Conditions so as to ensure that there is effective consistency between the terms used in both the conditions and the Section 106 agreement.

OPTIMISING COMMUNITY USE OF THE STADIUM & THE COPTHALL CENTRE

The Stadium Management Plan

1. Saracens will be required in the construction, equipping, management, programming and use of the Stadium to optimise Community Use of the Stadium in accordance with the Saracens Vision and the Stadium Management Plan so as to fulfil the predictions and assessments contained in the Sporting Impact Study submitted by the Applicant in September 2011, including (without prejudice to the generality):
 - 1.1. Ensuring that the Stadium (including its the facilities within the Site) is available for Community Use and enjoyment on all days except up to 16 Saracens Home Match Days (and such other closure days as may be approved as part of the Stadium Management Plan) and that it is constructed and thereafter provided, maintained, managed and operated as a Class A Stadium (suitable for all competition) in accordance with the classification and certification criteria for the time being of the United Kingdom Athletics or any UK athletics governing body that replaces it from time to time for Community Use in accordance with the Planning Permission;
 - 1.2. Ensuring that the Match Day Works (including making good of any damage) in accordance with the Method Statement for the Match Day Works are completed as quickly as reasonably possible (and in any event within the relevant Saracens

Home Match Day) so as to minimise the interruption or restriction of Community Use;

- 1.3. Ensuring that Seasonal Transformation Works (including making good of any damage) are carried out in accordance with the Method Statement for the Seasonal Transformational Works and that such works shall be carried out and completed as quickly as reasonably practicable (and in any event within a maximum period of 14 days before the first Saracens Home Match Day in every season and a maximum of 7 days after the last Saracens Home Match Day in every Season) so as to minimise the interruption or restriction of Community Use;
- 1.4. Providing the Indoor Training Venue (equipped and finished in accordance with the Internal Training Venue Specification) for Community Use with effect from Saracens' First Occupation on all days other than Saracens Home Match Days (and such other closure days as may be approved as part of the Stadium Management Plan) and to maintain, repair renew and replace all apparatus and equipment in order to ensure that it is available at all reasonable times for Community Use in accordance with the Saracens Vision and the Stadium Management Plan;
- 1.5. Providing the Southern Recreation Area for Community Use for informal sports, recreation and leisure (including reasonable provision for picnics and barbeques) on all days except during such times on Saracens Home Match Days (and other Major Event and other event days if appropriate in accordance with the Stadium Travel Plan) on which it is permitted to be prepared and used as a temporary car park;
- 1.6. Providing the Redgra Area for Community Use for informal sports, recreation and leisure on all days except Saracens Home Match Days (and other Major Event and other event days if appropriate in accordance with the Stadium Travel Plan) on which it is permitted to be prepared and used as a temporary car or coach park;

Estate Management Strategy

2. In the interests of optimising Community Use of the Copthall Centre as a whole and all of the facilities that it contains and minimising any adverse impacts on Community Use of all other parts of the Copthall Centre, Saracens will work and cooperate with the Council and other key stakeholders as follows:

- 2.1. To implement and comply with the Estate Management Strategy and to implement the mitigation measures, procedures and protocols set out in it.
- 2.2. Prior to Saracens' First Occupation, Saracens and SSF shall set up the Community Sports Group (in cooperation with the Council and the operators and/or owners and/or occupiers of the other facilities at the Cophall Centre and appropriate representatives of relevant sports groups and the local communities as detailed in the Community Sports Group Constitution to be appended to the Section 106 Agreement) on the basis that Saracens and SSF shall cooperate with the Council and use all reasonable endeavours to ensure that the Community Sports Group shall operate and function in accordance with the Community Sports Group Constitution and the Community Development Plan with a view to optimising Community Use of the Stadium and the Cophall Centre and leveraging out the benefits of the Development in accordance with the Saracens Vision.

BIODIVERSITY AND THE BIODIVERSITY MANAGEMENT PLAN

3. Saracens shall fully implement and comply with the terms and requirements of the Biodiversity Management Plan in relation to the initial construction and landscaping works and thereafter shall comply with and observe and perform the terms and principles of the Bio-Diversity Management Plan including those relating to the:
 - (i) Planting schemes;
 - (ii) Buffer strips;
 - (iii) Green roofs and walls;
 - (iv) Bund;
 - (v) Swale and Reed Bed; and
 - (vi) SINC management/mitigation measures.

SUSTAINABILITY AND ENERGY

4. Saracens shall carry out the Development entirely in accordance with the details of the Sustainable Energy Programme including the provision of insulation on the roof of the West Stand and all other renewable energy, energy conservation, sustainable urban drainage and other sustainable elements forming part of the Development (as set out in the Energy and Sustainability Statement submitted by the Applicants in September 2011) and including green roofs and green walls, swale and reed bed, provision of at

least 20 bat boxes and 20 bird boxes and all tree and shrub planting and other landscaping works ; and

5. To implement fully the Sustainable Energy Programme prior to Saracens' First Occupation and thereafter to manage, operate and use the Stadium fully in accordance with the Sustainable Energy Programme and the BREEAM Certificate to be issued in relation to the East Stand and to fully maintain, repair and renew any apparatus, plant or equipment forming part of the Sustainable Energy Programme so as to ensure that it remains effective and fully functional in accordance with the technical specifications and the Saracens Vision.

TRANSPORT AND LOCAL AREA MANAGEMENT PLAN OBLIGATIONS

The Draft Stadium Management Plan and the Stadium Travel Plan

6. Prior to approval of the Stadium Travel Plan in accordance with Condition **67** (and the other plans and Strategies referred to below under the relevant Conditions relating to their first approval) to fully implement, observe perform and fully comply with the Draft Stadium Travel Plan, including in relation to the following matters:
 - 6.1. the appointment prior to Commencement of the Development of the Travel Plan Coordinator on contractual terms which will require such person (or any replacement from time to time) to perform the duties of the Travel Plan Coordinator in accordance with the terms of the Section 106 Agreement and the Stadium Travel Plan for a period of at least 10 years;
 - 6.2. to notify the Council of the Travel Plan Coordinator's identity, qualifications, experience and contact details forthwith (and in any event no later than 7 days from the appointment date);
 - 6.3. using all reasonable endeavours to ensure that the Travel Plan Coordinator fully and effectively performs the duties and functions ascribed to the Travel Plan Coordinator under the Draft Stadium Management Plan, the Draft Stadium Travel Plan and the Draft Local Area Management Plan in the period up to approval of the Stadium Travel Plan in accordance with Condition **67**;
 - 6.4. ensuring that residents of Barnet and adjoining Boroughs are given priority and preferential purchase terms in relation to Priority Season Ticket Sales in accordance with Condition 71 and the Draft Stadium Travel Plan in order to encourage and facilitate at the earliest stage of implementing the Development the re-basing of the Saracens Fan Base in accordance with the Draft Stadium Travel Plan;

- 6.5. contracting to provide the Coaches and Coach Services in accordance with the Draft Stadium Travel Plan so that the Coach Services can be fully publicised and promoted (on the basis of incentives offered in the ticket sales and pricing arrangements as set out in the Draft Stadium Travel Plan) prior to the first sale of tickets for Saracens Home Matches at the Stadium;
- 6.6. implementing and fully complying with the Communications Strategy in the period up to approval of the Stadium Travel Plan in accordance with Condition **67**;
- 6.7. implementing the Off-Street Car Parking Management Strategy and fully complying the provisions relating to that Scheme in relation to the pre-booking of parking spaces as part of the ticket sales for Saracens Home Match Days and issuing information as to optimal routeing to access the relevant parking spaces and other matters so as to effectively achieve the STP Objectives and in order to ensure continuity and security of the Off-Site parking locations, off-site car parking locations (which are all educational establishments) will be dealt with by private contracts between the school/college and Saracens and contracts shall be in place to cover their provision prior to the first sales of tickets for Saracens Home Matches during the first year and Saracens shall use all reasonable endeavours to secure long-term contractual arrangements in accordance with the Draft STP;
- 6.8. if and to the extent that the Stadium Travel Plan shall have not been approved in accordance with Condition **67** at the date when any arrangements or bookings are made in relation to Major Events and/or any Non-major Events at the Stadium other than Saracens Home Match Days Saracens shall (no less than [3] months before such Major Events or Non-Major Events are due to take place unless the Council shall otherwise approve) submit to the Council in accordance with Conditions **6** and **94** the Bespoke STP Measures which shall insofar as reasonably practicable be designed to achieve the STP Objectives and the Modal Split Targets (and particularly the Car Driver Mode Split) in relation to such Major Event or Non-major Events including such of the measures as are mentioned in the Draft Stadium Travel Plan in respect of the relevant Use Type and activities as therein described as may be reasonably necessary and appropriate in the particular circumstances of such Major Event or Non-major Event;
- 6.9. in relation to all other Major Events, Non-major Events and Use Types the Draft Stadium Travel Plan shall be carried out on the basis of all relevant travel information and visitor data relevant to those activities (including employee travel patterns) with a view to fully achieving the STP Objectives and in particular

achieving the Car Driver Mode Share insofar as may be reasonably practicable in the circumstances by means of the relevant Bespoke STP Measures;

6.10. implementing and complying with the Comprehensive Monitoring and Review Programme insofar as it applies to the preparation and approval of the Stadium Travel Plan in accordance with Conditions 69 and **8** in order to ensure that the Stadium Travel Plan as so prepared and approved optimises the sustainable performance of the transport arrangements for Major Events (including Saracens Home Matches), Non-Major Events and all other activities at the Stadium in accordance with the STP Objectives;

6.11. To pay to the Council within 21 days of the Council's written demand therefor:

6.11.1. Traffic Management Costs including a fair and reasonable commuted sum for the implementation of providing, installing and maintaining road signs, lines and enforcement;

6.11.2. Permit Costs;

6.11.3. A fair and reasonable sum to cover the costs of necessary improvements to the pedestrian routes to and from the Stadium (including those routes across the Copthall Centre) in accordance with the Stadium Management Plan and the Local Area Management Plan comprising the following agreed sums;

6.11.3.1. Pedestrian safety measures at Pursley Rd / Page St £5,000

6.11.3.2. Pedestrian accessibility improvements at 15 locations £15,000 - identified in of the review of key pedestrian routes to the stadium (PERS assessment) for tactile paving and/or dropped kerbs

6.11.3.3. Upgrade to the pedestrian route along the former Sanders Lane - £10,000

6.11.3.4. Footway relay along Pursley Rd in the vicinity of the proposed temporary stadium bus stop £35,000 - this is for resurfacing an area of approximately 585 Sq metres at a rate of £60/ sq m, where the footway is in a poor condition

6.11.4. Such reasonable contribution towards the design and implementation of SCOOT at the Fiveways Junction as the Council may reasonably and properly require (in consultation with TfL) prior to completion of the Section 106 Agreement in order to advance the delivery of those junction signalling improvements.

if and to the extent that such costs are demanded by the Council or are otherwise incurred or payable in the period up to approval of the Stadium Travel Plan in accordance with Conditions **67, 69 and/or 8**, or (as the case may be) the

Bespoke STP Measures approved under Conditions 6 and 94 and/or approval of the Local Area Management Plan in accordance with Condition 74 as the case may require;

6.12. To establish the Travel Plan Steering Group in accordance with the Stadium Travel Plan Steering Group Constitution and notify the Council of the identity and contact details of each of the members of the Travel Plan Steering Group and use all reasonable endeavours to ensure that the Travel Plan Steering Group operates to the reasonable satisfaction of the Council.

7. Following approval of the Stadium Travel Plan in accordance with Condition **67**;

7.1. To fully implement, observe perform and comply with the Stadium Travel Plan at Saracens' cost and in particular Saracens will covenant:

7.1.1. to appoint (or forthwith in any Travel Plan Coordinator ceasing to be appointed for the purposes of the Development to re-appoint) a duly qualified and experienced person to be the Travel Plan Co-ordinator on contractual terms which will require such person to perform the duties of the Travel Plan Coordinator in accordance with the terms of the s106 Agreement and the Stadium Travel Plan;

7.1.2. to notify the Council of the Travel Plan Coordinator's identity, qualifications, experience and contact details forthwith (and in any event no later than 7 days from the appointment date);

7.1.3. to use all reasonable endeavours to ensure that the Travel Plan Coordinator fully and effectively performs the duties and functions ascribed to the Travel Plan Coordinator under the Stadium Management Plan, the Stadium Travel Plan and the Local Area Management Plan;

7.1.4. to ensure that residents of Barnet and the adjoining boroughs are given priority and preferential purchase terms in relation to Priority Season Ticket Sales in accordance with Condition 71 and the Stadium Travel Plan in order to encourage and facilitate the re-basing of the Saracens Fan Base in accordance with the Stadium Travel Plan;

7.1.5. to provide the Coaches and Coach Services and in accordance with the Stadium Travel Plan;

- 7.1.6. to implement and fully comply with and observe and perform the Communications Strategy;
- 7.1.7. to implement the Off-Street Car Parking Management Strategy and to fully comply with and observe and perform the terms and principles of the Off-Street Car Parking Management Strategy;
- 7.1.8. to implement and fully comply with and observe and perform the Comprehensive Monitoring and Review Programme in relation to the Stadium Travel Plan in order to ensure that the Stadium Travel Plan is appropriately improved and focused in a way which optimises the sustainable performance of the transport arrangements for Saracens Home Matches and Major Events (including Saracens Home Matches) and Non-major Events and other Use Types and activities at the Stadium and minimises the transport impacts of Saracens Home Matches and Major events and Non-major Events and other Use Types and activities at the Stadium in the light of data and other information obtained in the monitoring process both before and after Saracens' First Occupation in accordance with the Comprehensive Monitoring and Review Programme; and
- 7.1.9. To pay to the Council within 21 days of the Council's written demand therefor:
 - 7.1.9.1. a Stadium Travel Plan Monitoring Fee of £50,000.00 of which
 - (a) up to £25,000.00 shall be payable during the first year after Saracens' First Occupation (up to £10,000.00 shall be payable in the year commencing on the second anniversary of Saracens' First Occupation and £5,000.00 shall be payable in the respective years commencing on the fourth, sixth and eighth anniversaries of Saracens' First Occupation, such sums (or instalments thereof in each relevant year) shall be payable within 21 days of the Council's written demand therefor (relating to whole sum due in such years or instalments thereof) supported by such information as may be reasonably required in order to demonstrate that such costs have been incurred by the Council, including records as to Council officers' time spent or the fees of independent consultants or advisers reasonably and properly engaged by the Council for the purposes of monitoring and reviewing the Stadium Travel Plan and related impacts and data;

7.1.9.2. Traffic Management Costs including a fair and reasonable commuted sum for the implementation of providing, installing and maintaining road signs, lines and enforcement;

7.1.9.3. Permit Costs;

7.1.9.4. A fair and reasonable sum to cover the costs of necessary improvements to the pedestrian routes to and from the Stadium (including those routes across the Copthall Centre) in accordance with the Stadium Management Plan and the Local Area Management Plan

7.1.9.5. Such reasonable contribution towards the design and implementation of SCOOT at the Fiveways Junction as the Council may reasonably and properly require (in consultation with TfL) prior to completion of the Section 106 Agreement in order to advance the delivery of those junction signalling improvements.

unless and to the extent that is shall have been already paid in accordance with paragraph 6.11 above.

8. The Section 106 Agreement will include an obligation for Saracens to provide before the Commencement Date appropriate security to the Council in respect of Saracens' obligations to provide the STP Measures in accordance with the Stadium Travel Plan and/or Saracens' obligations under the Local Area Management Plan to be either:

(a) in the form of a suitable bond or guarantee to cover Saracens' default in relation to its obligations under the Section 106 Agreement to be maintained for a minimum period of 10 years at a level of £125,000.00; or

(b) in the form of an appropriate deposit to be paid by Saracens to the Council of the sum of £125,000.00 to be held by the Council in a main account with a clearing bank for a period of 10 years by the Council as stakeholder and to be used only if and to the extent that Saracens default in providing or delivering the STP Measures or in fully complying with Saracens' obligations under the Local Area Management Plan in accordance with the Stadium Travel Plan and the relevant commitments under the Conditions and the planning obligations contained in the Section 106 Agreement. There will also be an obligation for Saracens during the said period of 10 years to top up the deposit annually on each of the five anniversaries following Saracens' First Occupation to the said sum of £125,000.00 if and to the extent that the Council is required to disburse sums from the deposit in order to make good or overcome any default on the part of Saracens in relation to the STP Measures so as to ensure that the necessary security is maintained at all times at the level of £125,000.00

Provided that on the Fifth Anniversary of Saracens First Occupation the Council shall reasonably review the amount of the above bond or deposit and shall decide on a fair and reasonable basis whether and to what extent it should be reduced below the said figure of £125,000.00 in the light of (a) Saracens' record of compliance or default in relation to its obligations in relation to the provision of all necessary STP Measures (including such as may have been required by the Council in accordance with paragraph 13.1.2 below) and/or Bespoke STP Measures and/or in fully complying with Saracens' obligations under the Local Area Management Plan; and (b) a reasonable prediction as to the likely need for further or additional STP Measures (including such as may have been required by the Council in accordance with paragraph 13.1.2 below) or Bespoke STP Measures and/or obligations under the Local Area Management Plan in the future in respect of which the Council ought reasonably to be provided with adequate security in the form of the bond or deposit.

LOCAL AREA MANAGEMENT PLAN

9. To implement the Local Area Management Plan and thereafter to fully comply with and observe and perform the principles and terms of the Local Area Management Plan including implementing and funding all of the mitigation measures (including the costs of providing, maintaining, repairing and renewing all requisite off-site signing in relation to parking or routeing or for other purposes connected with the Stadium), procedures and protocols set out therein or annexed thereto.
10. To implement and fully comply with and observe and perform the Comprehensive Monitoring and Review Programme in relation to the Local Area Management Plan in order to ensure that the Local Area Management Plan is appropriately improved and focused in a way which optimises the benefits of the Stadium for the local communities and minimises the impacts of Major Events, Non-major Events and all other Use Types at the Stadium on such communities in the light of data and other information obtained in the monitoring process both before and after Saracens' First Occupation in accordance with the Comprehensive Monitoring and Review Programme;
11. Prior to submitting the Local Area Management Plan to the local planning authority in accordance with Conditions 61 and 74 Saracens shall consult with the Metropolitan Police as to the proposed details of the measures they propose to incorporate in respect of reducing opportunities for crime and the fear of crime.

COMPREHENSIVE MONITORING AND REVIEW PROGRAMME

General Principle

12. Saracens shall fully and effectively implement and comply with and observe and perform the Comprehensive Monitoring and Review Programme in relation to the Stadium Management Plan in order to ensure that the Stadium Management Plan (and each and every one of its component parts) is appropriately improved and focused in a way which is appropriate in the circumstances at the time in order to:
 - 12.1. optimise the Community Use, sustainability, public benefits and sporting, social and leisure performance of the Stadium in accordance with the Saracens Vision;
 - 12.2. fully and effectively achieves the STP Objectives;
 - 12.3. minimises the impacts of Major Events, Non-major Events and all Use Types at the Stadium in the light of data and other information obtained in the monitoring process both before and after Saracens' First Occupation in accordance with the Monitoring and Review Strategy and Programme; and
 - 12.4. completely avoids any risk of imposing on or transferring to the Council
 - 12.4.1. any costs, charges, liabilities or other expenses in relation to the operational costs of the Stadium (including maintenance, repair, renewal or replacement costs); or
 - 12.4.2. any liability whatsoever to any persons using or visiting the Stadium and howsoever arising, including any liability for or costs relating to the STP Measures or any measures operations or activities implemented or carried out under the Local Area Management Plan).

Stadium Travel Plan

13. Without prejudice to the general principles set out in paragraph **12**, Saracens will covenant in relation to the Comprehensive Monitoring and Review Programme in respect of the Stadium Travel Plan:
 - 13.1.1. That prior to Saracens' First Occupation Saracens will submit and obtain the Council's further approval to the Stadium Travel Plan (in accordance with Condition **67**) and prior to its submission to the Council for such approval the Draft Stadium Travel Plan shall have been revised amended and updated (i) to ensure that it takes properly into account all relevant guidance relating to Travel Plans (including the TfL Guidance or any revision or update thereof from time to time; and (ii) to take proper account of all relevant information as to the STP Measures needed to fully achieve the STP Objectives on Saracens Home Match Days (including demographic data, geographical spread of persons making joint

ticketing purchases and the booking of tickets for coach services and/or car, motorcycle or cycle parking spaces) arising from:

- (a) the sale of tickets at the Stadium for Saracens Home Match Days;
- (b) progress in marketing Saracens membership, Corporate Hospitality Packages or season tickets to local residents or businesses;
- (c) progress in relation to the making of the TROs and any other orders needed to introduce the Parking Restrictions and to ensure that the enforcement, management and operation of the Off-Street Car Parking Management Strategy will be effective in achieving the STP Objectives as referred to in Appendix A to the Draft Stadium Travel Plan;
- (d) recruitment and/or retention of staff (including stewards to be employed on Saracens Home Match Days and the Travel Plan Coordinator) and the sustainable options for their travel arrangements as referred to in Appendix E to the Draft Stadium Travel Plan;
- (e) the work of the Travel Plan Coordinator and the Travel Plan Steering Group in accordance with the draft Stadium Travel Plan; and
- (f) the precise routes and number of Coach Services and Coaches (including the pricing structure and level of on-board services) and the Shuttle Buses required in order to provide an attractive and sustainable alternative to car travel as referred to in the Draft Stadium Travel Plan.

13.1.2. That (if and whenever after the first Saracens Home Match Day the Comprehensive Monitoring and Review Programme reveals that the STP Objectives are not being achieved to such an extent that further STP Measures are needed urgently to overcome problems on the transport network or impacts on local communities or to make good any significant failure to achieve the Car Driver Mode Split) Saracens shall (at no cost to the Council) introduce and bring into effect and maintain in effect (or otherwise shall underwrite the necessary costs of) such further STP Measures as the Council shall reasonably require by notice in writing (after the Council shall have had regard to any representations made or advice offered to the Council by TfL or any other transport

undertaking or agency, the Travel Plan Coordinator and/or the Travel Steering Group) and such further STP Measures shall be introduced and put into effect by Saracens as soon as reasonably practical after being so required to do so by the Council at no cost to the Council in order to fully achieve the relevant STP Objectives which were not being achieved before such further STP Measures were so required by the Council;

- 13.1.3. In relation to Major Events and any Non-major Events at the Stadium other than Saracens Home Match Days Saracens shall (no less than [3] months before such Major Events or other events are due to take place unless the Council shall otherwise approve) submit to the Council in accordance with Conditions **6** and **94** the Bespoke STP Measures which shall be designed to achieve the STP Objectives in relation to such Major Event or Non-major Events including such of the measures as are mentioned in the Draft Stadium Travel Plan or (as the case may be) the Stadium Travel Plan in respect of the relevant Use Type as therein described;
- 13.1.4. In relation to all other Use Types the Stadium Travel Plan and any review thereof in accordance with the Comprehensive Monitoring and Review Programme shall be carried out on the basis of all relevant travel information and visitor data relevant to those activities (including employee travel patterns) with a view to fully achieving the STP Objectives and in particular reducing the Car Driver Mode Share insofar as may be reasonably practicable following each review;
- 13.1.5. In the first review or any subsequent review of the Stadium Travel Plan in accordance with Conditions **69** and **8** and the Comprehensive Monitoring and Review Programme Saracens must take appropriate account of any further STP Measures required by the Council under paragraph 13.1.2 as well as such other relevant information as may be available (including those categories of information set out in paragraph 13.1.1 sub-paragraphs a – f) in revising and amending the Stadium Travel Plan that is submitted to the Council for approval so as to improve and extend the STP Measures in order that they may fully and effectively achieve the STP Objectives insofar as it may be reasonably practicable to do so in relation to Saracens Home Match Days or in relation to the other Major Events, Non-major Events and Use Types and activities taking place at the Stadium in accordance with the Planning Permission and the Stadium Management Plan in order to achieve the Saracens Vision, including a review of the Modal Split

Targets with a view to reducing the Car Driver Mode Split in particular and improving the attractiveness of other Modal Split Targets in accordance with the STP Objectives.

- 13.1.6. All revisions and reviews of the Stadium Travel Plan shall be conducted diligently and thoroughly by duly qualified professional consultants appointed by Saracens in consultation with the Travel Plan Coordinator and the Travel Plan Steering Group with a view to making any revised Stadium Travel Plan to be submitted by Saracens under Condition 8 more effective in achieving the STP Objectives and (insofar as reasonably practicable) reducing the Car Driver Mode Split.

Monitoring and Review of Other Documents Comprised in the Stadium Management Plan and the Estate Management Strategy

13.2. The same principles and approach to the Comprehensive Monitoring and Review Programme (with reasonable and appropriate contextual adaptation) shall in the Section 106 Agreement be applied to the other documents forming part of the Stadium Management Plan and/or the Estate Management Strategy including:

- 13.2.1. The Local Area Management Plan;
- 13.2.2. Method Statement for the Match Day Works;
- 13.2.3. Method Statement for the Seasonal Transformation Works;
- 13.2.4. Biodiversity Management Plan;
- 13.2.5. Waste Management Plan;
- 13.2.6. Energy and Sustainability Statement;
- 13.2.7. The Estate Management Strategy;
- 13.2.8. The Community Development Plan;
- 13.2.9. The Off-Street Car Parking Management Strategy; and
- 13.2.10. The Communications Strategy.

on the basis that any proposed changes shall focus on (a) ensuring that the STP Measures and the Modal Split Targets (including the Driver Mode Split) are adjusted

appropriately to reflect progress made in re-basing the Saracens fan base and the opportunities that this will provide for improving the sustainability of transport choices on Saracens Home Match Days in accordance with the STP Objectives and as explained in the Stadium Travel Plan; and (b) mitigating or avoiding any operational impacts or other issues arising in relation to the matters covered by such documents and is not intended to impose an obligation on Saracens to increase Community Use and/or other community benefits beyond those already agreed by Saracens in the Estate Management Strategy and the Community Development Plan other than such further improvements to Community Use and/or other community benefits that Saracens may agree in accordance with the Saracens Vision and provided that such improvements shall be consistent with the principles and parameters set out in the Planning Permission as assessed in the EIA process

OBLIGATIONS OF SARACENS AND THE SSF RELATING TO COMMUNITY DEVELOPMENT PLAN

14. Saracens and the SSF will covenant with the Council to implement the Community Development Plan as approved by the Council including:
 - 14.1. using all reasonable endeavours to implement those measures, programmes and initiatives as are set out within the Draft Community Development Plan and the Sporting Impact Statement;
 - 14.2. submitting to the Council on each anniversary of Saracens' First Occupation an annual monitoring report in relation to the implementation and activities of Saracens and SSF in accordance with the Community Development Plan each year
 - 14.3. cooperating in complying with the Comprehensive Monitoring and Review Strategy insofar as it relates to reviews of the Community Development Plan so as to ensure that Community Use and all other public benefits set out in the Community Development Plan are optimised insofar as reasonably practicable in accordance with the Saracens Vision.

RELOCATION OF KENTISH TOWN FOOTBALL CLUB

15. To pay to the Council prior to the Commencement Date (to be held by the Council as Stakeholder in an interest bearing Clearing Bank account insofar as that may be reasonably available) a contribution of up to £10,000.00 towards any necessary

refurbishment costs required at a replacement venue if and to the extent that it is demonstrated that such costs are reasonably necessary to enable Kentish Town FC to satisfactorily relocate to suitable alternative home ground facilities. If and to the extent that such sum shall not have been disbursed by the Council within a period of 5 years from the Commencement Date then such sum shall be repaid by the Council to Saracens together with all accrued interest.

LEGAL COSTS OF DRAFTING AND COMPLETING THE SECTION 106 AGREEMENT

16. To pay the reasonable and proper costs of the Council incurred in drafting and negotiating the Section 106 Agreement.

COUNCIL COVENANTS

17. Use of contributions and any sum paid by way of security deposit for the stated purposes and in accordance with the detailed terms of the payment or deposit and to repay any sums that are not so used together with any accrued interest.
18. Reasonable endeavours to obtain any TROs or other Highways Orders required in order to implement the STP Measures and prior to the first Saracens Home Match Day (insofar as they relate to such Parking Restrictions and other STP Measures required to be in place the first Saracens Home Match Day or other Major Event in order to fully and effectively achieve the STP Objectives).
19. Not to unreasonably withhold or delay any consent approval confirmation or other authorisation required under the Section 106 Agreement.

Appendix 2A

Conditions and Informatives

Conditions

The terms used in these Conditions are defined in the appended glossary and reflect the definitions contained in the Section 106 Agreement.

COMMENCEMENT

1. This Development must be Commenced within three years from the date of this permission.

Reason:

To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

DETAILS & GENERAL PARAMETERS & PRINCIPLES OF THE DEVELOPMENT

2. The Development hereby permitted shall be carried out in accordance with the following approved plans: PL000; PL001 (rev. H); PL002 (rev. G); PL003 (rev. H); PL004 (rev. J); PL005 (rev. J); PL010 (rev. C); PL011 (rev. E); PL012 (rev. D); PL013 (rev. G); PL014 (rev. G); PL015 (rev. E); PL016 (rev. D); PL017 (rev. G); PL018 (rev. F); (PL019 rev. D); PL020 (rev. E); PL021 (rev. C); PL022; PL024 (rev. F); PL030 (rev. C); PL031 (rev. C); PL032 (rev. A); PL033 (rev. D); BCL 701; NPA/10475/501 (rev. I); SK204 P4; SK206 P2; SK208 P4; SK210 P2; SK211 P5; SK214 P2; SK216 P2; SK217 P1; SK299

Reason:

For the avoidance of doubt and in the interests of proper planning for this important site in the Metropolitan Green Belt and so as to ensure that the development is carried out fully in accordance with the project as assessed in the EIA process for this project in accordance with policies GSD, GBEnv1, GBEnv4, O1, O2, O3 and O6 of the Barnet UDP 2006 and policies 1.1, 3.19, 7.16 of the London Plan 2011.

3. The Development hereby permitted shall not exceed the thresholds and parameters assessed under the revised environmental statement submitted and assessed under this application including:
 - A maximum spectator capacity of 10000 persons at the Stadium.
 - A maximum of 700 car parking spaces provided on Site.
 - A maximum of 650 car parking spaces provided off the Site in satellite car parks as set out in the Stadium Travel Plan.
 - No more than 16 Saracens Home Matches each calendar year at the Stadium.
 - No more than 2 other Major Events per annum (which shall be for athletics or other appropriate outdoor community sporting activities) at the Stadium and its associated facilities.
 - Saracens Home Matches shall be played at the Stadium only on Saturdays and Sundays and not on any other day of the week.
 - No amplified music concerts shall take place at the Stadium at any time (without prejudice to the provision of unamplified musical entertainment at matches and events or the provision of music through the Stadium amplification system subject to compliance with the noise limits specified in Conditions 53 and 54 and the Noise Management Plan).
 - No professional or semi-professional football to be played at the Stadium (provided that this will not prevent the use of the Stadium for other football matches or training as part of Community Use in accordance with the Stadium Management Plan and the Community Development Plan).

- No Saracens Home Matches or other Major Events shall be held at the Stadium unless all relevant provisions of the Stadium Management Plan, the Stadium Travel Plan and the Local Area Management Plan are fully observed, performed or complied with in relation to each such match or event.
- All floodlights at the Stadium shall be switched off as soon as reasonably practicable and in any event by no later than 22:00 every day.
- The floodlighting in the Southern Recreation Area shall be used only on Saracens Home Match Days and (subject to the Local Planning Authority's approval in relation to the relevant STP Measures) for other Major Events.

Reason:

To ensure that the proposal does not exceed the parameters and principles assessed as part of the evaluation of this application and the Environmental Statement submitted and that appropriate measures are provided for the protection of the amenity of the green belt and local residents and other members of the local community, public safety and the transport network in accordance with policies GSD, GBEnv1, GBEnv2, GBEnv3, GBEnv4, GL1, GRoadNet, GParking, D1, D2, D3, D9, D10, O1, O2, O3, O6, L11, L14, L19, L21, L24, L27, M2, M3, M4, M5, M8, M10, M11, M12, M13 and M14 of the Barnet UDP 2006 and policies 1.1, 3.1, 3.2, 3.16, 3.19, 4.6, 6.3, 6.9, 6.10, 6.12, 6.13, 7.4, 7.5, 7.6, 7.13, 7.16 of the London Plan 2011.

4. No more than 16 professional or semi-professional standard rugby matches (including the Saracens Home Matches) shall be played at the Stadium in each calendar year and all professional standard rugby matches played at the site shall take place only on Saturdays and Sundays and not on any other day of the week.

Reason:

To ensure that the development accords with the principles and parameters that have been assessed in the EIA process and the transport assessment relating to this application in accordance with policies GSD, GBEnv1, GBEnv2, GBEnv4, GL1, GRoadNet, GParking, ENV6, ENV7, ENV12, D1, O1, O2, O3, O6, L11, L14, L21, L27, M2, M8, M10, M11, M12, M13 and M14 of the Barnet UDP 2006 and policies 1.1, 3.1, 3.2, 3.16, 3.19, 4.6, 6.1, 6.3, 6.12, 6.13, 7.4, 7.5, 7.14, 7.15 and 7.16 of the London Plan 2011.

5. At no time shall the pitch and/or permanent, demountable or temporary stands hereby permitted be used respectively for the purposes of the playing or spectating of professional or semi-professional football matches (provided that this will not prevent the use of the Stadium for other football matches or training as part of Community Use in accordance with the Stadium Management Plan and the Community Development Plan).

Reason:

To ensure that the proposal does not exceed the parameters and principles as to the impacts of major events at the Stadium (particularly green belt and open space impacts and transport impacts) as assessed as part of the evaluation of this application, including the EIA process and the assessment of transport impacts in accordance with policies GSD, GBEnv1, GBEnv2, GBEnv4, GL1, GRoadNet, GParking, O1, O2, O3, O6, L11, L14, L21, L27, M2, M3, M8, M10, M11, M12, M13 and M14 of the Barnet UDP 2006 and policies 1.1, 3.16, 3.19, 6.3, 6.12, 6.13, 7.4, 7.5 and 7.16 of the London Plan 2011.

6. No more than 2 other Major Events shall be played at the application site in each calendar year and no such Major Event and no Non-major Event shall take place unless and to the extent that the relevant Bespoke STP Measures (including such Major Event Day Coach Services and Shuttle Buses as may be appropriate) shall first

have been submitted to and approved by the Local Planning Authority in accordance with Condition 94 and the Stadium Travel Plan.

Reason:

To ensure that the Development accords with the principles and parameters that have been assessed under the Planning Application and that all STP measures and other mitigation measures are designed to address the specific characteristics and scale of each Major Event or Non-Major Event so as to fully and effectively achieve the STP objectives (as defined in Section 2 of the Stadium Travel Plan) in accordance with policies GSD, GBEnv1, GBEnv2, GBEnv4, GL1, GRoadNet, GParking, ENV6, ENV7, ENV12, D1, O1, O2, O3, O6, L11, L14, L21, L27, M2, M3, M8, M10, M11, M12, M13 and M14 of the Barnet UDP 2006 and policies 1.1, 3.1, 3.2, 3.16, 3.19, 4.6, 6.1, 6.3, 6.12, 6.13, 7.4, 7.5, 7.14, 7.15 and 7.16 of the London Plan 2011.

7. The Stadium and other facilities hereby approved shall not be used for the purposes of accommodating an amplified music concert.

Reason:

To ensure the development does not harm the amenities of the occupiers of surrounding properties and users of the open spaces surrounding the stadium and to be consistent with the assessment and other environmental information provided under the EIA process in accordance with policies GBEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

8. The Stadium Management Plan, Estate Management Strategy and Stadium Travel Plan shall be subject to monitoring and review in accordance with the Comprehensive Monitoring and Review Programme and all revisions, modifications and amendments to these documents in accordance with that Programme shall be submitted to and approved in writing by the Local Planning Authority in accordance with this Condition and the Planning Obligations relating to the Comprehensive Monitoring and Review Programme.

Reason:

To ensure that the mitigation measures and other principles relating to the management, operation and use of the Stadium are effectively monitored and reviewed and that these documents are updated from time to time insofar as may be reasonably appropriate and/or necessary in the circumstances in accordance with the principles set out in the Section 106 Agreement in accordance with policies GSD, GBEnv1, GBEnv2, GBEnv4, GL1, GRoadNet, GParking, ENV6, ENV7, ENV12, D1, O1, O2, O3, O6, L11, L14, L21, L27, M2, M3, M8, M10, M11, M12, M13 and M14 of the Barnet UDP 2006 and policies 1.1, 3.1, 3.2, 3.16, 3.19, 4.6, 6.1, 6.3, 6.12, 6.13, 7.4, 7.5, 7.14, 7.15 and 7.16 of the London Plan 2011.

PRE-COMMENCEMENT APPROVALS REQUIRED

9. Notwithstanding the details submitted in the drawings otherwise hereby approved the Development is not to Commence unless and until details of the levels of the proposed buildings, roads, footpaths and other landscaped areas relative to adjoining land and any other changes proposed in the levels of the Site associated with the earthworks permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority. The Development shall thereafter be implemented in accordance with such details as so approved.

Reason:

To ensure that the Development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the Stadium and surrounding facilities within the Cophall Centre and the health of any flora and fauna, including trees and other vegetation to be retained on the site or to be provided as part of the development in accordance with policies GBEnv1, GBEnv2, GBEnv3, GBEnv4, D1, D2, D3, D11, D13, D14, D15 of the Barnet UDP 2006 and policies 7.2, 7.4, 7.5, 7.6, 7.13, 7.19 and 7.21 of the London Plan 2011.

10. Not to Commence the Development hereby permitted unless and until details and appropriate samples of the materials to be used for the external surfaces of the buildings (with the exception of demountable stands and other temporary structures forming part of the Seasonal Transformation Works and the Match Day Works), hard surfaces and reinforced grass areas shall have been submitted to and approved in writing by the Local Planning Authority. The Development shall thereafter be implemented in accordance with such details as so approved (or such alternatives as the Local Planning Authority shall have approved in writing on the application there of from time to time).

Reason:

To safeguard the openness and visual amenities of the green belt and the Cophall Centre and the wider landscape and to ensure that the building is constructed as assessed in the EIA process in accordance with policies GBEnv1, GBEnv2, GBEnv4, D1, D2, D3, D11, O1, O2, O3, O6 and L11 of the Barnet UDP 2006 and policies 1.1, 7.4, 7.5, 7.6, 7.16 of the London Plan 2011.

11. Not to Commence the Development unless and until full details of the detailed design, methodology of installation and materials to be used in the:

- New artificial playing surface as part of the Stadium and to be used for rugby and community sport in accordance with Drawing number SK206 P2;
 - resurfacing of the existing overspill car park to the south-east of the Stadium so as to construct and provide the Southern Recreation Area to a standard which will be suitable for Community Use and enjoyment for informal sports leisure and recreation otherwise than on -Saracens Home Match Days (including appropriate facilities for picnics and barbecues);
 - resurfacing of the Redgra Area (the disused all weather surface pitch) to the west of the Stadium to a standard which will be suitable for Community Use and enjoyment for informal sports leisure and recreation otherwise than on -Saracens Home Match Days; and
 - new areas of permeable paving as shown on drawing numbers PL003 (rev. H), PL004 (rev. J) and PL005 (rev. J)
- shall have been submitted to and approved in writing by the Local Planning Authority.

Such details shall be in accordance with the parameters and principles set out in the Design and Access Statement (and shall also appropriately reflect the conclusions and detailed design and specification modifications that might be required in order to ensure that the all-weather pitch can be used for throwing events in addition to discus and shot put in accordance with paragraph 4.0.24 of the Design and Access Statement). The Development shall thereafter be implemented in accordance with such details as so approved.

Reason:

To ensure that the Development achieves the principles and parameters specified in the Environmental Statement and Design and Access Statement submitted in

September 2011 and to ensure that public benefits are achieved by the Development in terms of Community Use and enjoyment of the Stadium are optimised in accordance with policies GBEnv1, GBEnv2, GBEnv4, D1, D2, D3, D11, D13, D14, D15, O1, O2, O3, O6, L11 and L14 of the Barnet UDP 2006 and policies 1.1, 3.1, 3.2, 3.16, 3.19, 7.4, 7.5, 7.6, 7.16 and 7.18 of the London Plan 2011.

12. Prior to Commencement of the Development, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority in a form which accords with the relevant elements of the latest version of the London Borough of Barnet's Code of Construction Practice. The Construction Management Plan shall include, but not be limited to, the following information:

- (i) Details of the routing of construction vehicles to the site and access and egress arrangements with the site (including restrictions on delivery times);
- (ii) site preparation and construction stages of the Development;
- (iii) the phasing of development works;
- (iv) details of provisions for recycling of materials, the provision on site of storage/delivery area for all plant, site huts, site facilities and materials;
- (v) measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities);
- (vi) traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours);
- (vii) the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- (viii) a suitable and efficient means of suppressing dust, including the adequate containment of stored and accumulated material so as to prevent it becoming air-borne at any time and giving rise to nuisance;
- (ix) noise mitigation measures for all plant and processors;
- (x) details of contractors compound and car parking arrangements;
- xi) details of precautions to minimise damage to protected species and habitats in particular from site clearance works including demolition of buildings, soil moving and material storage, vehicle and machinery movements;
- (xii) details of action to be taken and mitigation measures to be employed should any protected species be found or disturbed on the site;
- (xiii) ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction;
- (xvi) appropriate arrangements should be made for monitoring and responding to complaints relating to demolition and construction;
- (xvii) details of any lighting to be provided during the construction works;
- (xviii) details of any materials to be either retained on site or removed (including arrangements for removal);
- (xix) regulations and protocols which will be met in respect of dealing with contaminated materials, including the watching brief referred to in the Environmental Statement; and
- (xx) details of construction Phase Health and Safety Plans.

The preparation and approval of these details shall be guided and governed by the parameters and principles set out in section 5.5 and Chapter 18 of the revised Environmental

Statement submitted in September 2011 and the appendices there referred to. The Development shall be carried out in accordance with the Construction Management Plan as so approved.

Reason:

To minimise disruption to the public and ensure appropriate practices are used in the construction of the Development so as to minimise construction impacts and other environmental impacts in accordance with the assessment in the EIA process and with policies GSD, GBEnv1, GBEnv2, GBEnv4, ENV6, ENV7, ENV12, ENV14, D1, D13, D14, D15, O1, L11, M2, M8, M10, M11, M12 and M14 of the Barnet UDP 2006 and policies 1.1, 3.1, 3.2, 3.16, 3.19, 5.3, 5.18, 5.21, 6.3, 6.14, 7.13, 7.14, 7.15, 7.16, 7.18, 7.19 and 7.21 of the London Plan 2011.

13. Not to Commence the Development unless and until details of the programme for the construction of the Development and a construction phasing program shall have been submitted to and approved in writing by the Local Planning Authority. The Development shall be implemented in accordance with such details as so approved.

Reason:

To ensure that disruption to the public and the other community activities carried out at the Site and in the Copthall Centre and all other environmental impacts and harm to amenity caused by the construction works and associated operations and transport movements are minimised in accordance with the information provided in the EIA process and with policies GSD, GBEnv1, GBEnv2, GBEnv4, ENV6, ENV7, ENV12, ENV14, D1, D13, D14, D15, O1, L11, M2, M8, M10, M11, M12 and M14 of the Barnet UDP 2006 and policies 1.1, 3.1, 3.2, 3.16, 3.19, 5.3, 5.18, 5.21, 6.3, 7.13, 7.14, 7.15, 7.16, 7.18, 7.19 and 7.21 of the London Plan 2011.

14. Not to Commence the Development unless and until studies providing details of the impact of the Development on the existing water supply infrastructure, the magnitude of any additional capacity required in the system as a result of the Development and a suitable connection point to the existing system shall have been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. The Development shall be implemented in accordance with such details as so approved.

Reason:

To ensure that the water supply infrastructure has sufficient capacity to cope with the additional water demand generated by the proposal in accordance with policies 5.14 and 5.15 of the London Plan 2011.

15. The Development shall not Commence unless and until full details of the on-site foul and surface water drainage and Sustainable Urban Drainage Systems to be incorporated in the development have been submitted to and approved by the Local Planning Authority in writing. The Development shall be implemented in accordance with such details as so approved.

Reason:

To ensure that the foul and surface water discharge from the site shall not be prejudicial to the existing sewerage system and the amenities of the area in accordance with policy 5.14 of the London Plan 2011.

16. Not to Commence the Development unless and until details of petrol and oil interceptors to be provided on the site shall have been submitted to and approved in writing by the Local Planning Authority. The petrol and oil interceptors shown shall be

implemented in accordance with the agreed details and be retained and maintained as specified unless previously agreed in writing by the Local Planning Authority.

Reason:

To prevent polluted discharges entering local watercourses in accordance with policies 5.14 and 5.15 of the London Plan 2011.

17. Notwithstanding the details submitted with the Planning Application not to Commence the Development unless and until a fully detailed scheme of hard and soft landscaping, including details of existing trees and hedges to be retained, shall have been submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure the proposal meets the objectives of policies on landscaping as they relates to character, amenity, biodiversity and the green belt in accordance with policies GBEnv1, GBEnv2, GBEnv4, D1, D2, D3, D11, D13, D14, D15, O1, O2, O3, O6, L11 and L14 of the Barnet UDP 2006 and policies 1.1, 3.1, 3.16, 3.19, 7.4, 7.5, 7.6, 7.16, 7.18 and 7.19 of the London Plan 2011.

18. Prior to the Commencement of the Development details of the fire hydrants to be installed shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the London Fire and Emergency Protection Authority). The Development shall be implemented in accordance with such details as approved and no building or stand shall be occupied unless it is served by a working fire hydrant.

Reason:

Interests of the safety of users of the facilities proposed in accordance with policy 7.13 of the London Plan 2011.

19. Not to Commence the Development unless and until details of all proposed changes to the means of enclosing the Stadium including gates, new turnstiles and upgraded turnstiles shall have been submitted to and approved in writing by the Local Planning Authority. The Development shall be implemented in accordance with such details as approved.

Reason:

To ensure the Development has a satisfactory appearance and design in accordance with policies GBEnv1, GBEnv2, D1 and D2 of the Barnet UDP 2006 and policies 7.4, 7.5 and 7.6 of the London Plan 2011.

20. The Development shall not Commence unless and until details of all extraction and ventilation equipment to be used at the Stadium have been submitted to and approved in writing by the Local Planning Authority. The Development shall be implemented in accordance with the details approved under this condition before the use of the development is commenced.

Reason:

To ensure the Development does not prejudice the amenities of the occupiers of surrounding properties and users of the facilities and open spaces surrounding the stadium in accordance with policies GBEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

21. Before the Development is Commenced a scheme detailing the provisions to be made to enable all members of the community to gain access into and around the Stadium in accordance with the Stadium Management Plan and the Community Development Plan shall be submitted to and approved in writing by the Local Planning Authority. The details submitted in accordance with this condition shall include or exceed all those facilities identified in section 4.4 of the Design and Access Statement (dated August 2011) submitted in September 2011. The agreed scheme shall be implemented before the Development hereby permitted is brought into use.

Reason:

To ensure adequate access for all is available within the development in accordance with area in accordance with policies GSD, GBEnv2 and D1 of the Barnet UDP 2006 and policies 3.16, 4.6, 7.2 and 7.6 of the London Plan 2011.

22. NOT USED

ENERGY & SUSTAINABILITY OF THE DEVELOPMENT

23. All materials to be used in the Development hereby permitted shall be selected in accordance with the principles and standards set out in the relevant paragraphs of sections 8 and 9 of the Energy and Sustainability Statement and in the Design and Access Statement as submitted in September 2011.

Reason:

To ensure that the proposed development accords with the principles of achieving sustainable development in accordance with policies GSD, GBEnv2 and D1 of the Barnet UDP 2006 and policies 5.2, 5.3, 5.4, 5.9 and 7.6 of the London Plan 2011.

24. The East Stand shall meet the 'Excellent' standard using the generic Building Research Establishment Environmental Assessment Method (BREEAM). Certification of this standard being reached shall be provided to the Local Planning Authority prior to the occupation of the Stadium.

Reason:

To ensure that the Development is sustainable and complies with strategic and local policies including policies GSD, GBEnv2 and D1 of the Barnet UDP 2006 and policies 5.2, 5.3, 5.4, 5.7, 5.9, 5.10, 5.11 and 7.6 of the London Plan 2011.

25. The demountable stands to be installed as part of the Seasonal Transformation Works in accordance with the Method Statement for the Seasonal Transformation Works shall conform to (or not exceed) the following approved parameters and dimensions as set out on the following drawings :

- PL019 and PL20 for the demountable stands in front of the West Stand;
- PL021 for the demountable stands to north and south of pitch; and
- PL013-18 for the demountable stand in front of the East stand.

Reason:

To ensure that the proposal does not exceed the parameters and principles assessed as part of the evaluation of this application and the Environmental Statement submitted and that appropriate measures are provided for the protection of the amenity of the green belt in accordance with policies GBEnv1, GBEnv4, O1, O2, O3 and O6 of the Barnet UDP 2006 and policies 1.1, 3.19, 7.16 of the London Plan 2011.

26. Not to Commence the Development unless and until the Sustainable Energy Programme (including full details of the energy and sustainability measures to be incorporated in the Development including details of the:

- Ground source heat pump system (including capped connections to allow possible connection to a wider network within the Copthall Centre) in accordance with the parameters and principles set out in the Energy and Sustainability Statement and in the Design and Access Statement submitted in September 2011;
- solar thermal heating panels (west stand) in accordance with the parameters and principles set out in the Energy and Sustainability Statement and the Design and Access Statement submitted in September 2011;
- photovoltaic panels (east stand);
- insulation methods to achieve the standards set out in paragraph 4.1 of the Energy and Sustainability Statement;
- light fitting and lighting for the temporary stands (to achieve the standards set out in paragraph 4.2 of the Energy and Sustainability Statement);
- ventilation systems (to achieve the standards set out in paragraph 4.3 of the Energy and Sustainability Statement);
- measures to reduce hot and cold water demand (to achieve the standards set out in paragraph 4.4 of the Energy and Sustainability Statement);
- rainwater tanks; and
- green roof and walls

shall have been submitted to and approved in writing by the Local Planning Authority.

All of the above details shall be in accordance with the parameters and principles set out in the Energy and Sustainability Statement and in the Design and Access Statement submitted in September 2011 and shall (as a minimum) demonstrate that they will achieve at least the carbon emissions savings and/or renewable and sustainable energy benefits outlined in those documents and in Chapter 17 of the revised Environmental Statement submitted in September 2011 and the relevant policies in the development plan.

The Development shall be implemented in accordance with the Sustainable Energy Programme and all details as so approved and the works and systems specified shall be fully carried out, installed and operational prior to the Saracens First Occupation of the Stadium and thereafter shall be fully operated repaired maintained and renewed in accordance with the Sustainable Energy Programme and the Stadium Management Plan whilst the Stadium is in use for the purposes for authorised by this Planning Permission.

Reason:

To ensure that the development is sustainable and complies with strategic and local policies as well as being consistent with the EIA process and the Design and Access Statement in relation to sustainable energy performance and minimising carbon emissions from the development including policies GSD, GBEnv2 and D1 of the Barnet UDP 2006 and policies 5.2, 5.3, 5.4, 5.7, 5.9, 5.10, 5.11 and 7.6 of the London Plan 2011.

SEASONAL TRANSFORMATION WORKS & MATCH DAY WORKS

27. The temporary buildings comprised in the Match Day Works (including toilet accommodation, stands, concessions stalls and other temporary buildings and structures to be installed and removed from the Stadium as part of the Match Day Works on Saracens Home Match Days) shall be located only in the areas shown on the "Proposed Stadium Masterplan for Rugby Matchdays" (PL005 Rev J). Unless otherwise approved in writing by the Local Planning Authority, with the exception of the video screens, these buildings and structures (with the exception of the video screens) shall not exceed 4 metres in height.

Reason:

To ensure that the proposal does not exceed the parameters and principles assessed as part of the evaluation of this application and the Environmental Statement submitted and that appropriate measures are provided for the protection of the amenity of the green belt in accordance with policies GBEnv1, GBEnv4, O1, O2, O3 and O6 of the Barnet UDP 2006 and policies 1.1, 3.19, 7.16 of the London Plan 2011.

28. Prior to Saracens' First Occupation of the Development details of all temporary and demountable stands and other temporary facilities to be provided at the Stadium as part of the Match Day Works and the Seasonal Transformation Works (including but not limited to all temporary buildings structures and demountable stands to be located outside the East and West Stands, including (without limitation) toilet accommodation, video screens, any temporary lighting structures, media accommodation, and concessions areas and facilities) shall be submitted to and approved in writing by the Local Planning Authority. The temporary and demountable stands and other temporary facilities used at the Stadium shall thereafter comply with the details approved in accordance with this condition.

Reason:

To protect the openness of the green belt and visual and general amenity in relation to public enjoyment of this sensitive semi-rural part of the metropolitan green belt and open space, as well as to ensure that the impacts of the development are consistent with the assessments and environmental information provided as part of the EIA process in accordance with policies GBEnv1, GBEnv2, GBEnv4, D1, D2, D3, D11, D13, D14, D15, O1, O2, O3, O6 and L11 of the Barnet UDP 2006 and policies 1.1, 3.1, 3.2, 3.16, 3.19, 7.4, 7.5, 7.6, 7.16 and 7.18 of the London Plan 2011.

29. Prior to Saracens' First Occupation of the Development a Method Statement for Match Day Works shall be submitted to the Local Planning Authority and approved in writing. The preparation and approval of this Method Statement shall be based on a clear demonstration that the installation of these temporary facilities will (a) be safely carried out entirely within the relevant Saracens Home Match Day so as to avoid disruption of Community Use of the Stadium and its associated facilities on all days except Saracens Home Match Days and (b) that it will avoid harm to the Internal Training Venue, the running track or any other part of the Stadium or its associated facilities. These works shall be carried out in full accordance with the approved Method Statement or any review of it submitted and approved in accordance with the Comprehensive Monitoring and Review Programme as provided in the Section 106 agreement.

Reason:

To ensure that the impact of Saracens Home Match Days on the provision of Community Use and other sporting activities at the stadium is minimised in accordance with the Stadium Management Plan so as to ensure that the positive community benefits as described in the Environmental Statement and the Sporting Impact Study submitted in September 2011 are fully realised in accordance with policies 3.1, 3.2, 3.16 and 3.19 of the London Plan 2011.

30. Prior to Saracens' First Occupation of the Development the Method Statement for Seasonal Transformation Works to be carried out to install and remove the demountable stands in accordance with the Stadium Management Plan shall be submitted to the Local Planning Authority and approved in writing. The preparation and approval of the Method Statement shall be based on a clear demonstration that the installation of these demountable stands and other Seasonal Transformation Works shall (a) be safely carried out as quickly as reasonably practicable (and in any event

within the period of 14 days immediately before the rugby season and the period of 7 days after the close of the rugby season) so as to avoid disruption of Community Use of the Stadium and its associated facilities and (b) that it will avoid harm to the running track or any other part of the Stadium or its associated facilities. These works shall be carried out in full accordance with the Method Statement for the Seasonal Transformation Works or any review of it submitted and approved in accordance with the Comprehensive Monitoring and Review Programme as provided in the planning obligations contained in the section 106 Agreement.

Reason:

To ensure that the impacts of such Seasonal Transformation Works on Community Use and other sporting activities at the Stadium are minimised in accordance with the Stadium Management Plan and to ensure that the community benefits as described in the Environmental Statement and the Sporting Impact Study submitted in September 2011 are realised in full in accordance with policies 3.1, 3.2, 3.16 and 3.19 of the London Plan 2011.

31. The approved temporary stands and structures and other temporary rugby facilities comprised in the Seasonal Transformation Works and the Match Day Works shall be installed, removed and stored in accordance with the Method Statement for the Match Day Works and the Method Statement for the Seasonal Transformation Works (as the circumstances may require) so as not to prevent, limit or restrict Community Use of at least 4 lanes of the running track, or the other athletics field facilities or the Indoor Training Venue for more than 16 days in each calendar year in accordance with the Stadium Management Plan.

Reason:

To protect the use of the Stadium for athletics other Community Use and to minimise disruption to its use for these purposes in accordance with the Stadium Management Plan as well as to ensure consistency with the EIA process and the Sporting Impact Study in relation to such issues and the public benefits to be provided in relation to community use of the stadium in accordance with policies GL1 and L26 of the Barnet UDP 2006 and policies 3.1, 3.2, 3.16 and 3.19 of the London Plan 2011.

FLOOD RELIEF, DRAINAGE & SUDS

32. The Development shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated August 2011, reference 2010-184 Rev 6 by Nolan Associates and the following mitigation measures detailed within the FRA:

- Restricting the peak 1:100 storm event discharge rate, with an allowance for climate change, for the East stand roof plus adjacent paving to 6 l/s.
- Restricting the peak 1:100 storm event discharge rate, with an allowance for climate change, for the public entrance piazza to 4.3 l/s.
- Restricting the peak 1:100 storm event discharge rate, with an allowance for climate change, for the artificial pitch to 5.0 l/s.
- Restricting the peak 1:100 storm event discharge rate, with an allowance for climate change for the overflow car park to a maximum of 50.1 l/s.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with policy 5.12 of the London Plan 2011.

33. The Development shall not Commence unless and until the detailed design of the proposed culvert diversion has been submitted to and approved in writing by the Local Authority.

Reason:

To ensure that the flow capacity, condition and integrity of the culvert is maintained and will not increase flood risk in accordance with policies 5.12 and 5.14 of the London Plan 2011.

34. The proposed swale and reed bed shall be constructed and managed in accordance with a detailed scheme to be submitted to and approved in writing by the local planning authority prior to the Saracens First Occupation of the Stadium or any part of it.

Reason:

To ensure that the proposed swale and reed bed is developed in a way that contributes to the nature conservation value of the site in accordance with national planning policy by providing suitable habitats for wildlife in accordance with policies GSD, GBEnv2, D1 and D11 of the Barnet UDP 2006 and policies 5.3, 5.11, 5.13 and 7.19 of the London Plan 2011.

BIODIVERSITY & NATURE CONSERVATION

35. Not to Commence the Development unless and until (a) the mitigation and other measures to be contained in the Biodiversity Mitigation and Management Plan (in relation to those measures and works relating to the construction phase of the Development) shall have been submitted to and approved in writing by the Local Planning Authority and (b) not later than Saracens' First Occupation the remainder of the details of the Biodiversity and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of:

- The ecological and biodiversity mitigation and enhancement measures to be implemented so as to minimise harm to biodiversity and species of flora and fauna in and around the site and to optimise the biodiversity and nature conservation benefits of the development in accordance with the parameters and principles outlined in section 8.5 and Table 8.1 of the revised Environmental Statement submitted in September 2011; and
- how the ecological and biodiversity measures to be implemented will be monitored, managed and funded.

The Biodiversity Management Plan shall apply to all planting and landscaping works, areas of buffer strip, green roofs and walls, landscaped mounds, swale and reed bed, bat and bird boxes (at least 20 of each), bats and breeding birds more generally, reptiles and Great Crested Newts and measures to be provided in relation to Copthall Railway Walk and Copthall Old Common Site of Importance for Nature Conservation. The development and surrounding area shall (as appropriate) be implemented, occupied and managed in accordance with such details as so approved.

Reason:

To ensure that the ecological and biodiversity mitigation and enhancement measures proposed in the application are implemented and managed appropriately in the interests of biodiversity and ecology and in a manner which is consistent with the EIA process in accordance with policies GSD, GBEnv2, D1 and D11 of the Barnet UDP 2006 and policies 5.3, 5.11, 5.13 and 7.19 of the London Plan 2011.

LANDSCAPING AND TREE & SHRUB PROTECTION AND PLANTING

36. All work comprised in the approved detailed scheme of landscaping shall be carried out before the end of the first planting and seeding season following Saracens First Occupation of the Stadium or completion of construction of the Development, whichever is sooner.

Reason:

To ensure the proposal meets the objectives of policies on landscaping as they relate to character, amenity, biodiversity and the green belt in accordance with policies GBEnv1, GBEnv2,

GBEnv4, D1, D2, D3, D11, D13, D14, D15, O1, O2, O3, O6 and L11 of the Barnet UDP 2006 and policies 1.1, 3.1, 3.16, 3.19, 7.4, 7.5, 7.6, 7.16, 7.18 and 7.19 of the London Plan 2011.

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

Reason:

To ensure the proposal meets the objectives of policies on landscaping as they relates to character, amenity, biodiversity and the green belt in accordance with policies GBEnv1, GBEnv2, GBEnv4, D1, D2, D3, D11, D13, D14, D15, O1, O2, O3, O6 and L11 of the Barnet UDP 2006 and policies 1.1, 3.1, 3.16, 3.19, 7.4, 7.5, 7.6, 7.16, 7.18 and 7.19 of the London Plan 2011.

38. Not to Commence the Development unless and until a method statement detailing precautions to minimise damage to trees and hedges to be retained on the site in accordance with British Standard BS5837: 2005 *Trees in relation to construction - Recommendations* shall have been submitted to and approved in writing by the LPA. The development shall be carried out in accordance with such approved method statement.

Reason:

To safeguard the health of existing trees and hedges which represent an important part of the green belt and the landscape as well as being an important ecological and amenity feature in accordance with policies GBEnv1, GBEnv2, GBEnv4, D1, D2, D3, D11, D13, D14, D15, O1, O2, O3, O6 and L11 of the Barnet UDP 2006 and policies 1.1, 3.1, 3.16, 3.19, 7.4, 7.5, 7.6, 7.16, 7.18 and 7.19 of the London Plan 2011.

39. Not to Commence the Development unless and until temporary tree and hedge protection has been erected around existing trees and hedges respectively in accordance with the details to be previously submitted to and approved in writing by the Local Planning Authority in accordance with the preceding condition. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time.

Reason:

To safeguard the health of existing trees and hedges which represent important amenity features in accordance with policies D11, D13, D14 and D15 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

40. Not to Commence the Development unless and until details of the location, extent and depth of all excavations for drainage and other services in relation to trees and hedges on the site shall have been submitted to and approved in writing by the Local Planning Authority. The Development shall be carried out in accordance with such details as so approved.

Reason:

To safeguard the health of existing trees and hedges which represent important amenity features in accordance with policies D11, D13, D14 and D15 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

41. Not to Commence the Development or other operations on site in connection with the Development hereby approved unless and until a detailed tree felling and tree and hedge pruning specification has been submitted to and approved in writing by the Local Planning Authority. All tree felling and tree and hedge pruning works shall be carried out in full accordance with the approved specification and the British Standard 3998: 2010 *Recommendation for Tree Works* (or as amended).

Reason:

To safeguard the health of existing trees and hedges which represent important amenity features in accordance with policies D11, D13, D14 and D15 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

42. Details submitted pursuant to the Conditions imposed by this Planning Permission in respect of site levels, services, protective fencing, landscaping and trees shall be submitted at the same time.

Reason:

To enable the proper consideration of matters relating to site levels, services, protective fencing and landscaping in relation to the protection of trees and hedges on the site which represent important amenity features in accordance with policies D11, D13, D14 and D15 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

43. No trees, hedges or scrub shall be removed from the Site during the bird breeding season (that is during the months of March to August inclusive).

Reason:

In the interests of minimising the impact of the development on breeding birds in accordance with policy 7.19 of the London Plan 2011 and to tie the permission to the mitigation measures proposed in Environmental Assessment.

44. No Development or contaminated land remediation pursuant to this Planning Permission shall Commence, other than for investigative work, prior to the submission and approval in writing by the Local Planning Authority of a Method Statement in relation to the contaminated land at the Site including details of:

- Measures to satisfactorily address the contaminated land remediation requirements identified in the Environmental Statement (dated September 2011).
- The watching brief to be carried out.
- Post-remediation monitoring.

Where remediation of contamination on the Site is necessary completion of the remediation detailed in the Method Statement shall be carried out in full and a report that provides verification that the required works have been carried out shall be submitted to and approved in writing by the Local Planning Authority before the Development is occupied.

Reason:

To ensure the Development can be implemented and occupied with adequate regard for environmental and public safety in accordance with policy ENV14 of the Barnet UDP 2006 and policy 5.21 of the London Plan 2011.

45. Prior to Saracens' First Occupation of the Development the detailed design of the new mesh safety fence proposed for the boundary with the 'Metrogolf' facility (point xii of the description of the Development) shall be submitted to the Local Planning Authority and approved in writing. The mesh safety fence shall be implemented in full accordance with such details as approved.

Reason:

To ensure the Development has a satisfactory appearance and protects the safety of users of the field athletics facilities proposed as part of the development GBEnv1, GBEnv2, GBEnv4, D1, D2, O1, O2, O3, O6 and L11 of the Barnet UDP 2006 and policies 7.4, 7.5, 7.6, 7.13 and 7.16 of the London Plan 2011.

FITTING OUT AND LAYOUT OF INTERNAL TRAINING VENUE

46. Saracens shall not enter into Occupation of the Stadium (save for the carrying out of the construction works hereby permitted) unless and until details of detailed layout and the detailed specification of apparatus and equipment and general fitting out of the Internal Training Venue shall have been submitted to and approved in writing by the Local Planning Authority. The Internal Training Venue shall be constructed and completed ready for use by the resident athletics clubs and other Community Use in accordance with the specification and details as so approved.

Reason:

To ensure that the Internal Training Venue fully delivers the public benefits associated with athletics and other Community Use as described in the Sporting Impact Study submitted in September 2011 and in accordance with the Stadium Management Plan and the Saracens Vision as therein defined in accordance with policies 3.1, 3.2, 3.16 and 3.19 of the London Plan 2011.

47. Not to hold any Saracens Home Match or any other professional or semi-professional rugby game at the Stadium unless and until the Internal Training Venue, the running track and the outdoor field events area to the north and east of the East Stand (and all other associated athletics facilities) shall have been fully provided and made available for Community Use in accordance with details previously submitted to and approved in writing by the Local Planning Authority in accordance with the preceding condition. These facilities shall be managed maintained and operated in accordance with the Stadium Management Plan and the Community Development Plan.

Reason:

To ensure that these facilities are provided for Community Use as in accordance with the description contained in the Sporting Impact Study and the principles and provisions to be contained in the Stadium Management Plan and the Community Development Plan in accordance with policies 3.1, 3.2, 3.16 and 3.19 of the London Plan 2011.

STADIUM MANAGEMENT PLAN, THE ESTATE MANAGEMENT STRATEGY AND THE COMMUNITY DEVELOPMENT PLAN

48. No part of the Development shall be occupied by Saracens (save for the purposes of constructing the Development in accordance with this permission) unless and until the Stadium Management Plan shall have been submitted to the Local Planning Authority and approved in writing. Thereafter the Development shall be operated and managed in accordance with the approved Stadium Management Plan or any subsequent revision of it approved in accordance with Condition 8 and Comprehensive Monitoring and Review Programme.

Reason:

To ensure that facilities at the Stadium are operated and managed to provide the maximum sporting and community benefit in accordance with policies 3.1, 3.2, 3.16 and 3.19 of the London Plan 2011.

49. The Stadium and other facilities hereby approved shall be used solely for purposes specifically identified in and in accordance with the principles and limitations set out within the Stadium Management Plan and the Community Development Plan including any revised version of those documents submitted and approved in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme.

Reason:

To ensure that the proposal does not exceed the parameters and principles assessed as part of EIA process and the evaluation of this application and the development does not prejudice the amenities of the occupiers of surrounding properties and users of the facilities and open spaces surrounding the stadium in accordance with policies GSD, GBEnv1, GBEnv2, GBEnv4, GL1, GRoadNet, GParking, ENV6, ENV7, ENV12, D1, O1, O2, O3, O6, L11, L14, L21, L27, M2, M3, M8, M10, M11, M12, M13 and M14 of the Barnet UDP 2006 and policies 1.1, 3.1, 3.2, 3.16, 3.19, 4.6, 6.1, 6.3, 6.12, 6.13, 7.4, 7.5, 7.14, 7.15 and 7.16 of the London Plan 2011.

50. No part of this Development shall be Occupied unless and until the Estate Management Strategy and the Community Development Plan, including details of the establishment and operation of the Cophall Community Sports Group, has been submitted to the Local Planning Authority and approved in writing. The details of the Estate Management Strategy shall be guided and governed by the Draft Estate Management Strategy and shall incorporate the principles as to the coordinating and improving the management of the Stadium and the Cophall Centre in accordance with the Saracens Vision and the principles and parameters outlined and referred to in the Sporting Impact Study submitted in September 2011.

Reason:

To ensure that facilities at the Cophall Centre are operated and managed to provide the maximum sporting and community benefit in accordance with the Saracens Vision as expressed in the Stadium Management Plan and the Community Development Plan in accordance with policies 3.1, 3.2, 3.16 and 3.19 of the London Plan 2011.

WASTE MANAGEMENT PLAN

51. No part of the Development shall be Occupied unless and until a Waste Management Plan has been submitted to the Local Planning Authority and approved in writing. Thereafter the development shall be operated and managed in accordance with the approved Waste Management Plan or any subsequent revision of it approved as part of the Comprehensive Monitoring and Revision Programme.

Reason:

To ensure that waste produced by the activities on the site is minimised and managed appropriately in accordance with policies 5.16 and 5.17 of the London Plan 2011.

NOISE MANAGEMENT AND MITIGATION

52. Not to Occupy the Development (save for the purpose of construction works) unless and until a Noise Management Plan, including details of the design and use of the public announcement and other sound amplification systems to be installed in the Stadium shall have been submitted to and approved by the Local Planning Authority in writing. The Development shall be implemented and occupied in accordance with the details so provided and approved in the Noise Management Plan or any subsequent revision of it approved in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme.

Reason:

To ensure the Development does not prejudice the amenities of the occupiers of surrounding properties and users of the area surrounding the stadium and ensure that the noise impacts of the Development are in accordance with the assessment information submitted as part of the EIA process in accordance with policies GBEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

53. The public announcement system at the Site shall not be used in any way or tested between the night time hours of 22:00 and 9:00 on any day.

Reason:

To ensure the Development does not harm the amenities of the occupiers of surrounding properties and users of the open space and other facilities surrounding the Stadium in accordance with policies GBEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

54. The noise levels from the Development shall not to exceed 65dB LAeq (1 hour) and 70dB LAeq (1 minute) measured at 1m from the façade of any educational premises during school hours in term time, except with the prior written approval of the Local Authority under section 61 of the Control of Pollution Act 1974.

Reason:

To ensure that the Development does not prejudice the amenities and internal noise levels that facilitate speech within educational premises in accordance with policies GBEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

55. As measured at a distance of 1 metre from the facade of any dwelling or other noise sensitive premises existing at the time of the granting of the Planning Permission the LAeq shall not exceed the background noise level by more than 15dB(A) over a 15 minute period. For the purposes of this Condition the background noise level is defined as the LA(90) to be measured at a time indicative of when events are likely to take place at the Stadium so as to provide an appropriate baseline against which noise impacts of the stadium activities should be assessed in accordance with this condition.

Reason:

To ensure the Development does not prejudice the amenities of the occupiers of surrounding properties and users of the area surrounding the stadium in accordance with policies GBEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

56. Prior to the Commencement of the Development a report which diligently and professionally assesses the likely noise impacts of the Development from the ventilation and extraction plant to be installed shall be prepared by an approved acoustic consultant and shall be submitted to and approved in writing by the Local Planning Authority. The report shall clearly set out any mitigation measures necessary to reduce any identified noise impacts to acceptable levels so as to avoid unacceptable impacts on noise sensitive receptors including the amenity of persons visiting and enjoying the facilities at the Copthall Centre and the open spaces around the Stadium and the report shall include all calculations and baseline data used and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The mitigation measures in the report approved shall be implemented in their entirety before the use of the development commences.

Reason:

To ensure that the Development does not harm the amenities of the occupiers of surrounding properties and/or users of the facilities and open spaces surrounding the Stadium in accordance with policies GBEEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

57. The level of noise emitted from any mechanical plant at the Stadium shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of any neighbouring dwelling or other noise sensitive property which existed at the time of this decision notice. If the noise emitted from any mechanical plant at the Site has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any such room of any existing neighbouring dwelling or other noise sensitive property at the date of the grant of the Planning Permission.

Reason:

To ensure that the Development does not harm the amenities of the occupiers of surrounding properties and users of the facilities and open spaces surrounding the stadium in accordance with policies GBEEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

LIGHTING MITIGATION AND MANAGEMENT

58. The Development shall not be Occupied unless and until details of all permanent and temporary internal and external lighting and light fittings to be provided at the Stadium and a schedule for control of the use of the external lighting shall have been submitted to the Local Planning Authority and approved in writing. The details submitted in respect of this condition shall include where appropriate details of the:

- Specifications of the design of the lighting installations.
- Maximum lux levels to be achieved.
- Light spillage to result from the installations.
- A schedule for control of the use of the external lighting
- All mitigation measures to be used to minimise the impacts of the lighting proposed in the scheme.
- A curfew requiring all floodlights at the stadium to be switched off by 22:00 at the latest on every day.

The environmental specification and performance all such installations. Lux levels mitigation measures and other details shall be of a quality which is at least as high and effective in minimising energy consumption, light pollution, visual impacts and other harmful effects as are assumed and described in the Environmental Statement, the Design and Access Statement and the Energy and Sustainability Statement whilst also permitting optimal Community Use of the Stadium and its associated facilities in accordance with the Stadium Management Plan.

The lighting and light installations at the development shall be implemented, used and maintained in accordance with the approved details.

All floodlights at the Stadium shall be switched off as soon as reasonably practicable and in any event by no later than 22:00 every day.

The floodlighting in the Southern Recreation Area shall be used only on Saracens Home Match Days and (subject to the Local Planning Authority's approval in relation to the relevant STP Measures) for other Major Events.

Reason:

To ensure that the proposal does not exceed the parameters and principles assessed as part of the evaluation of this application (including the EIA process) and the light pollution visual and other impacts of the development (including energy consumption) are minimised whilst enabling the community and other uses of the Stadium to be optimised in accordance with the Stadium Management Plan in accordance with policies GSD, GBEnv1, GBEnv2, D1, L20, O1, O2 and ENV6 of the Barnet UDP 2006 and policies 1.1, 3.1, 3.2, 3.16, 3.19 5.2, 5.3, 7.4, 7.16, 7.19 of the London Plan 2011.

ANCILLARY USE RESTRICTIONS

59. The car parking spaces to be located on the Southern Recreation Area shall only be used for the purposes of parking cars on up to 16 Saracens Home Match Days and (subject to the Council's prior approval in accordance with the Stadium Travel Plan) any other Major Events at the Stadium (up to a maximum of 2 per annum) and shall be made available for Community Use for informal sporting and recreational activities at all other times.

Reason:

To ensure that the re-surfaced area to the south east of the stadium provides Community Use of this area and the facilities it will contain for the maximum possible time so as to deliver the public benefits it provides in accordance with policies GSD, GBEnv1, GBEnv2, GBEnv4, GL1, D1, D11, O1, O2, O3, O6, L11 and L14 of the Barnet UDP 2006 and policies 1.1, 3.1, 3.2, 3.16, 3.19, 4.6, 6.1, 6.3, 6.12, 6.13, 7.4, 7.5, 7.14, 7.15 and 7.16 of the London Plan 2011.

60. No greater than 1470m² of floor space shall be provided at the Stadium for purposes falling within Use Classes A3 and A4 (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) and the A3 and A4 floor space hereby approved shall be used solely for the consumption of food and drink within the Stadium and shall at no time be used to provide any food and drink for consumption outside of the Stadium and its associated facilities.

Reason:

To safeguard the amenities of the area in accordance with policies GSD, GBEnv1, GBEnv2, GBEnv4, GTCR1, ENV12, D1, O1, O2, TCR1, TCR7 L11 and L14 of the Barnet UDP 2006 and policies 1.1, 3.1, 4.6, 4.7, 6.1, 7.4, 7.15 and 7.16 of the London Plan 2011.

61. Prior to Saracens' First Occupation of the Development full details of the Closed Circuit Television System to be installed and other appropriate measures that the proposal otherwise hereby approved shall incorporate in respect of reducing opportunities for crime and the fear of crime and the appropriate match-day control procedures to be implemented shall be submitted to the Local Planning Authority and approved in writing. These systems and procedures shall be in accordance with the parameters and principles set out in Section 4.5 of the revised Design and Access Statement submitted in September 2011 and the Stadium Management Plan and the Local Area Management Plan. The Closed Circuit Television System shall be installed and match-day control procedures implemented in accordance with the approved details.

Reason:

To ensure that the Development is operated and occupied in a manner which minimises the opportunities for crime and fear of crime and to ensure the Development does not prejudice the

amenities of the occupiers of surrounding properties and users of the area surrounding the Stadium and communities around the Copthall Centre and the transport interchanges used to access the Stadium on Saracens Home Match Days in accordance with policies D9 and D10 of the Barnet UDP 2006 and policies 7.3 and 7.13 of the London Plan 2011. The measures to be approved in accordance with this Condition will operate in combination with or supplement other measures to be included in the Local Area Management Plan.

62. All the fully enclosed internal areas in the proposed East Stand shall not be open to or used by visiting members of the public before 07:00 and after 23:00 on any day. All other parts of the East Stand and all of the West Stand and all demountable stands and temporary facilities shall not be open to or used by visiting members of the public before 08:00 and after 22:00 on any day.

Reason:

To ensure that the proposal does not exceed the parameters and principles assessed as part of the evaluation of this application and the development does not prejudice the amenities of the occupiers of surrounding properties and users of the area surrounding the stadium in accordance with GBEnv2, D1 and ENV12 of the Barnet UDP 2006 and policies 7.6 and 7.15 of the London Plan 2011.

63. Not more than 200m² of floor space at the Stadium shall be used for purposes falling within Use Class A1 (of the Schedule to the Town and Country Planning (Use Classes) Order 1987) and the A1 floor space hereby approved shall be used solely for the purpose of the sale of merchandise associated with Saracens Rugby Football Union Club and for no other purpose including any other purpose in Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification.

Reason:

To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area in accordance with policies GSD, GBEnv1, GBEnv2, GTCR1, D1, TCR1 and TCR7 of the Barnet UDP 2006 and policies 1.1, 4.6, 4.7, 6.1 and 7.4 of the London Plan 2011.

64. Not more than 1212m² of floor space at the Stadium shall be used for purposes falling within Use Class B1 (of the Schedule to the Town and Country Planning (Use Classes) Order 1987) and the B1 floor space hereby approved shall be ancillary to the primary use of the Stadium and shall be used only by Saracens Rugby Football Club and the Saracens Sport Foundation in accordance with the Stadium Management Plan (including for purposes of the SSF as described in the Sporting Impact Study submitted in September 2011 and/or specified in the Stadium Management Plan and the Community Development Plan) and also for the purpose of the management and operation of the Stadium and for no other purpose including any other purpose in Class B1 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification.

Reason:

To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area and ensure that the offices are ancillary to the primary planning use of the site as a Stadium in accordance with the Planning Permission in accordance with policies GSD, GBEnv1, GBEnv2, D1 and EMP6 of the Barnet UDP 2006 and policies 1.1, 4.2, 4.7, 6.1 and 7.4 of the London Plan 2011.

WATER USE & CONSERVATION

65. Unless otherwise previously agreed in writing by the Local Planning Authority the Stadium (save in relation to the temporary toilet accommodation included in the Match Day Works) shall have 100% of the water supplied to it by the mains water infrastructure provided through a water meter or water meters.

Reason:

To encourage the efficient use of water in accordance with policy 5.15 of the London Plan 2011.

66. Unless otherwise previously agreed in writing by the Local Planning Authority the only toilets to be installed either temporarily or permanently in the Development (save in relation to the temporary toilet accommodation included in the Match Day Works) shall be dual flush (6 to 4 litres) toilets and the only taps to be fitted in the temporary or permanent facilities provided at the site shall be spray or flow restricted taps.

Reason:

To encourage the efficient use of water in accordance with policy 5.15 of the London Plan 2011.

TRANSPORT CONDITIONS

67. An holistic Stadium Travel Plan prepared in accordance with all relevant technical and good practice guidance (including TfL's guidance "Travel planning for new development in London incorporating Deliveries and Servicing" and any revision or replacement of that guidance) addressing all of the activities likely to be occurring at the Stadium and associated facilities in accordance with this permission shall be submitted to and approved in writing by the Local Planning Authority prior to Saracens' First Occupation and thereafter the Stadium Travel Plan (or any revised version of the Stadium Travel Plan submitted and approved in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme) shall be fully implemented as so approved. The Stadium Travel Plan shall be implemented and enforceable in accordance with the Section 106 Agreement.

Reason:

To ensure that the STP Objectives are fully and effectively achieved including encouraging the use of sustainable forms of transport to the Stadium and to minimise the transport impacts of the Stadium on local communities and the transport network in accordance with policies GSD, and M3 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

68. The Stadium Travel Plan shall include a range of potential Travel Contingency Measures which may be required in order to address the consequences of any service interruptions on the public transport network or traffic problems arising due to works on the transport network which may delay or restrict transport services to and/or from the Stadium on Saracens Home Match Days and/or other Major Events days and/or Non-major Events days. In the event that planned works or other contingencies on the network or other disruptions to transport services become likely or occur without prior notice then Saracens shall forthwith submit to the Local Planning Authority for written approval a Travel Contingencies Plan to address such matters in a manner which will ensure that (insofar as is reasonably practicable in all of the relevant circumstances) the STP Objectives are fully and effectively achieved for so long as such service disruption or problems are likely to occur and shall take all steps and measures necessary to implement the Travel Contingencies Plan as so submitted and approved.

Reason:

To ensure insofar as may be reasonably practicable that the STP Objectives are fully and effectively achieved despite contingencies or problems occurring on the transport network (including encouraging the use of sustainable forms of transport to the site and to minimise the transport impacts of the Stadium on local communities and the transport network) in accordance with policies GSD, and M3 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

69. The Stadium Travel Plan (following the completion of TRAVL Compliant Surveys to update the initial Stadium Travel Plan as approved under Condition 67 in the light of the travel data relating to the activities at the Stadium during the initial period after Saracens' First Occupation including the first 4 Saracens Home Match Days) shall be submitted to and approved by the Local Planning Authority in accordance with Condition 8, this Condition 69 and the Comprehensive Monitoring and Review Programme within four months of the first Saracens Match containing such revisions and modifications to the STP Measures as may be reasonably required in order to fully and effectively achieve the STP Objectives (including the Car Driver Mode Split). Thereafter the Stadium Travel Plan shall be further reviewed and revised in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme. The Stadium Travel Plan shall in each case be implemented as so approved and be enforceable in accordance with the Section 106 Agreement.

Reason:

To encourage the use of sustainable forms of transport to the site in accordance with policies GSD, and M3 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

70. Prior to the Commencement of Development a suitably qualified and experienced Stadium Travel Plan Co-ordinator must be appointed by Saracens to develop, publish, promote and implement, review, monitor and report on the Stadium Travel Plan and to co-ordinate the Stadium Travel Plan Steering Group in accordance with the relevant planning obligations contained in the Section 106 Agreement relating to this Permission. The Stadium Travel Plan Co-ordinator (or any replacement) shall be in post for a minimum of 10 years following the Commencement Date and continued thereafter if and to the extent that the Council considers it to be necessary in the light of the information emerging in accordance with the Comprehensive Monitoring and Review Programme.

Reason:

To fully and effectively achieve the STP Objectives (including to encourage the use of sustainable forms of transport to the site and minimise transport impacts on local communities and the transport network) in accordance with policies GSD and M3 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

71. The Stadium Travel Plan shall include the Priority Season Tickets Sales for Residents of the London Borough of Barnet including a target of 15% Priority Season Ticket Sales, with a further target of 15% Priority Season Ticket Sales for residents of neighbouring boroughs including Hillingdon, Harrow, Enfield and Waltham Forest.

Reason:

To ensure sustainable modes of travel are available and promoted throughout the development, including the re-focusing of the Saracens fan base in accordance with policies GSD and M3 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

72. The number and geographical coverage of coach services to be provided in relation to all Saracens Match Days (covering not less than seven routes and including not less than 34 coaches with sufficient capacity to achieve the relevant Initial Modal Split Targets or such revised Modal Split Targets as shall have been approved in accordance with the Comprehensive Monitoring and Review Programme) shall be submitted and approved by the Local Planning Authority in accordance with Conditions 67 and 8 as part of the Stadium Travel Plan. Saracens shall provide evidence to demonstrate that the proposed services are likely to be robust and effective in contributing to full and effective achievement of the STP Objectives and the Modal Split Targets. The approved package will be implemented and enforceable in accordance with the Section 106 Agreement (including full funding) and shall be reviewed in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme.

Reason:

To fully and effectively achieve the STP Objectives (including to encourage the use of sustainable forms of transport to the site and minimise transport impacts on local communities and the transport network) in accordance with policies GSD, GNon Car and M3 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

73. Details of the Shuttle Bus Services, including shuttle bus stopping areas, London Service Permit (LSP) to be provided in relation to all Saracens Match Days and Major Events shall be submitted and approved as part of the Stadium Travel Plan and any revision of it in accordance with Conditions 67 and 8 and the Comprehensive Monitoring and Review Programme. Saracens shall provide evidence to demonstrate that the proposed Shuttle Bus Services are likely to be robust and effective in contributing to the full achievement of the STP Objectives. The approved package will be implemented and enforceable through the Section 106 Agreement (including full funding).

Reason:

To fully and effectively achieve the STP Objectives (including to encourage the use of sustainable forms of transport to the site and minimise transport impacts on local communities and the transport network) in accordance with policies GSD, GNon Car and M3 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

74. The Local Area Management Plan (LAMP) shall be submitted to and approved by the Local Planning Authority prior to the first Saracens Home Match Day or other Major Event being held at the Stadium pursuant to the planning permission and thereafter shall be implemented as approved. Saracens shall be required to ensure that all aspects of the LAMP are in place including liaison with all relevant third Parties (including the relevant emergency services and local police). The measures in the LAMP shall be implemented and enforceable in accordance with the Section 106 Agreement (including full funding) and shall be reviewed in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme.

Reason:

To protect the amenity of the surrounding area in accordance with policies ENV7, M11 and M12 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

75. The "Comprehensive Monitoring and Review Programme" for the Stadium Management Plan, Stadium Travel Plan, Local Area Management Plan, Communication Strategy, and the Off-street Car Parking Management Strategy shall be submitted to and approved by the Local Planning Authority prior to the submission

of the final versions of the aforementioned plans/scheme (either as a stand-alone document or as part of the aforementioned plans/scheme). The Programme so approved shall be implemented and enforceable in accordance with the Section 106 Agreement and unless and until so approved the Comprehensive Monitoring and Review Programme shall be in accordance with the Programme as set out in the Part 4 of Schedule 3 and Appendix 7 to the Section 106 Agreement.

Reason:

To protect the amenity of the surrounding area in accordance in accordance with policies ENV7, M11 and M12 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

76. NOT USED

77. NOT USED

78. All delivery and servicing within the Development shall be conducted in accordance with the Servicing and Delivery Strategy and as set out in the Stadium Travel Plan as approved from time to time by the Local Planning Authority.

Reason:

To reduce the impact of delivery and servicing activity generated within the site in accordance with Policy M17 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

79. The development hereby permitted shall not be occupied unless and until the Off-Street Car Parking Management Strategy (including a suitable plan) detailing the provision and management of 'on' and 'off' site car and other vehicle parking spaces, including disabled parking spaces, cycle parking, powered two wheeler spaces, on-site parking controls, electric vehicle charging points and reasonable measures for enforcement against unauthorised parking shall have been submitted to and approved in writing by the Local Planning Authority. In the event that all or any of the spaces set out in the Off-street Car Parking Management Strategy shall become unavailable for use then no Saracens Home Match or other Major Event shall be held at the Stadium unless an amended Off-street Car Parking Management Strategy shall have been submitted and approved in accordance with this Condition and the Comprehensive Monitoring and Review Programme including an appropriate number of alternative car parking spaces.

Reason:

To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with Policies M11, M13 and M14 of the London Borough of Barnet Adopted Unitary Development Plan 2006 and Policy 6.13 of the London Plan 2011. In addition, to ensure sustainable modes of travel are available and promoted throughout the development.

80. The Off-Street Car Parking Management Strategy and locations of 'on-site and 'off-site' parking shall be reviewed in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme and shall be submitted to and approved in writing by the Local Planning Authority prior to implementing the changes. No on-site or off-site parking places shall be provided otherwise than in accordance with the Car Parking Management Strategy as so approved.

Reason:

To fully and effectively achieve the STP Objectives (including to ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety) in accordance with Policies M11, M13 and M14 of the London Borough of Barnet Adopted Unitary Development Plan 2006 and Policy 6.13 of the London Plan 2011.

81. NOT USED.

82. There shall initially be a maximum of 700 'On-site' parking spaces including 70 Wheel Chair accessible disabled spaces, 130 Blue Badge disabled driver parking spaces and 30 Electric Vehicle charging points and spaces. There should be at least 300 bicycle spaces, 125 powered two wheeler spaces and 34 coach parking spaces available for use on site on all Saracens Home Match Days and (subject to the Local Planning Authority's approval in accordance with the Stadium Travel Plan) on other Major Events days. These numbers of spaces shall all be subject to adjustment in accordance with revisions to the Stadium Travel Plan and the Off-street Car Parking Management Strategy in accordance with the Comprehensive Monitoring and Review Programmes and Conditions 8 and 69.

Reason:

To fully and effectively achieve the STP Objectives including to ensure that parking is provided and managed in accordance with the Stadium Travel Plan in line with the council's standards in the interests of highway and pedestrian safety in accordance with Policies M11, M13 and M14 of the London Borough of Barnet Adopted Unitary Development Plan 2006 and Policy 6.13 of the London Plan 2011. In addition, to ensure sustainable modes of travel are available and promoted throughout the development.

83. There shall initially be a maximum of 650 'Off-site' parking spaces available for use on site only (in accordance with Condition 59) on Saracens Home Match Days and (subject to the Local Planning Authority's approval in accordance with the Stadium Travel Plan) on other Major Events days. These numbers of spaces shall all be subject to adjustment in revisions to the Stadium Travel Plan and the Car Parking Management Strategy in accordance with the Comprehensive Monitoring and Review Programme and Conditions 8 and 69.

Reason:

To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with Policies M11, M13 and M14 of the London Borough of Barnet Adopted Unitary Development Plan 2006 and Policy 6.13 of The London Plan 2011. In addition, to ensure sustainable modes of travel are available and promoted throughout the development, including the re-focusing of the Saracens fan base.

84. As part of the Comprehensive Monitoring and Review Programme and the development of the Saracens Off-Street Car Parking Management Strategy and the Parking Restrictions to be introduced in accordance with the Stadium Travel Plan (including any revisions of those documents) further traffic/parking surveys of the local area shall be undertaken by Saracens during the rugby season prior to anticipated Saracens' First Occupation to the reasonable satisfaction of the Local Planning Authority and shall be submitted to and approved by the Local Planning Authority prior to (or at the same time as) approval of the Stadium Travel Plan in accordance with Conditions 67, 69 and 8.

Reason:

To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with Policies M11, M13 and M14 of the

London Borough of Barnet Adopted Unitary Development Plan 2006 and Policy 6.13 of The London Plan 2011. In addition, to ensure sustainable modes of travel are available and promoted throughout the development.

85. During the first Saracens Home Match Day and subsequent Saracens Home Match Days (and on such other days as the Council may reasonably require), Saracens shall undertake regular on-street traffic/parking surveys in accordance with a detailed scheme to be approved by the Local Planning Authority in accordance with the Comprehensive Monitoring and Review Framework in order to monitor and ascertain the on-going traffic levels and demand for parking with a view to amending the Parking Restrictions if necessary.

Reason:

To ensure that there is appropriate management of on-street traffic and car parking in accordance with policy M14 of the London Borough of Barnet Adopted Unitary Development Plan 2006 and Policy 6.13 of The London Plan 2011.

86. No parking in relation to the Development shall be permitted to take place on Champions Way and Greenlands Lane and measures to prevent such parking shall be included in the Off-street Car Parking Management Strategy and the Local Area Management Plan.

Reason:

To fully and effectively achieve the STP Objectives including to ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety and the free flow of traffic in accordance with Policies M11, M13 and M14 of the London Borough of Barnet Adopted Unitary Development Plan 2006. In addition, to ensure sustainable modes of travel are available and promoted throughout the development.

87. Details of all the temporary (and permanent) Way Finding and other (pedestrian and vehicular) signage shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented as approved prior to the occupation of the Development.

Reason:

To fully and effectively achieve the STP Objectives including to encourage the use of sustainable forms of transport to the site in accordance with policies GSD, GNon Car and M3 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

88. Saracens shall (in accordance with the Off-Street Car Parking Management Strategy, the Stadium Management Plan and the Estate Management Strategy) take all necessary steps ensure that the Development (and parking associated with it) does not obstruct, impede or restrict vehicular or pedestrian access to any other location or facilities within the Copthall Centre at any time and that appropriate parking provision is maintained for other facilities at the Copthall Centre.

Reason:

In order that the development does not prejudice highway and pedestrian safety or the free flow of traffic or the proper use and enjoyment of the Copthall Centre or any other facilities located within it in accordance with policies M11, M13, and M14 of the Barnet UDP 2006 and policy 6.13 of the London Plan 2011.

89. Full details of the proposed fire vehicle and delivery vehicle access to the rear of the East Stand shall be submitted to and approved in writing by the Local Planning Authority prior to the Commencement of the Development and this access as so approved shall be completed prior to the first Saracens Home Match Day or (if earlier) any other Major Event taking place at the Stadium.

Reason:

To ensure that the access is satisfactory in terms of highway safety and the free flow of traffic in accordance with Policies M11 and M12 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

90. All Coaches and Outside Broadcasting Units must turn left out of Champions Way when leaving the site via Page Street and only coaches arriving via the M1 are permitted to use Page Street north of Champions Way and Saracens shall ensure that the necessary arrangements are in place to prevent any breaches of this prohibition.

Reason:

To ensure that the access is satisfactory in terms of highway safety and the free flow of traffic in accordance with Policies M11 and M12 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

91. No coaches or Outside Broadcasting Units shall enter or leave the site via Greenlands Lane and Saracens shall ensure that the necessary arrangements are in place to prevent any breaches of this prohibition.

Reason:

To ensure that the access is satisfactory in terms of highway safety and the free flow of traffic in accordance with Policies M11 and M12 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

92. Saracens shall ensure that on-street coach parking is prohibited by the Local Area Management Plan and Saracens shall ensure that the necessary arrangements are in place to prevent any breaches of this prohibition and to ensure that adequate off-street capacity is available in accordance with the Stadium Travel Plan and the Local Area Management Plan.

Reason:

To ensure that the access is satisfactory in terms of highway safety and the free flow of traffic in accordance with Policy M11 and M12 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

93. Saracens shall ensure that if removed, the height restriction barrier on Greenlands Lane is replaced forthwith at the end of each Saracens Home Match Day or other Major event.

Reason:

In order that the development does not prejudice highway and pedestrian safety or the free flow of traffic in accordance with Policy M11 and M12 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

94. Not to finalise any arrangements or to sell tickets for or to contract to hold any other Major Event (excluding a Saracens Home Match in accordance with this permission)

or any Non-major Event unless and until the details of the Bespoke STP Measures designed and (if required assessed) for such Major Event or Non-major Event (as the case may require) in order to ensure that any and all of such events fully and effectively achieve the STP Objectives in accordance with the Stadium Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority, including:

- full and specific examination of the catchment of the different activities and users
- detailed, activity specific and focused modal split targets linked to the information provided in relation to the catchment and relevant context
- the potential for use of the Saracens Community Coaches, including in relation to different users of the Stadium for Non-Major Events activities
- Such other measures as may be appropriate in the circumstances of the specific events in order to achieve the STP objectives, including but not limited to, Electric Vehicle Charging Points.

Reason:

To fully and effectively achieve the STP Objectives (including to encourage the use of sustainable forms of transport to the site in relation to such other Major Events and Non-major Events) in accordance with policies GSD, GNon Car and M3 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

Informatives

1. The applicant is advised that A41 and A1 are Traffic Sensitive Roads; deliveries during the construction period should not take place between 8.00 am and 9.30 am and 4.30 pm and 6.30 pm Monday to Friday. Careful consideration must also be given to the optimum route(s) for construction traffic and Directorate of Environment, Planning and Regeneration should be consulted in this respect.
2. As regards to Condition 14 Thames Water have provided a cost of the works needed to satisfy this condition. The works to satisfy this condition will have to be either on that basis or an acceptable alternative basis agreed with the Council and Thames Water.

Appendix 2B

Glossary of Terms used in the Conditions

APPENDIX 2B: GLOSSARY OF TERMS USED IN PLANNING CONDITIONS

Where in these Conditions the following terms and expressions are used they shall have the following meanings:

“Bespoke STP Measures”	means STP Measures to be submitted to and approved by the Local Planning Authority in accordance with Conditions 6 and 94 so as to ensure that the travel arrangements for Major Events (other than Saracens Home Matches) and (where appropriate in accordance with the Stadium Travel Plan) Non-major Events fully and effectively achieve the STP Objectives
“Biodiversity Mitigation and Management Plan”	means the plan to be submitted to and approved by the Local Planning Authority pursuant to Condition 35 of the Planning Permission (including any subsequent revision thereof as is approved in writing by the Local Planning Authority from time to time in accordance with the Comprehensive Monitoring and Review Programme) which forms part of the Stadium Management Plan and outlines the relevant mitigation measures and those components of the Development which are designed to enhance bio-diversity on and in the vicinity of the Site and a programme for their delivery and which for the avoidance of doubt will cover those matters and include those measures set out at Appendix K to the Draft Stadium Management Plan
“Car Driver Mode Split”	the 12% Modal Split Target for car drivers on Saracens Home Match Days and for other Major Events or such alternative mode split for car drivers as may be approved from time to time in accordance with Conditions 67, 69 and 8 and the Comprehensive Monitoring and Review Strategy
“Coaches and Coach Services”	means the coaches or coach services to be provided from time to time in accordance with the Stadium Travel Plan
“Commencement Date”	the date on which the Development commences

by the carrying out on the Site pursuant to the Planning Permission of a material operation as specified in section 56(4) of the 1990 Act and “Commence” and “Commencement” shall be construed accordingly

“Communications Strategy”

the Communications Strategy (including any proposed leaflets or information packs) forming part of the Stadium Management Plan to be submitted to and approved by the Local Planning Authority in accordance with Conditions 67 and 69 (including any subsequent revision thereof as approved in writing by the Local Planning Authority from time to time in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme) in order to ensure that spectators and the local communities are made aware of the transport arrangements (including preferential ticketing arrangements and concessions for local residents) in accordance with the Stadium Management Plan and the Stadium Travel Plan as a part of the strategy for re-basing the Saracens fan base and also to minimise transport and other adverse impacts on local communities in accordance with the STP Objectives

“Community Development Plan”

means a plan to be submitted to and approved by the Local Planning Authority pursuant to Condition 50 (including any subsequent revision thereof as is approved in writing by the Local Planning Authority from time to time in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme) which sets out those measures and initiatives which are to be implemented by Saracens and/or the SSF to promote Community Use and benefits from the Development in accordance with the Saracens Vision and which for the avoidance of doubt will cover those matters and include those measures referred to or set out in Sections 3 and 6 of the Draft Stadium Management Plan and the activities of the Saracens Sport Foundation as described in the Sporting Impact Study submitted by Saracens in September 2011 and shall ensure that (as far as

reasonably practicable) the needs of persons who share a relevant protected characteristic (as defined in Section 149 of the Equality Act 2010) are appropriately provided for in accordance with the statutory objectives, principles and duties contained mentioned or referred to in that section

“Community Sports Group Constitution” the constitution for the Copthall Community Sports Group (substantially in the form of the draft constitution appended to the Section 106 Agreement) as approved and amended from time to time in accordance with the Comprehensive Monitoring and Review Programme and as part of the Estate Management Strategy and the Community Development Plan in accordance with Condition 50

“Community Use” means use of the Stadium and (where the context so requires) the wider Copthall Centre for sporting (formal or informal), recreational, social, training and educational activities, in accordance with the Saracens Vision and the Stadium Management Plan (and/or where the context so requires the Estate Management Strategy and the Community Development Plan) by schoolchildren, students, athletics or other sporting clubs, other community organisations and groups or individual members of the public and including such public activities organised by the Saracens Sports Foundation

“Comprehensive Monitoring and Review Programme” means (until the relevant details shall have been submitted to and approved by the Local Planning Authority in accordance with Condition 75) the details of the Comprehensive Monitoring and Review Programme set out in Part 4 of Schedule 3 and Appendix 7 to the Section 106 Agreement and after such details have been submitted to and approved in accordance with Condition 75 means the Comprehensive Monitoring and Review Programme as so approved in accordance with Condition 75 and the relevant planning obligations contained in Part 4 of Schedule 3 and Appendix 7) to the Section 106 Agreement and which sets out

and details:

- (i) the future traffic monitoring and parking surveys which are to be carried out by Saracens (in accordance with Condition 84) which shall be in accordance with the principles and details outlined in the Draft Stadium Travel Plan; and
- (ii) the detailed arrangements for the monitoring and future reviews of:
 - (a) the Stadium Management Plan (including its schedules and appendices) as appropriate in accordance with the planning permission and the Section 106 Agreement);
 - (b) the Estate Management Strategy;
 - (c) the Community Development Plan;
 - (d) the Communications Strategy;
 - (e) the Local Area Management Plan; and
 - (f) the Stadium Travel Plan;
- (iii) the format and content of the preparation, submission and approval of the details required in accordance with Condition 8

“Condition”

means (unless a contrary intention appears) a condition contained in the Planning Permission and reference to a condition by number shall mean the corresponding condition in the Planning Permission

“Construction Management Plan”

the construction management plan to be submitted to and approved by the Local Planning Authority prior to the Commencement Date pursuant to Condition 12 (and such revisions

thereto as may be submitted to and approved by the Local Planning Authority thereunder from time to time)

“Construction Programme”

the programme for carrying out the Development which is to be included in the Construction Management Plan

“Cophall Centre”

the Cophall Estate as shown on Plan 1 contained in Appendix 1 to the Section 106 Agreement and comprising other sporting and leisure facilities including the Barnet Cophall Leisure Centre, Metro Golf Driving Range, Hendon Golf Club, Cophall Playing Fields, Power League 5-a-side all weather football pitches and Chase Lodge Playing Fields

“Cophall Community Sports Group”

means the committee or group to be set up by Saracens in accordance with the provisions of the Stadium Management Plan and the Estate Management Strategy the details of which are to be submitted to and approved by the Local Planning Authority pursuant to Conditions 48 to 50 and shall operate in accordance with the provisions of the Stadium Management Plan and the Estate Management Strategy, the Sporting Impact Study as well as the obligations set out in Schedule 3 to the Section 106 Agreement

“CPZ”

means a “controlled parking zone” as defined under the Traffic Signs Regulations and General Direction 2002 in order to restrict parking in the vicinity of the Stadium in accordance with the Stadium Travel Plan on days when Major Events or a Saracens Home Match Day are held at the Stadium

“CPZ Costs”

the Council’s reasonable and proper costs (including any legal or consultants fees) in drafting preparing making, promoting, implementing, administering and enforcing the CPZ;

“Development”	means the development of the Site pursuant to the Planning Permission as at Schedule 1 to the Section 106 Agreement
“Draft Estate Management Strategy”	means the draft of the Estate Management Strategy submitted in support of the Planning Application a copy of which is contained in Appendix 3 to the Section 106 Agreement
“Draft Local Area Management Plan”	means the draft of the Local Area Management Plan submitted in support of the Planning Application a copy of which is contained in Appendix 5 to the Section 106 Agreement
“Draft Stadium Management Plan”	means the draft of the Stadium Management Plan submitted in support of the Planning Application a copy of which is contained in Appendix 2 to the Section 106 Agreement
“Draft Stadium Travel Plan”	means the draft of the Stadium Travel Plan submitted in support of the Planning Application a copy of which is contained in Appendix 4 to the Section 106 Agreement
“East Stand”	that part of the Stadium labelled as ‘Proposed East Stand’ on Plans 3 (a) to (c) and the internal; layout of which is shown on Plans 4 (a) and (b) contained in Appendix 1 to the Section 106 Agreement
“Energy and Sustainability Statement”	means the revised Energy and Sustainability Statement dated August 2011 which Saracens submitted to the Local Planning Authority in support of the Planning Application
“Estate Management Strategy”	means the plan to be submitted to and approved by the Local Planning Authority pursuant to Condition 50 (including any subsequent revision thereof as is submitted to and approved in writing by the Local Planning Authority from time to time in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme) and which sets out the objectives, measures and initiatives to be implemented by Saracens and/or the SSF and/or other owners occupiers and operators of the other facilities at the Copthall Centre to seek to deliver benefits to

and co-ordinate the future use and management of the Stadium and the Copthall Centre by the community in accordance with the Saracens Vision and which for the avoidance of doubt shall cover those matters and include those measures set out in the Draft Estate Management Strategy

“Initial Modal Split Targets”

the Modal Split Targets set out in Appendix G to the Stadium Travel Plan in relation to Saracens Home Match Days and other Major Events, Non-major Events and all other activities and Use Types to be carried out at the Stadium in accordance with the Planning Permission and the Section 106 Agreement and which are subject to revision and amendment in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme

“Internal Training Venue”

that part of the East Stand which is at ground floor in the East Stand and which is shown on the plans and illustrations contained in the Internal Training Venue Specification

“Internal Training Venue Specification”

means the specification for the Internal Training Venue (which will include all apparatus, equipment, finishing and provision as are required to fulfil the Saracens Vision as to Community Use and the Community Development Plan) and which shall be submitted to and approved by the Council in accordance with Condition 46

“Local Area Management Plan”

means the Local Area Management Plan to be submitted to and approved by the Local Planning Authority pursuant to Condition 74 (including any subsequent revision thereof submitted to and approved in writing by the Local Planning Authority from time to time in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme) and which sets out the measures and means by which Saracens (or as the case may be the Council with any costs covered by Saracens) will mitigate and minimise impacts on the amenities of local residents and visitors to the Stadium and on the local public realm in the vicinity of the Stadium on Saracens Home Match Days and other Major Event Days and which for

the avoidance of doubt will include those mitigation measures and comply with the principles and parameters set out in the Draft Local Area Management Plan

“Major Event”

means any event (sporting or otherwise) at the Stadium which is likely to attract a combined number of competitors and/or crowd and/or audience in excess of 5,000 people

“Major Event Day Coach Services”

means coach services to transport supporters competitors and spectators to and from Major Events (other than a Saracens Home Match) at the Stadium details of which are to be submitted to and approved by the Council in accordance with Conditions 6 and 94 and the principles and parameters relating to the relevant Major Event Day Coach Services as set out in the Draft Stadium Travel Plan (and/or the corresponding provisions in the Stadium Travel Plan after it has been approved in accordance with Condition 67)

“Match-day Coach Services”

means coach services to transport supporters to and from Saracens Home Matches at the Stadium on Saracens Home Match Days details of which are to be approved by the Local Planning Authority pursuant to Condition 72 but which for the avoidance of doubt will be in accordance with the principles and parameters relating to the Match-day Coach Services as are set out in the Draft Stadium Travel Plan (and/or the corresponding paragraph in the Stadium Travel Plan after it has been approved in accordance with Conditions 67) and Plan 7 contained in Appendix 1 to the Section 106 Agreement and subject always to revision and amendment in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme

“Match Day Parking Control Scheme”

means the Parking Restrictions to be introduced by a CPZ or Other Parking Restrictions Order subject to its being designed and consulted upon by the Council in accordance with the Section 106 Agreement and which Parking Restrictions are to be in force in time for the first Saracens Match Day or other Major Event in accordance with the

Stadium Travel Plan

“Match Day Works”

the works needed to convert the Stadium for use as a premier rugby venue on Saracens Home Match Days including the provision of temporary toilet accommodation and concession stands in accordance with the Method Statement for Match Day Works and the details of which are to be submitted and approved in accordance with Conditions 28 and 29

“Method Statement for Match Day Works”

means the method statement to be submitted to and approved by the Local Planning Authority pursuant to Condition 29 of the Planning Permission (including any subsequent revision thereof as is submitted to and approved in writing by the Local Planning Authority from time to time in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme) and which is to be annexed to and form part of the Stadium Management Plan which will detail the construction procedures and methods and programming and detailed arrangements for transforming the Stadium for rugby use and then subsequently returning it to athletics and other community uses on any Saracens Home Match Day

“Method Statement for Seasonal Transformation Works”

means the method statement to be submitted to and approved by the Local Planning Authority pursuant to Condition 30 (including any subsequent revision thereof as is submitted to and approved in writing by the Local Planning Authority from time to time in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme) and which is to be annexed to and form part of the Stadium Management Plan which will detail the construction procedures and methods and programming and detailed arrangements which will be adhered to in preparing the Stadium for rugby use at the start of the Premiership rugby season and to return it to athletics and other Community Uses at the end of the season;

“Modal Split Targets”

means the Initial Modal Split Targets set out in Appendix G to the Draft Stadium Travel Plan and/or such revised Modal Split Targets as may be approved by the Local Planning Authority in approving the Stadium Travel Plan in accordance with Condition 67 or reviewing the Stadium Travel Plan in accordance with Conditions 69 and 8 and the Comprehensive Monitoring and Review Programme

“Noise Management Plan”

the Noise Management Plan to be submitted to and approved by the Local Planning Authority in accordance with Condition 52 with such revisions thereof in accordance with Condition 8 and the Monitoring and Review Strategy

“Non-major Events”

means any day on which an event (sporting or otherwise) is to take place at the Stadium which is likely to attract a combined number of competitors and/or crowd and/or audience of less than 5,000 and for which a bespoke package of STP Measures is required to be prepared and submitted in accordance with the Stadium Travel Plan in order to achieve the STP Objectives

“Occupation”

means occupation of the Stadium (including any part of the Stadium) for the purposes for which it has been constructed, refurbished, adapted or extended in accordance with the Planning Permission (and includes use of the pitch and Stadium for Saracens Home Match Days and/or any Community Use or other Use Type) and “Occupy” and “Occupied”, where it is a defined term, shall be construed accordingly

“Off-Street Car Parking Management Strategy”

means a strategy and plan to be submitted to and approved by the Local Planning Authority pursuant to Condition 80 of the Planning Permission (including any subsequent revision thereof as is approved in writing by the Local Planning Authority from time to time in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme) detailing the arrangements for the allocation and management of on- and off- site car and other vehicle parking spaces including disabled parking spaces, cycle

	parking spaces and powered two wheeler spaces along with details of on-site parking controls, electric vehicle charging points and measures proposed to deal with unauthorised parking on Site
“Other Parking Restrictions Order”	such parking restrictions order as the Council shall decide to make to implement the Parking Restrictions other than a CPZ following the Parking Restrictions Consultation Process
“Parking Restrictions”	a CPZ or Other Parking Restrictions Order which the Council shall make after the Parking Restrictions Consultation Process in accordance with Schedule 3 to the Section 106 Agreement and/or in accordance with Condition 8 and the Comprehensive Monitoring Review Mechanism
“Parking Restrictions Consultation Process”	the requisite public and other stakeholder consultations in relation to the form, scope and extent of any Parking Restrictions prior to the introduction of any CPZ or Other Parking Restrictions Order in accordance the Stadium Travel Plan, the Section 106 Agreement and/or Condition 8 and the Comprehensive Monitoring and Review Programme
“Parking Restrictions Zone”	the area shown [edged red] on the Parking Restrictions Zone Plan
“Permit Costs”	means the reasonable costs of acquiring permits or vouchers incurred by local residents living within any CPZ (or area where a TRO applies or other zone or area within which additional parking restrictions are introduced as a consequence of the Development) implemented by the Council (which costs under the terms of the Section 106 Agreement are to be fully underwritten by Saracens on the agreed basis that there shall be no cost falling on either the Council or the local residents in respect of such permits or vouchers)
“Planning Application”	the revised application for full planning permission for the carrying out of the Development originally made by Saracens on 4 th March 2011, carrying the reference H/00928/11 as revised by the applicants by submitting revised documents in

September 2011

“Planning Permission”

the planning permission granted by the Local Planning Authority pursuant to the Planning Application

“Practical Completion”

shall be the date when the Development shall have been practically completed for the purposes of the design and build contract for the construction and carrying out of such works and in respect of which the requisite independent professional Certificate of Practical Completion shall have been produced to the Council prior to Saracens’ First Occupation

“Priority Season Ticket”

means a season ticket for Residents of the London Borough of Barnet including a target of 15% Priority Season Ticket Sales, with a further target of 15% Priority Season Ticket Sales for residents of boroughs neighbouring including Hillingdon, Harrow, Enfield and Waltham Forest.

“Redgra Area”

means the area to the north-west of the existing West Stand shown as ‘proposed reinforced grass or similar’ which is shown on the approved Drawing PL 002 rev. G (and on Plan 5 in Appendix 1 to the Section 106 Agreement) being a disused all weather pitch which is to be resurfaced with a suitable grass and permeable covering as part of the Development to enable its use for informal recreational activities on days which are not Major Event Days and which on Saracens Home Match Days is intended to be used as a temporary coach park and outside broadcasting units subject to protective covering in accordance with the Method Statement for Match Day Works and the Stadium Travel Plan

“Review”

means any review of any of the plans and strategies which is carried out in accordance with Condition 8 and/or in accordance with the Comprehensive Monitoring and Review Programme or Part 4 of Schedule 3 to the Section 106 Agreement and “review” or “reviewed” shall be construed accordingly

“Saracens”

Saracens Limited and/or any group or associated company or parent undertaking or subsidiary undertaking as defined in the Companies Act 2006 and (unless the context indicates otherwise) shall include any successor in title or any other party carrying out the Development and/or occupying operating and/or using the Stadium for professional rugby matches and the other purposes permitted by the Planning Permission

“Saracens’ First Occupation”

the date from which (following Practical Completion of the Stadium Works) Saracens first Occupy and use the Stadium pursuant to the Lease of the Stadium to be granted by the Council as owner of the Stadium to Saracens pursuant to the Agreement for Lease referred to in the Section106 Agreement

“Saracens Home Match”

means any home league or cup game played at the Stadium by Saracens RFC first team or any other professional or semi-professional Saracens representative team (but for the avoidance of doubt shall not include any schools or college team game as part of the Community Use of the Stadium in accordance with the Stadium Management Plan)

“Saracens Home Match Day”

means any day on which a Saracens Home Match is played at the Stadium and which (for the avoidance of doubt) shall take place at the Stadium only on a Saturday or a Sunday and shall be limited to a maximum of 16 such days in any calendar year

“Saracens Vision”

means Saracens’ vision for the construction, management and operation (including Community Use) of the Stadium and the related facilities as described in the Draft Stadium Management Plan submitted in support of the Planning Application and which vision is also set out at Schedule 4 to the Section 106 Agreement

“Seasonal Transformation Works”

means the works involved in delivering and installing the demountable stands and other structures in preparing the Stadium for rugby use at the start of the Premiership rugby season and to return it to athletics and other Community Uses at the end of the season in accordance with the Method Statement for the Seasonal Transformation Works and the details of which are to be submitted and approved in accordance with Condition 28 and 30;

“Section 106 Agreement”

means the Agreement under Section 106 of the Town and Country Planning Act 1990 dated XXX (this date will be prior to or the same date as the grant of the Planning Permission) and made between the (1) Local Planning Authority (2) Saracens and (3) the SSF in connection with the grant of the Planning Permission

“Servicing and Delivery Plan”

means the plan to be included as part of the Stadium Travel Plan to ensure that servicing and deliveries relating to the Stadium are managed operated and coordinated in accordance with the STP Objectives and all relevant guidance

“Shuttle Bus Services”

means the high frequency shuttle bus service to be provided by Saracens (a) on Saracens Home Match Days and (b) for other Major Events and/or events where these are required to be provided as part of the Bespoke STP Measures approved in accordance with Condition 6 and the Stadium Travel Plan for such events and which Shuttle Bus Services shall link the Stadium with the stations at Edgware, Mill Hill Broadway and/or Mill Hill East Colindale, Finchley Central, Canons Park and/or such other stations as may be identified in the Stadium Travel Plan the details of which are to be approved by the Local Planning Authority pursuant to Conditions 67 and/or 8 (or the Bespoke STP Measures approved in accordance with Condition 6)) but which will for the avoidance of doubt be in accordance with the details, principles and parameters set out in the Draft Stadium Travel Plan and Plan 10 attached to the Section 106 Agreement unless and to the extent that they are modified extended or otherwise varied (firstly) (in

relation to Saracens Home Match Days) in accordance with Conditions 8 or 67 and the Comprehensive Monitoring and Review Programme and the provisions of Schedule 3 to the Section 106 Agreement and (secondly) in relation to other Major Events or Non-Major Events in accordance with the relevant Bespoke STP Measures approved under Condition 6;

“Site”

the property known as Cophall Stadium, Barnet, NW4 registered at HM Land Registry under Title Number OGL 199693 and shown for identification edged red on Plan 2

“Southern Recreation Area”

the existing overflow car park which as part of the Development is to be re-graded and re-surfaced using a permeable green surface such as Bodpave 85 or a similar suitable surface (and will include picnic tables and benches and barbeque facilities to be approved in accordance with Condition 11) which area is intended for use on Saracens Home Match Days (and for other Major Events if and to the extent that the Local Planning Authority shall approve in accordance with Condition 6, the Stadium Travel Plan and Schedule 3 to the Section 106 Agreement) as a temporary car park in accordance with the Stadium Travel Plan and which on other days will be available for Community Use for informal sports, leisure and recreation

“SSF”

means the Saracens Sport Foundation

“Stadium”

the Site as redeveloped, modified and extended, operated and used pursuant to the Planning Permission and including all sporting facilities and the Internal Training Area, the Redgra Area and the Southern Recreation Area and which is shown on Plans 3(a) to (c) in Appendix 1 to the Section 106 Agreement

“Stadium Management Plan”

means the Draft Stadium Management Plan (as the context may require Plan until the Stadium Management Plan is approved under Condition 48) or the plan submitted to and approved by the Local Planning Authority pursuant to Condition 48

of the Planning Permission (and including any subsequent revision thereof as is submitted to and approved in writing by the Local Planning Authority from time to time in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme) which sets out the key principles, parameters and protocols for the day to day operation of the Stadium (both on Saracens Home Match-Days and in non-match-day modes and during transition) and which for the avoidance of doubt will include those measures and cover all those matters set out in the Draft Stadium Management Plan so as to achieve optimal Community Use in accordance with the Saracens Vision and the Community Development Plan insofar as it is reasonably practicable to do so

“Stadium Travel Plan”

means (as the context may require) the Draft Stadium Travel Plan (unless and until the Stadium Travel Plan is approved under Condition 67) or the Stadium Travel Plan to be submitted to and approved by the Local Planning Authority (in consultation with Transport for London) pursuant to Conditions 67 and 69 (and including any subsequent revision thereof as is submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London) from time to time in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme) and which for the avoidance of doubt shall include such STP Measures and be in accordance with the STP Objectives and the principles and parameters (including those relating to Bespoke STP Measures) as set out in the Draft Stadium Travel Plan unless and to the extent that it is necessary or reasonably appropriate to amend, extend or otherwise modify those parameters and principles in order to ensure that the Stadium Travel Plan is fully effective in achieving the STP Objectives having due regard to events and circumstances as they become apparent either before or after the Saracens’ First Occupation (including such further studies, surveys investigations and consultations as may be carried out in accordance with the

	Stadium Travel Plan, the Communications Strategy and the Parking Restrictions Consultation Process)
“Stadium Travel Plan Co-Ordinator”	means a travel plan co-ordinator to be appointed and funded by Saracens pursuant to Condition 70, the Stadium Travel Plan and Schedule 3 to the Section 106 Agreement.
“Stadium Travel Plan Steering Group”	means the travel plan steering group to be set up and funded by Saracens pursuant to the Stadium Travel Plan and Schedule 3 to the Section 106 Agreement
“STP Measures”	the measures from time to time contained in the Stadium Travel Plan (and including any Bespoke STP Measures approved in accordance with Condition 6) in order to achieve the STP Objectives (including the Modal Split Targets, particularly the Car Driver Mode Split)and which are to be fully funded by Saracens in accordance with Schedule 3 to the Section 106 Agreement;
“STP Objectives”	the objectives of the Stadium Travel Plan as set out in Section 3 of the Draft Stadium Travel Plan and Schedule 5 to the Section 106 Agreement or (following first approval of the Stadium Travel Plan in accordance with Condition 67 and/or any review thereof in accordance with Conditions 69 and 8 and the Comprehensive Monitoring and Review Programme) the Stadium Travel Plan;
“Sustainable Energy Programme”	the works needed to construct, install and commission the sustainable energy components in order that the Stadium can optimise its sustainable energy performance in accordance with the Saracens Vision and the principles outlined in the Design and Access Statement and the Energy and Sustainability Statement submitted in September 2011 and which Sustainable Energy Programme shall have been submitted to and approved by the Local Planning Authority prior to the Commencement Date in accordance with Condition 26 of the Planning Permission and the Comprehensive Monitoring and Review Programme

“Travel Contingencies Plan”

The Travel Contingencies Plan as part of the STP Measures to be included in the Stadium Travel Plan on Saracens Home Match Days and for other Major Events and Non-Major Events in order to provide resilience and robustness in the arrangements to achieve the STP Objectives

“Traffic Management Costs”

means any costs reasonably and properly incurred by the Council in designing, applying for, obtaining, implementing and maintaining any CPZ, TROs or other traffic management orders or measures (including those to improve conditions and facilities for pedestrians) reasonably required by the Council in order to achieve the STP Objective (including the Car Driver Mode Split and the Modal Split Targets) or to mitigate the transport impacts of the Development including any costs reasonably and properly incurred by the Council in order to implement or enforce the approved Local Area Management Plan and/or the Stadium Travel Plan

“TRO”

Means a traffic regulation order under the Traffic Regulation Act 1984

“Use Type”

means the event or use types A – E described in the Draft Stadium Travel Plan or in the Stadium Travel Plan (including such amendments to such Use Types as may from time to time be incorporated into the Stadium Travel Plan in accordance with Condition 8 and the Comprehensive Monitoring and Review Programme)

“Waste Management Plan”

means the plan to be submitted to and approved by the Local Planning Authority pursuant to Condition 51 of the Planning Permission (including any subsequent revision thereof as is submitted to and approved in writing by the Local Planning Authority from time to time in accordance with Condition 8 and the Comprehensive Monitoring

“West Stand”

and Review Programme) which sets out details of how waste and litter arising from the development will be collected and controlled both on Saracens Home Match Days and non-match days

that part of the Stadium labelled as ‘Existing Stand’ on Plans 3(a) to (c) contained in Appendix 1 to the Section 106 Agreement

Appendix 3

Report on the consultation responses

<u>Report Section</u>	<u>Page</u>
Consultation Process and Numbers of Responses	3
Summary of Comments Made in Objection	5
Summary of Comments Made in Support	9
Petitions	9
Schedule of Other Consultation Responses	10
Matthew Offord MP	10
Councillor Brian Coleman (Greater London Authority Member for Barnet and Camden)	11
Jenny Jones (Green Party Member for the London Assembly)	12
Cophall Community Initiative	14
Cophall Consultation Group Forum	21
Mill Hill Preservation Society	21
Campaign to Protect Rural England	22
Woodside Park Garden Suburb Residents Association	23
Greater London Authority	23
Transport for London	27
Highways Agency	30
London Borough of Barnet Property Services	31
London Borough of Barnet Greenspaces Services	31
Sport England	33
United Kingdom Athletics	35
England Athletics	35
Shaftsbury Barnet Harriers	35
Barnet and District Athletics Club	35
Rugby Football Union	36
Middlesex County Rugby Football Union	37
Hendon Rugby Football Club	37
Barnet Elizabethan Rugby Football Club Ltd	37
Kentish Town Football Club	38
Hendon United Sports Club	38
Whetstone Wanders Youth Football Club	39
Ampthill Town Cricket Club	39
Saracens Hertfordshire Cricket League	40

Metro Driving Ranges Ltd	40
Pro-Active North London	40
Haringey Sports Development Trust	41
Metropolitan Police Service (Barnet)	41
London Fire and Emergency Planning Authority	41
Environment Agency	41
Natural England	41
Barnet Group of the London Wildlife Trust	42
Royal Society for the Protection of Birds	42
Thames Water	42
English Heritage – Archaeology	43
The University of London Observatory	43
Barnet Partnership for School Sport	43
Whitefield School	43
The Totteridge Academy	44
Woodcroft Primary School	44
St. Mary's Church of England High School	44
St. James' Catholic High School	45
Oaklands College	45
Choir with No Name	45
Standard Letters of Support and Objection	46

Consultation process and numbers of responses

The Council has carried out extensive consultation on the planning application. This has included sending out consultation letters to more than 5000 local properties in the area surrounding the application site. This process was carried out twice (March and September 2011), with the second round following the submission of revisions to the initial proposal. The area consulted extended east of the stadium as far as Bittacy Hill (to the junction with Engel Park) and Holders Hill Road (to the junction with the A1). To the south the consultation area went up to the Great North Way and beyond in places, up to Meadow Drive and Hall Lane. To the west the consultation area extended as far as the Watford Way (Barnet By Pass) and beyond in specific locations. To the north the consultation area extended to Wise lane (up to the junction with Parkside), Rushden Gardens and Engel Park.

In addition to this, 19 site notices were placed in various locations around the application site and a notice was placed in the local press. The Council has also consulted the relevant public bodies and interest groups on the application. These consultations were also carried out following the submission of the revised application documentation and the results of both consultations are reflected in this Appendix to the main report.

A website (www.cophall-application.co.uk) was created by the applicant and was maintained and updated with all the application documents.

The Council held a Planning and Development Forum on the proposals at Cophall School in January 2011 prior to the submission of the application. This was attended by approximately 100 people.

All the consultation responses have been carefully considered and, where appropriate, concerns have been addressed either through the supply of further information or through the planning conditions and obligations. Summary details of the consultation responses are included in this Appendix.

Committee Members will be updated on other consultation responses received between writing this report and the committee meeting.

Consultation carried out by the applicant

The application has been subject to pre-application public consultation carried out by the applicant. Further public consultation was also carried out by the applicant before the revisions to the application were submitted in September 2011. Full details of this aspect of the consultation are included in the Statement of Community Engagement and a subsequent addendum to this (submitted March and August 2011).

Pre-application consultation by the applicant

Exhibitions and Meetings: Pre-application exhibitions were held in November 2010 at Cophall Stadium and Cophall School. These were attended by approximately 200

people. In addition a number of meetings were held with local groups (including Mill Hill Preservation Society, Shaftsbury Barnet Harriers and the Copthall Consultation Group Forum), with local politicians and with national sporting bodies including Sport England, the RFU and UK Athletics.

Leaflets and other Mailings: In November 2010 a letter was issued to 4,500 addresses in an identified consultation area. A variety of Press Releases were issued.

Website: A website was launched in November 2010 and has been used to provide information about the proposal and to display the application documents and revisions to these documents.

Post submission consultation by the applicant

Further meetings were held with local interest groups and consultees. Full details can be found in the applicants Addendum to the Statement of Community Engagement dated August 2011.

In March 2011 Saracens issued a letter to the 4,500 addresses in the identified consultation area to inform residents that the application had been submitted. This was supplemented by visits to 500 addresses within a half mile radius of the stadium. A further letter was then sent to local residents to inform them of changes made to the application in September and inform them that revisions to the application had been submitted to the Council.

Number of Objections from members of the public, landowners and businesses

Standard letters objecting

The letters of objection included **1371** responses received in five different standard formats of letter. **635** responses were made on format A; **18** responses were made on format B1; **42** responses were made on format B2; **334** responses were made on format C; and **342** responses were made on format D. A single copy of each of the five types of standard letter can be found below.

Other letters objecting

212 other letters objecting to the proposal were received. **12** of those objecting have requested to speak at committee.

Number of comments in support from members of the public, landowners and businesses

Standard letters in support

The letters of support included **5960** responses received in four different standard formats of letter. **397** responses were made on format A; **15** responses were made on format B; **33** responses were made on format C; and **5515** responses were made on format D. A single copy of each of the four types of standard letter can be found below.

Other letters in support

209 other letters of support for the proposal were received. **5** of those supporting the proposal have requested to speak at committee.

Comments Made in Objection

The concerns raised about the proposal can be summarised as follows:

Green belt

- Proposal is inappropriate development in the green belt.
- Proposal would have an unacceptable impact on openness and the green belt.
- Proposals would result in unacceptable additional hardstanding and built development.
- There are not adequate very special circumstances to justify the development.
- Site search and selection process submitted is inadequate (also relates to transport) and Saracens have no historic links to this area.
- Proposal is not a marginal development.
- Site could become a 'major developed site'.

Comment: It is acknowledged that the application proposes 'inappropriate development' in the green belt, is not a 'marginal development', represents a departure from green belt policy in some respects and that the proposal would impact adversely on openness to some degree. However, as explained in this report it is considered that the very substantial overall planning and public benefits of the proposed development, combined with the other material considerations identified in this report (including the context of the application site), as controlled and mitigated by the conditions and planning obligations recommended would, represent 'very special circumstances' which on balance outweigh the harm caused by the proposals to the green belt and the conflict with green belt policy. The site selection process carried out in respect of the green belt is considered to be acceptable for a development of the nature proposed, particularly having regard to the regenerative and sustainability benefits to be delivered in relation to this existing Copthall Stadium and the wider Copthall Centre. Any identification of the site as a green belt 'major developed site' would require a alteration to the existing and emerging development plan policy and no such change has been proposed to date; the timing of the Saracens application and the need to seize the opportunity to secure the substantial public benefits that this proposal can deliver would not permit the necessary amendment to the Core Strategy which a designation under Annex C of PPG2 would necessitate. The proposal is, in any event, considered to have overcome the Secretary of State's reasons for refusing planning permission for the Barnet Football Club application to redevelop Copthall Stadium, which in a number of very important respects was a fundamentally different scheme from the present proposals (as explained in some detail in the main report). An evaluation of the proposal in respect of the green belt is carried out in greater detail in section 10 of this report.

Transport, traffic, access and parking

- Proposal would exacerbate the already unacceptable levels of traffic, congestion and parking in the area and also hamper the movement of emergency service vehicles.
- Site is poorly served by public transport and has inadequate public transport infrastructure (including capacity). As such public transport would not be an attractive means of travelling to the site, which would result in people travelling by car, generating additional car journeys and causing unacceptable impacts.
- Proposal would provide inadequate numbers of parking spaces.
- Inadequate account taken of existing passenger usage and the impacts of service closures in respect of public transport.
- Transport Assessment submitted contains inaccuracies and does not adequately assess the development proposed.
- Proposal would be detrimental to highway and pedestrian safety.

- Some of the satellite car parks proposed will not be available on certain days (e.g. Jewish schools on Saturdays) and are already used for other purposes.
- The transport mitigation measures proposed are inadequate and the applicant has made no guarantees in terms of those put forward.
- Details quoted on walking times from stations and public transport services are unrealistic.
- Do not want a Controlled Parking Zone in the area and should not have to pay for this.
- Private roads in the area will suffer parking problems.

Comment: Transport and Highway matters, including parking, are discussed in section 10 of this report, where the above issues are addressed. The proposal would result in certain highway impacts associated with the inevitable peaks in travel activity immediately before and after matches, but the TA and detailed traffic modelling work conclude, and officers concur, that the traffic impacts would not result in an unacceptable level of traffic congestion. The public transport accessibility level (PTAL) is poor (ranges from 0 to 1b, on a scale that goes up to 6 for excellent accessibility) but the application includes a shuttle bus service that would provide links to the local and regional tube and rail networks, effectively increasing the PTAL to a 3 (moderate accessibility). A network of coach services is also being committed to which will help encourage non-car travel. Car travel is being managed through a proposed on-street Match Day parking control scheme, together with provision for strictly limited and pre-booked parking, either on site or at 3 local schools and Barnet College, which is an absolute commitment, and will be managed by the council through the proposed framework of control, which provides sufficiently binding assurances that a range of mitigation, management and incentive measures across all modes will be in place. It is intended that the parking control scheme will incorporate arrangements for private roads and will certainly be free for residents. Research has demonstrated that a significant level of car sharing can also be expected and so the forecast level of parking provision is considered acceptable. The Match Day parking scheme will be subject to due statutory processes and the details cannot be confirmed at this stage, but a CPZ cannot be ruled out. There are a number of contingency arrangements proposed, including in the event of difficulties with public transport, and safety for all visitors will be carefully addressed, in particular through the various detailed measures set out in the Stadium Travel Plan and the Local Area Management Plan (LAMP). Careful scrutiny of the TA and other key transport parts of the submission has taken place, including by TfL officers. On balance officers consider that the assessment is robust and the proposed scheme acceptable on highway, transport and parking grounds.

Loss of and adverse impacts on amenity

- Proposal would result in unacceptable levels of noise and disturbance.
- Proposal would result in unacceptable levels of crime and litter.
- Proposal would cause unacceptable levels of pollution.
- Additional vehicle movements, traffic, congestion and parking generated by proposal would harm amenity.
- The proposed uses would harm their amenities on rugby match days and at other (non-rugby match day) times and be of no benefit to the area.
- Intensity of activity proposed would adversely change the character and ambience of the area and the uses sought are not suitable in a residential area.
- Mitigation proposed in respect of protecting amenities is inadequate and will not achieve the suggested outcomes.

Comment: Officers conclude, in light of all the environmental information that has been submitted in the EIA process (including consultees' representations), that, as controlled by the mitigation provided by the conditions and planning obligations

recommended the development proposed would be acceptable in terms of its impacts on the amenities (in all regards) of neighbouring and surrounding occupiers and users of the site and wider Copthall Centre. The mitigation put forward in this report is considered to be appropriate and enforceable. The proposal is considered to have overcome the Secretary of State's reasons for refusing planning permission for the Barnet Football Club application to redevelop Copthall Stadium which was a fundamentally different scheme from the present proposals (as explained in the main report). An evaluation of the proposal in respect of the different aspects of amenities is carried out in greater detail in section 10 of this report.

Adverse impact on sport and community facilities

- Proposal would be detrimental to and provide lesser facilities for amateur participative sport, community sport and informal recreational use at the site and in surrounding area.
- Proposal would decrease quality of the facilities that would be available for athletics uses and the amount of time over which they are available.
- Facilities at the site are already of a high standard and well used and the proposal would result in the site and facilities being less available for community use than it is at present.
- Proposal would adversely impact on people's enjoyment of community facilities at and around the site.
- Proposal does not provide facilities for football and would bring Kentish Town FC to an end.
- The proposed facilities would not be of a sufficient quality for future users.
- Rugby will dominate over other uses at the stadium.

Comment: Taken as a whole the application is considered to provide substantially enhanced facilities for sport and the community and, as explained in the main report, officers find this to be a significant positive impact of the proposal. These benefits will be secured through planning obligation and condition. Sport England have not raised any objections to the proposal and UK Athletics, Shaftsbury Barnet Harriers, Barnet and District Athletics Club, the Rugby Football Union and a number of local educational institutions have written in support of the proposals. Operators of other facilities at the Copthall Centre have been supportive, not least for the catalytic effects of these proposals on the remainder of the Copthall Centre. It is acknowledged that the proposal would result in semi-professional and professional football no longer being played in the stadium. However, it is considered that this impact is adequately mitigated (through the proposed conditions and planning obligations) both in terms of an impact on Kentish Town FC and on the sport more widely: for example, school and college football and training will be allowed as part of the Community Use at the Stadium. It is considered that the impact of the proposals on the wider Copthall Centre is also appropriately mitigated through the conditions and obligations recommended. The proposal is found to be acceptable in this regard and to have overcome the Secretary of States reasons for refusing planning permission for the Barnet Football Club application to redevelop Copthall Stadium. An evaluation of the proposal in respect of its impact on sporting and community facilities is carried out in greater detail in section 10 of this report.

Design and appearance of the proposal are unacceptable

- Design of proposal is unacceptable, would cause a loss of visual amenity, harms the character of the site and wider area and constitutes over-development.
- Proposal fails to achieve the policy requirement of high quality design.
- Proposal is not clear or sufficiently detailed on aspects of the development.
- Proposal would have unacceptable lighting impacts.
- Proposal would impact adversely on energy usage.

- Design of the demountable and temporary facilities proposed is unacceptable and their use as proposed is inappropriate.
- Amount of uncovered standing places is excessive.
- Proposal provides poor facilities for the disabled.
- A larger stadium will be needed in future.
- Design of the stands is not safe and the proposal raises safety concerns for users of the site and surrounding area.
- Existing building is not run down or dilapidated.
- Proposal would not preserve the natural environment, harms biodiversity and results in an unacceptable loss of trees, vegetation and open space.
- Proposal would harm the conservation area.
- Proposal would not meet the requirements of the Guide to Safety at Sports Grounds (Green Guide), the Rugby Football Union Strategic Plan or the 'Professional Game Board Minimum Standards Criteria'.

Comment: The design of the proposed development is considered to be acceptable, appropriate and have appropriately addressed the relevant design related policies in the development plan. It is not considered that the proposal would have an unacceptable impact on the character, appearance or visual amenities of the area or any conservation area or SINC, having regard to the ES and the relevant proposed mitigation measures. As regards energy policy, it is noted that the proposed new east stand is likely to achieve an "excellent" rating under the BREEAM assessment methodology and that the works to the existing west stand will improve its energy performance. The details provided with the application are deemed to be sufficient for its proper assessment and the design approach put forward is appropriate in the circumstances. It is noted that other Premiership Rugby Union Clubs have home stadia with non-permanent facilities and uncovered stands. Furthermore, in this instance the non-permanent nature of elements of the facilities is important to its proposed multiple sport community use (as encouraged by development plan policies) and are considered to work acceptably within the context of these proposals for the stadium. The Rugby Football Union have confirmed their support for the proposal and they have also confirmed that there are currently no plans to increase the minimum capacity of a premiership standard rugby stadium to 15000. The proposal is considered to provide a safe and secure environment as far as is appropriate for consideration under the requirements of planning legislation. It is noted that the development will also need to meet the requirements of other legislation, for example the Building Regulations, and it is not considered appropriate to duplicate the requirements of other legislation in this instance. The landscaping put forward as part of the proposal would protect the existing hedgerows, result in a significant net gain in trees on the site and are considered to be a positive aspect of the scheme. An evaluation of the proposal in respect of its design and appearance is carried out in greater detail in section 10 of this report.

General points

- Mitigation proposed for the development is inadequate and infrastructure in the area is insufficient to deal with the proposal.
- Documents submitted are inconsistent and further details are needed for a proper assessment of the proposal.
- Proposal is contrary to planning policy and guidance.
- Applicant may exceed the terms and uses set out in the application including introducing use for football.
- Proposal does not address the reasons for the refusal of the Barnet Football Club application.
- Proposal has not followed the sequential test, would harm the nearby town centres and not result in economic benefits to the area.

- The applicant should be required to provide a new swimming pool and running track at Cophall.
- Consultation on the application was inadequate.

Comment: The details submitted with the application are considered to be sufficient for its proper evaluation at this stage. The conditions and obligations recommended require further details to be provided as progress is made towards the delivery and operation of the proposed development where this is appropriate and will ensure that appropriate mitigation and infrastructure is effective and in place in time to ensure that the necessary mitigation of impacts are operating when required. Furthermore, under the planning conditions and the proposed section 106 agreement, there will be a rigorous Comprehensive Monitoring and Review programme to ensure that relevant mitigation measures are adjusted or increased if necessary in the light of the operation of the development from the outset. The conditions and obligations will also ensure that the proposal is restricted to what has been assessed and evaluated as part of this application.

As explained in the main report, it is considered that the planning and public health benefits of the proposal outweigh any harm caused to the green belt or any other harm due to any conflict with planning policy. The current proposal is also considered to be fundamentally different from the Barnet FC proposals and to have acceptably addressed the Secretary of States reasons for refusing planning permission for the Barnet Football Club application to redevelop Cophall Stadium. Matters relating to the sequential test, town centres and the economic impacts of the scheme are addressed in section 10 of this report. It is not considered that it would be appropriate to seek either a new swimming pool or running track from the applicant in this instance. However, effective measures for the protection and maintenance of the existing track does form part of the conditions and obligations recommended. The consultation and engagement of the public on the application is considered to have been appropriate and significantly exceeded the requirements of legislation and the Council's own guidance for such applications.

Comments Made in Support

The types of comments made in the template letters of support are broadly reflective of the types of comments received in the 'other' letters of support received summarised in this Appendix. Many of the letters of support express their general support for the proposals and the positive impacts they believe the scheme would provide, particularly in relation to bringing the Saracens Foundation to Barnet, updating the stadium and turning the facility into modern, multipurpose sports

Petitions

Two petitions have been submitted in respect of the application.

In August 2011 Whetstone Wanderers Youth F.C. submitted a petition with **251 signatures in support** of the application. Takes the view that the proposal would:

- Transform the stadium into a modern, multi-purpose sports venue and community asset;
- refurbish the existing stadium, enhancing and protecting the Green Belt and the beauty of Cophall;
- bring the Saracens Foundation to Barnet;
- secure the future of Shaftsbury Barnet Harriers and other athletics clubs in the area in what will become a leading athletics venues;

- includes the creation of an indoor athletics facility which allows training and competition to take place all year round; and
- identifies that the proposal allows a range of other sports clubs on the Copthall Site and in the surrounding areas to use the all weather pitch and indoor facility.

Comment: Impacts of the proposal on sport and community use, the community more widely, the green belt and design and landscaping matters are addressed in section 10 of this report.

A petition from residents in Sebergham Grove and Sandwick Close was submitted in October 2011 with **35 signatures objecting** to the application. Takes the view that:

- The revised proposal does not adequately address traffic, parking, noise or green belt issues.
- The temporary stands would be in place for 8 months which they consider is not temporary. If these are stored on site a large building would be required and if they are taken off site transportation issues would arise.
- Traffic and parking conditions are already unacceptable and would be made worse by the proposals.
- The proposals would be detrimental to their amenities.
- They do not wish to have parking controls in the area.

Comment: Matters relating to the green belt, transport, traffic and parking, use of the site and surrounding area and the amenities of neighbouring and surrounding occupiers and users are addressed in section 10 of this report.

A variety of other elected representatives, organisations and businesses also submitted comments and these are considered in the attached schedule of responses.

Schedule of Other Consultation Responses

Consultee	Comments made	Response
Matthew Offord MP	<p>Object to the application and requested to speak at committee.</p> <p>There is insufficient parking in the area, where residents already experience problems with parking, and there are inadequate proposals in the application to address this. As a result the proposal will exacerbate the parking situation in parts of Mill Hill and have a significant detrimental impact on the quality of lives of residents.</p> <p>As the PTAL of the site is 0 it is not unreasonable to suppose that spectators will chose to use private rather than public transport. The travel plan does not adequately address this issue.</p>	<p>The parking, access and transport impacts of the proposal are considered to have been fully assessed in the revised documentation and have been acceptably mitigated by the conditions and obligations recommended.</p> <p>The development would have both positive and negative impacts on the green belt. However, it is considered that the overall planning and public health benefits of the proposal outweigh any harm caused by the conflict with green belt policy in this instance.</p> <p>The potential impacts of the proposal on the amenities of surrounding occupiers, including noise, disturbance and anti-</p>

	<p>Page Street is unsuitable as an access route as it will have an unacceptable impact in terms of congestion, pollution and inconvenience on the residents of Page Street and adjacent roads. The proposal will have a significant impact on traffic at the Fiveways Corner junction and the application contains no definite proposals to manage this.</p> <p>The proposal would increase noise disturbance to residents (music from the PA system) and there are no substantial proposals to deal with anti-social behaviour outside the stadium perimeter save the stewards who will have no legal powers.</p> <p>The proposal does not meet the requirements of policy and guidance on development in the green belt and there are neither special circumstances or a need for additional essential facilities at Copthall which justify the development.</p> <p>The possible advantages to schools and the community which may occur as a result of access to improved social facilities notwithstanding such a development is unsuitable at Barnet Copthall for the reasons outlined.</p>	<p>social behaviour and transport related matters, are considered to be acceptably addressed by the conditions and obligations recommended in as far as is appropriate under the planning system. The Local Area Management Plan includes close liaison with the police and other emergency services and any problems could be addressed through that documentation and the comprehensive monitoring and review framework relating to it.</p> <p>The impacts of the proposal are set out in greater detail in section 10 of this report.</p>
<p>Cllr Brian Coleman Greater London Authority Member for Barnet and Camden</p>	<p>Object to the application and requested to speak at committee.</p> <p>The proposal constitutes over-development of the stadium which would have a damaging impact on transport in the locality and wider area.</p> <p>The Green Belt will be seriously and irrevocably damaged by the development if it is allowed to go ahead.</p> <p>The development of the stadium will result in a net loss of community sports facilities available to those who are in the greatest need.</p> <p>The planning committee are requested to give special consideration to the report of the planning inspector who dealt with the application by Barnet Football Club in 1999/2000. The majority of issues which were pertinent to this application, and led to its refusal, are relevant to the current application, with many of the problems made worse by the pressure on local infrastructure and services increasing over the last 11 years.</p> <p>The development should be rejected as inappropriate overdevelopment of the local area that would harm local transport</p>	<p>The first point to make is that since Councillor Coleman submitted his objection, the application has been substantially improved as a result of negotiations and discussions with the officers. Many of the issues raised by Councillor Coleman have been more fully and effectively addressed in the revised documents submitted in September and in the draft conditions and planning obligations, as outlined in the report.</p> <p>As explained in the main body of the report and summarised in Table 5, the proposed development is considered to be significantly different from the proposal put forward by Barnet Football Club for Copthall Stadium, both in terms of its impacts (positive and adverse) and the commitments and mitigation to be secured in the proposed conditions and obligations. The scheme is not considered to constitute overdevelopment of the site and will allow views across the stadium as outlined in the main body of the report.</p> <p>Taken as a whole the proposal is considered to have a substantially positive impact on the provision of facilities for sport in the borough, including</p>

	<p>infrastructure, severely damage the green belt, not fulfil the claimed aim of improving sports participation and would damage athletics in north London.</p>	<p>in terms of the Council's obligations under the Equality Act 2010. The proposal is therefore found to be acceptable in this regard. UK Athletics and the two main athletics clubs which use the stadium have written in support of the proposal.</p> <p>The development would have both positive and negative impacts on the green belt, as outlined in Section 10 of the report. However, as outlined in Section 10 of the report, it is considered the overall planning and public health benefits of the proposal amount to very special circumstances that outweigh the harm to green belt policy and any other harm caused by the proposed development.</p> <p>As section 10 of the report and the Highways and Transport Appendix (Appendix 10) outline the parking and transport impacts of the proposal are considered to have been fully assessed in the revised documentation and that the proposed conditions and planning obligations will ensure that any likely significant impacts will be acceptably mitigated.</p> <p>The impacts of other developments, such as Mill Hill East, have been fully considered where they are relevant, for example in respect of the capacity of Mill Hill East Tube Station.</p> <p>The impacts of the proposal are set out in greater detail in Section 10 of this report.</p>
<p>Jenny Jones Green Party Member of the London Assembly</p>	<p>Object to the application.</p> <p>Development is inappropriate and harmful to the green belt.</p> <p>Stadium is poorly served by public transport and so the development does not comply with the London Plan (Annex 2 point 22).</p> <p>The applicants propose a transport mode split of 70% by car which does not comply with the London Plan (Policy 3C.1) and Draft Replacement London Plan (Policy 6.1).</p> <p>The applicants proposals represent a net loss of communal facilities and so do not comply with the London Plan (Policy 3A.18) and Draft Replacement London Plan (Policy 3.17).</p>	<p>The development would have both positive and negative impacts on the green belt. However, it is considered that the overall planning and public health benefits of the proposal outweigh any harm caused by the conflict with green belt policy in this instance.</p> <p>The revised submission proposes a travel modal split target of 36% by car on Saracens home match days and will also specify appropriate modal split targets for activities at the Stadium at other times. A range of measures are put forward to seek to achieve this, some of which will be approved as Bespoke STP measures under Conditions 6 and 94.</p> <p>Taken as a whole the revised proposal is considered to have a positive impact on the provision of facilities for sport and the community in the borough. The proposal</p>

		<p>is therefore found to be acceptable and compliant with development plan policy in this regard.</p> <p>The impacts of the proposal are set out in greater detail in section 10 of this report.</p>
--	--	--

<p>Copthall Community Initiative</p>	<p>Object to the application and request to speak at committee (11 signatories). Responded to both rounds of consultation and objected in each case.</p> <p>Consider that the proposal remains inappropriate development in the green belt that seeks disproportionate additions which would harm openness and visual amenity and advance the process of the coalescence of Mill Hill and Hendon. Believe that the proposal would result in the site becoming a 'major developed site' in the green belt making further development (including housing) more permissible.</p> <p>They consider that no adequate very special circumstances have been put forward to justify the development in the green belt and that the arguments put forward are commercial and financial matters, which could not be used as reasons to allow the proposal. It is also suggested that Copthall is not the only suitable location, the development proposed is not marginal and there are conflicting arguments being used by the applicant as to why the sites rejected are unacceptable. They also take the view that Saracens are not a local club. They find the site search carried out in respect of the green belt to be inadequate, disagree with the figures and judgements made in the site selection matrix produced and consider that the applicant's site selection matrix is flawed and cannot be used to justify the selection of Copthall. It is suggested that the Maylands Estate, Hemel Hempstead, Bramley Road site in Southgate and the possibility of a stadium in Enfield have not adequately investigated and that sites other than Copthall Stadium could be used which have better access to public transport and/or are not in the green belt. It is also argued that the existence of sports facilities at Copthall currently cannot be used as a reason to justify the green belt.</p> <p>The CCI are of the opinion that the proposal represents overdevelopment and an over-intensive use of the site. They also consider that it would have a deleterious impact on the amenities of Hendon and Mill Hill residents and that this impact has been dismissed and not considered significant as it is for the evaluation of other sites. They find that the proposal would cause unacceptable noise pollution, light pollution and harm wildlife, natural habitats and biodiversity and that the mitigation proposed in this regard is not adequate. They point out that Copthall is designated as public open space and consider that the proposal would deter many groups coming to the site on match days</p>	<p>It is acknowledged that the proposal constitutes inappropriate development in the green belt, particularly in relation to the East Stand and the demountable stands comprised in the Seasonal Transformation Works. The scheme would have both positive and negative impacts on the green belt as outlined in Section 10 of the report. However, as particularly summarised in Section 10 and Section 11 of the report, it is considered that the overall community benefits including the sporting & leisure, sustainable transport, energy conservation, biodiversity, social, health and well-being benefits of the proposal constitute very special circumstances which outweigh any harm caused by the conflict with green belt policy in this instance. It is also relevant in this context that the Copthall Centre is one of the borough's most important sport and leisure sites and that it is in need of repair and renovation, for which there is no available public finance. The capital investment in this site and the associated management commitment and SSF's work under the Community Development Plan are likely to catalyse improved sports provision, not only at the Stadium but also across the Copthall Centre as a whole and at schools and other centres in North London (e.g. see Section 6 of the report).</p> <p>It is important to note here that this private investment will be secured on the basis that the Stadium will be used for Saracens Home Matches for a maximum of 16 days per annum. In other words, the Stadium and its associated facilities (including the Indoor Training Venue and all-weather pitch) will be available for Community Use for over 95% of the year.</p> <p>For the site to become a 'major developed site' (MDS) in the green belt it would require it to be designated as such in the Local Development Framework. There are no current proposals to do this and it is not considered practical (having regard to the necessary timescales if the Council is to secure the opportunity and benefits that would be provided by the Saracens application). In the BFC decision, the inspector's remarks in this connection were made against the background that he had found those substantially more radical development proposals to be unacceptable. It could therefore be counterproductive to risk losing the</p>
--------------------------------------	--	---

	<p>and therefore reduce public access. They also believe that the proposal would bring no net economic benefits and could harm Mill Hill Broadway.</p> <p>Consider the stadium to already be heavily used, in good condition, have undergone recent investment and that the proposal would result in a loss of community control over the facilities on the site and the wider Cophall area. They also state that Saracens will have priority over other uses (including community sports), schools will not get free access as publicised (by the applicant) and consider that the proposal would involve rugby being imposed upon the community with football and athletics being adversely impacted upon. They state that athletics coaches object to the proposal, Kentish Town FC will be excluded from the site and Hendon United Sports Club will find it impossible to continue. Find that the proposal would cause a significant downgrading and net loss of existing athletics and community leisure facilities and take the view that the result of the proposal would be an adverse impact on community use.</p> <p>Consider that the details on development footprint submitted are misleading and in actual fact proposal represents a 47% increase in footprint. They also state that the stadium breaches the Rugby PGB standards in respect of providing standing spaces and un-covered seating and believe that further applications will be needed to rectify the situation in which the stadium would inevitably get bigger.</p> <p>Take the view that there are a number of transport and travel issues with the proposal and commissioned JMP Consultants to review the applicants revised Transport Assessment. This is discussed in greater detail in section 9 of this report, but its conclusions can be summarised as concerns that there is:</p> <ol style="list-style-type: none"> 1. A lack of evidence to justify the assumptions used in deriving modal split and to justify the requirements for on street parking and associated impact on residents. 2. No impact assessment for events that could occur on a weekday. 3. Uncertainty with regards to the storage of shuttle buses and coaches to ensure managed to avoid conflict on the highway with other road users. 4. Potential increase in conflicts between existing traffic and road users and forecast stadium traffic/road users. 5. An insufficient assessment to conclude whether the proposed scheme will 	<p>current rare opportunity to secure the proposed community benefits whilst the matter was pursued through the LDF process, when Saracens have indicated that they urgently need to secure their new home base (which would probably have to be outside Greater London if Cophall is not available to them),</p> <p>As outlined in Section 10 of the report, the site search and sequential assessment process carried out by Saracens is considered adequate to demonstrate that there are no other sites available which would provide the same level of public sporting, leisure, social and health benefits offered by the proposal.</p> <p>The traffic, parking and transport impacts of the proposal are considered to have been fully assessed in the revised documentation and have been acceptably mitigated by the conditions and obligations recommended.</p> <p>The potential impacts of the proposal on users of the site and wider Cophall Estate and those living and using areas in the vicinity of the site are considered to be acceptably addressed by the ES and the conditions and obligations recommended.</p> <p>Matters relating to noise and light pollution, biodiversity and wildlife are addressed in Section 10 of this report. However the proposal is considered to be acceptable in respect of these matters subject to the conditions and obligations recommended.</p> <p>Officers consider that the proposal would have a positive impact on the provision of sports, community, leisure and recreation facilities at the site. It is considered that any likely significant adverse impacts on facilities in the wider Cophall Centre and wider area are appropriately addressed by the ES and proposed conditions and obligations. The proposal is therefore found to be acceptable in this regard. It is not considered that the proposal would have any significant adverse economic impacts or likely be detrimental to the vitality and viability of the surrounding town centres.</p> <p>The design of the proposal is considered to be acceptable and has been supported by the two athletics clubs which use the stadium and UK Athletics. It is noted that</p>
--	---	---

	<p>have a detrimental impact upon the local highway network.</p> <p>They consider that the public transport accessibility of the site is poor, the proposal would increase car journeys and the vehicular and pedestrian movements associated with the development would have a harmful impact on residents, the amenity of the area, residential properties and other uses.</p> <p>It is also suggested that inadequate information has been provided on the shuttle buses proposed and that these would cause congestion in themselves; that traffic flows would be worse than the weekday PM peak; that there are no proposals for safe cycling routes; find the change to the modal split from 70% of journeys by car to not be credible and believe that the negatives of car driving will not deter people from driving thereby increasing negative impacts on the area; consider the proposals for the management of site users to be naïve, lacking in detail and would place limitations on genuine users of Cophall for non-rugby purposes.</p> <p>Consider that the impact, accommodation and management of the number of pedestrians who will use the infrastructure has not been adequately addressed and raise concerns about pedestrian safety; the details provided in respect of the coach services are inconsistent and do not contain the necessary obligations; overestimate the level of public transport service in the surrounding area; find that the proposal would provide inadequate parking itself, cause unacceptable levels of additional parking in the surrounding areas and does not propose adequate measures to prevent or mitigate these or the other transport related issues that they identify. Also find that the application would impact adversely on the junction of the A1 and M1 and the Five Ways Junction; overstates the usefulness of the sites connection to the A1; do not adequately assess or mitigate non-rugby match day events at the stadium; and believe that there is strong local opposition to the introduction of a Controlled Parking Zone in the area.</p> <p>General and recurring concerns expressed comprise that the proposal conflicts with the relevant planning policies and guidance, has not overcome the reasons for the secretary of State refusing the Barnet Football Club application; that the application is incomplete and should not have been registered (including omissions in the draft stadium management plan, transport assessment and non-major</p>	<p>certain of the Professional Game Board standards have not been met. However, these are considered to be fully justified in this instance and it should be recognised that contraventions of these criteria occur in other rugby stadia. Matters relating to stadium safety are addressed adequately by the requirements of other legislation and the proposal is considered to go as far as could be reasonably expected as part of a planning evaluation.</p> <p>The proposal is different to what was proposed under the application by Barnet Football Club and it is considered that the SRC scheme has demonstrated very special circumstances for the purposes of PPG2 and relevant development plan policies for the protection of the green belt and metropolitan open space, in clear and distinct contrast with the BFC scheme.</p> <p>The ES submitted is considered to be adequate for the purposes of the proper assessment of the application and the proposal is found to be acceptable subject to the conditions and obligations recommended. These conditions and obligations are all considered to meet the relevant legal and policy tests and be enforceable.</p> <p>Matters relating to transport, parking, traffic and access are addressed in Section 10 of this report and also in the Highways and Transport Appendix (Appendix 10) of this report. Subject to the proposed conditions and obligations the proposal is found to be acceptable in each of these regards. The conclusions of the JMP report are commented on as follows:</p> <ol style="list-style-type: none"> 1. The travel assumptions and transport forecasts have been assessed in detail by LB Barnet officers who have concluded that the TA presents a reasonable estimate of the future travel demands and that the Stadium Travel Plan measures are appropriate 'carrots and sticks' to bring about the outcomes predicted. SRC have secured sufficient off-street car parking to satisfy the predicted spectator and operational demand. The club will maximise car occupancy on match days to retain the observed level in Watford – with measures to be agreed in detail as part of the Stadium Travel Plan. The Saracens Match Day Parking Control
--	---	---

	<p>event travel plan submitted) and contain inaccuracies and inconsistencies; and conditions and planning obligations to limit, restrict and manage the proposal would be difficult to enforce.</p>	<p>Scheme project development will commence in early 2012. Extensive car parking surveys have already been undertaken by SRC to better understand the availability and use of on-street car parking on Match Days.</p> <p>2. There will be no weeknight SRC matches at Copthall Stadium. The Copthall Centre, including the existing stadium, is a major destination for community-based sporting activities. The investment and participation of the Rugby Club and Foundation will reinvigorate this activity. On weekdays this will lead to more activities and events rather than necessarily larger events. Details are set out in the Sporting Impact Study and the transport mitigation measures for these activities are addressed in the Draft Stadium Travel Plan.</p> <p>3. The coaches will park on site to the north west of the stadium, as shown in the TA, and the shuttle buses will return to their Wood Green depot when inactive during the game.</p> <p>4. The Estate Management Strategy, Stadium Travel Plan and Stadium Management Plan will both set out measures to minimise the impact of staging major rugby matches when other activities are still expected to occur within the Copthall Centre. On Match Days the Local Area Management Plan will be implemented with the specific objective of minimising the impacts on local residents and businesses.</p> <p>5. A robust assessment has been undertaken, with the expected scheme impacts being assessed to an appropriate level. An acceptable level of mitigation has been proposed and there is a comprehensive framework of control through the proposed Conditions and section 106 to manage the development, both at commencement and in future years</p> <p>The analysis of the impacts of the proposal and responses to the concerns expressed are set out in greater detail in Sections 6, 10 and 11 of this report.</p>
--	---	--

<p>An individual Local Transport Campaigner has written a response to the application raising a number of points in respect of transport and highways matters (other matters raised in this objection relating to noise, litter and anti-social behaviour are addressed in the earlier section of this appendix).</p>	<p>Object to the application and request to speak at committee.</p> <p>Objection on grounds of inadequate assessment of impact of ongoing line closures and local resident passenger numbers:</p> <p>This document pays cursory attention to line closures and routes and their impact on spectators - as well as residents. Saracens needs reminding that Kings Cross Station is already closed to passengers on both the Northern Line tube (no bank branch at weekends due to engineering works) and Mill Hill Broadway (our slow, stopping service) Thameslink trains (due to upgrade work). The Northern Line management have argued this work is not likely to overrun like the work on the Jubilee line (which then led to the closure of the O2 Centre at weekends last year as people could not travel there easily). This remains to be seen.</p> <p>Figures are presented indicating low passenger use of Mill Hill East tube station at off-peak and weekend periods, as evidence that Saracens fans using public transport to reach Copthall will not adversely impact on residents' personal travel plans. These figures are incorrect and grossly misleading. London Underground have admitted that these figures are based on numbers touching in/out on the Oyster reader at Mill Hill tube. TfL agree that the figures are underestimates as they cannot take account of passengers who do not touch in or out as they have weekly, monthly or annual season ticket Oysters. At Mill Hill this is often most users.</p> <p>My original objection submitted to first application, March 2011, remains unaffected by the revised application:-</p> <p>Summary of original objection which is still valid:</p> <ul style="list-style-type: none"> • The passenger capacity of the Northern Line at Mill Hill East, our Thameslink stopping service trains at Mill Hill Broadway, and the 221 bus between the stations, has been over-estimated by Saracens, and they need to take greater account of local users. • The extent of the highly restricted weekend service offered by Thameslink until 2018 has also not been taken into account - nor has the fact that Mill Hill Broadway will not 	<p>The key point with regard to rail and tube travel from Central London is that the 3 services are substantially interchangeable. All 3 stations are served by the proposed Shuttle Bus service so are equally accessible.</p> <p>With respect to travel capacities and frequencies the following points should be noted:-</p> <ol style="list-style-type: none"> 1. The FCC (Thameslink) train capacity information is set out in the DfT franchise agreement for the existing (to be replaced) rolling stock. The capacities are around 400 persons per 4 coach train and can be joined to double or triple this. 2. The TA sets the high capacity at an 8-coach train and the low capacity at a 4-coach train. The current Mill Hill Broadway FCC matchday frequency is 2 trains per hour in each direction. 3. The source of the Northern Line high capacity is based on a 6-carriage train operating at the maximum passenger capacity – as quoted in Hansard by LUL in February 2001 at 954 passengers. It is agreed that a capacity assumption of 1,500 per train would not be appropriate. We are not aware of the source of the 914 passengers per train quoted, but the difference is not significant to the capacity assessment. The low capacity test (at 678/train) is the objectors own view based on a survey at Moorgate (the busiest section of the Northern Line is between Clapham North and Stockwell during the AM peak period). Again the difference is not material to the main conclusion. The Mill Hill East Northern Line matchday frequency is 4 trains per hour in each direction. The Edgware Northern Line matchday capacity is 16 trains per hour in each direction. <p>The double-decker bus capacity is as indicated in the vehicles at 89 passengers per vehicle and the frequency, at 5 per hour each way is exactly as observed in September 2011.</p> <p>The proposed Shuttle Buses will be modern double deck vehicles as commonly operated by Arriva.</p> <p>The key relevant results of the assessment are as follows:-</p> <ol style="list-style-type: none"> 1. The worst case assessment for train services shows 73% capacity utilization by spectators in the post match hour with two 4 coach train services southbound. 2. The worst case assessment for MHE
---	--	---

	<p>benefit from the longer 12 carriage trains at off-peak times, which includes weekends (to be introduced at peak times only, and for the non-stopping routes in 2018).</p> <ul style="list-style-type: none"> • Saracens needs to take into account the current users of their targeted car parks, one of which only has about 40 spare slots at weekends. 	<p>Northern Line services shows 40% capacity utilization by spectators in the post match hour with four 6-carriage tube services southbound.</p> <p>3. The worst case assessment for Edgware services shows 3% capacity utilization by spectators in the post match hour with sixteen 6-carriage tube services southbound.</p> <p>4. The worst case assessment for the 221 service (i.e. wholly ignoring the capacity and use of the nearby 113 service) shows 51% capacity utilization by spectators in the post match hour with a five buses per hour service eastbound.</p> <p>5. The worst case assessment for the proposed Shuttle Bus service shows 92% capacity utilization by spectators in the post match hour with a ten buses per hour service westbound.</p> <p>6. The worst case assessment for the combined 221 and Shuttle Bus service shows 67% capacity utilization by spectators in the post match hour with a fifteen buses per hour service westbound.</p> <p>Best estimates of the background demand on weekend afternoons have been made and show that the combination of the matchday demand and background flows are comfortably within the service capacities for each mode of travel.</p> <p>The LUL passenger data is not deficient as suggested by the objector. The figures are neither incorrect nor grossly misleading.</p> <p>The proposed conditions (see Condition 68) and planning obligations (as well as the Stadium Travel Plan) will contain provisions to proactively address travel contingencies whether they arise from programmed works on the network or other emergency. Information about weekend engineering works for both FCC and the Northern Line – which are both the subject of strategically important capacity enhancements has been examined. The closures to both services are fully coordinated between TfL and Network Rail (and the operators). The extent of the closures in terms of both scale and frequency is rather less than implied by the objector. Also, the two Northern Line branches are not often both closed at the same time. Most of the weekend closures that affect Mill Hill East would finish by 9am on a Saturday or a</p>
--	---	---

		<p>Sunday and thus would not affect future Saracens match days.</p> <p>The schedules of closures for engineering works are planned by LUL and Network Rail well in advance but the full detail is generally only available for the 6 months ahead.</p> <p>Should permission be granted and the stadium is up and running a key part of the advanced planning for any SRC Match or Major Event will relate to joint work with the transport operators to minimize the inconvenience to both spectators and other local transport users. This is enshrined in the Travel Contingencies Plan and is controlled by Condition 68. It is also part of the Stadium Travel Plan which is enshrined in the draft Section 106 Agreement.</p>
--	--	--

<p>Copthall Consultation Group-Forum</p>	<p>Support the application and request to speak at committee.</p> <p>Responded to both rounds of the consultation and initially expressed concerns in relation to transport, parking and the green belt. At the second round of consultation they confirmed that the majority of their members are in agreement to the proposal now that most of their major concerns appear to have been addressed. Note that the new plans and proposals will enable Saracens and the local community use of the facilities. Consider the new transport scheme and parking arrangements appear to cover the problems envisaged on match days and the promise to monitor any local difficulties look hopeful. Still have some worries where match days might clash with swimming meets and are anxious that all users of the open space such as other sports users, dog walkers and other walkers can still do so without hindrance. Take the view that that while the 'Health and Safety' issue of golf balls has been an on-going problem the erection of a 20m high mesh fence would appear to be an intrusion on Green Belt land and would want this to be sympathetically handled. They hope the general landscaping will give an opportunity to use some exciting plants. Overall they conclude this is an opportunity for the council to get outside help for the regeneration of the Stadium.</p>	<p>The impact of the proposal in terms of the use of the facility and the wider Copthall Centre, transport and parking, the green belt and landscaping are considered in Section 10 of this report.</p>
<p>Mill Hill Preservation Society</p>	<p>Responded to both rounds of the consultation. initially objected to the scheme on the grounds of transported, visual impact on the green belt, inappropriate development in the green belt and the spread of ancillary uses. Their second response takes the view that the proposal contravenes national guidance on development in the green belt and constitutes inappropriate development in this regard. However, it considers the applicant has sought to minimise the possible harm to the green belt in a number of ways and a number of benefits do arise from the scheme. States it will be for the Planning Authority to decide if these are sufficient to compensate for any potential harm to the green belt caused by the proposals.</p> <p>Notes that transport and traffic remain difficult areas and suggests there will need to be some legal controls on parking introduced to avoid a free for all and the associated additional signs and markings would cause adverse change in character. However, believes these are necessary and considers the use of hopper busses and coaches sensible. Points out that when the stadium is in rugby mode there will</p>	<p>Matters relating to the green belt, transport and parking, sporting impacts and community use of the facility are addressed in Section 10 of this report. Conditions and planning obligations have been recommended to control the use of the development in a variety of ways. These include controls to prohibit the use of the facility for concerts and professional or semi-professional football and require the use of the floodlights to cease at 10pm. Subsequent proposals for advertisements would be controlled in accordance with the relevant regulations and guidance. The impacts of the proposal are addressed in greater detail in Section 10 of this report.</p>

	<p>be an increase of pedestrian movements from satellite car parks, tube and railway stations to the stadium and this may cause stress and inconvenience to local people. However indicates that evidence suggests this is not likely to be significant.</p> <p>Finds the proposal to be a positive contribution to sport in the locality and the borough and states that should consent be granted the applicant should be bound under planning controls to deliver all the community benefits that have been offered and have these controls rigorously enforced.</p> <p>The lease should be limited to allow no concerts and professional or semi-professional football. The advertising and signage and the various uses proposed which do not conform with the green belt should be rigorously controlled. The curfew on the floodlights should be 10pm.</p>	
<p>Campaign to Protect Rural England</p>	<p>Object to the application and request to speak at planning committee.</p> <p>Responded to both rounds of the consultation and objected in each case. Consider that even as revised the proposal remains inappropriate development in the green belt which detracts significantly from its openness and the purposes of including land within it. The 'very special circumstances' put forward by the applicant fall well short of outweighing the harm that the development would be caused to the green belt on and surrounding the site and to those living in the vicinity of the site. The presence of office, retail, conference and hospitality facilities in the new east stand will intensify the use of the site and significantly increase its impact on the neighbourhood and green belt outside the 16 match days a year.</p> <p>The site has a PTAL of 0, is not accessible by a range of means of transport and will increase car and other vehicular journeys in addition to impacting adversely on the volume and congestion of traffic in the immediate area. Parking, increase traffic, match day crowds and use for conferences hospitality and other events will lead to a continuing deterioration in the tranquillity of the green belt and of amenity for local people (including use of the site for informal recreation and the use of other facilities of the wider estate). They do not believe that the applicant has demonstrated there are no alternative sites to show this is the only suitable site in North London, Hertfordshire or Bedfordshire, accessible to its existing fan base.</p>	<p>It is acknowledged that the proposal constitutes inappropriate development in the green belt and the scheme would have both positive and negative impacts on the green belt. However, it is considered that the overall planning and public health benefits of the proposal outweigh any harm caused by the conflict with green belt policy in the circumstances outlined in sections 6, 10 and 11 of the report.</p> <p>The traffic, parking and transport impacts of the proposal are considered to have been fully assessed in the revised documentation and have been acceptably mitigated by the conditions and obligations recommended</p> <p>The potential impacts of the proposal on users of the site and wider Copthall Estate and those living and using areas in the vicinity of the site are considered to be acceptably addressed by the conditions and obligations recommended.</p> <p>The impacts of the proposal are set out in greater detail in Section 10 of this report.</p>

<p>Woodside Park Garden Suburb Residents' Association</p>	<p>Do not object to the application.</p> <p>Consider that sports facilities in the borough should be utilised to the full and the stadium is in a poor state and underused, therefore despite the likely extra pressure on the surrounding roads and the fact that the area is in the green belt they have no objection.</p>	<p>Impacts on sport, the green belt and transport are addressed in Section 10 of this report.</p>
<p>Greater London Authority</p>	<p>The GLA stage 1 response on the initial submission concluded that the application does not comply with the London Plan. This was received on 4th May 2011 and raised the following issues:</p> <p>Principle of the development - The principle of refurbishing the existing sports facilities is supported. However, the proposal constitutes inappropriate development in the Green Belt and the level and type of activity associated match days and with other large events, such as conferences would be harmful to the character of the Green Belt. Further information is required to determine whether 'very special circumstances' exist which outweigh the harmful impact on the Green Belt. Further information is also required to determine whether the application complies with London Plan Policies 3D.6 and 3D.9 and draft replacement London Plan Policies 3.20 and 7.16.</p> <p>Community facilities - Whilst the intensification of use of Cophall Stadium is in line with London Plan Policy, access of existing users to the facilities is paramount and must be protected to ensure that there is no net loss of community facilities. At present, a significant amount of further information is required to determine whether the application complies with London Plan Policy 3A.18 and draft replacement London Plan 3.17.</p> <p>Design - On balance the design of the stadium is considered to be acceptable subject to the applicant investigating revisions to the design that would allow the track to remain open and providing further information on material finishes to the permanent stand. Further information is therefore required to determine whether the application complies with London Plan policy 4B.1, 4B.2, 4B.8, 4B.9 and 4B.11 and replacement London Plan policy 7.1, 7.4, 7.6 and 7.7.</p> <p>Inclusive design - Further information is required to determine whether the application complies with London Plan Policy 4B.5 and 3D.6 and draft replacement London Plan Policy 7.2</p>	<p>Officers agree that the Development is "inappropriate development" under PPG2, but have concluded after very careful analysis of the application and the proposed Conditions and Section 106 Obligations that very special circumstances have been demonstrated to outweigh the harm to the green belt and other harm so as to justify granting permission for this Development. It is considered that the planning and public health benefits of the proposal, as secured by the conditions and obligations recommended (see Sections 6, 10, and 11 for a summary of these benefits and the planning balance) are such that they outweigh any harm that is caused by the applications conflict with policy. The proposal would provide substantial financial investment in the fabric of the important Cophall Stadium as well as other substantial resources and commitments to provide a significantly enhanced multi-purpose community sports facility that will meet the needs of both rugby and athletics and a wide range of other community sporting and leisure users, as well as providing a catalyst and driving force for revitalising the wider Cophall Centre.</p> <p>Its benefits include substantial opportunities and benefits for persons who share relevant characteristics for the purposes of the Disability Act 2010 and these public benefits will be an important consideration not only for the Council but also for the Mayor, the GLA and the Secretary of State in carrying out their statutory functions in relation to this application (See Section 11 of this report).</p> <p>The application is supported by the two main athletics clubs which are based at the stadium, UK Athletics and the Rugby Football Union. Sport England also raise no objection to the application, subject to suitable conditions and planning obligations being in place. The mitigation proposed in respect of Kentish Town FC, who would no longer be able to use the</p>

	<p>Transport - The Further information is required and further discussion between the GLA, TfL, council and the applicant is required to determine whether the shortcomings of the submitted planning application on transport grounds can be overcome.</p> <p>Climate change mitigation - There is a significant lack of information which is required to determine whether the proposal complies with London Plan Policy 4A.3 – 4A.7. The applicant should submit the required energy statement and should permission be granted its implementation should be secured through the use of a section 106 agreement or condition.</p> <p>Climate change adaptation - The application complies with London Plan climate change adaptation policy.</p> <p>Biodiversity - Based on the information submitted, the proposal is unlikely to raise biodiversity issues of strategic importance. The proposal complies with London Plan Policy 3D.14.</p> <p>Following the submission of revised and additional documentation in respect of the application the GLA sent the Council a letter (dated 1st November 2011). This can be summarised as follows:</p> <ul style="list-style-type: none"> - A significant amount of work has been undertaken to address the issues in their initial response. However, they still have significant concerns regarding some elements of the scheme. - The proposal to refurbish and enhance the existing sports facilities is supported, but the impact of such a large scale development on the green belt remains the paramount issue. They maintain that the green belt 'very special circumstances' case is inconclusive and requires further consideration. - The applicant has provided information to support the 'very special circumstances' case, particularly with regard to community benefits. However, they remain concerned about the site selection methodology. The details submitted indicate that Saracens fan base is concentrated in the Watford area, but it appears that no alternative sites in that area have been considered. - That the proposed reinforced 'green' permeable surface proposed will be the main car park for the site and as such would be used on a regular basis with this having priority above its use as an amenity 	<p>facility, and the measures put in place to minimise the scheme's impacts on and conflicts with uses on the wider Cophthall Centre are considered to be acceptable given the nature of the developments impacts and taking account of the support for the proposals expressed by the operators of other facilities on the Cophthall Centre.</p> <p>The site selection process (see Section 10) is considered to be acceptable and officers conclude that it has been adequately demonstrated that there are no other sites in the area in which Saracens could reasonably be expected to search that would be likely to provide equivalent community benefits including sporting, leisure health and well-being benefits (including the opportunities and benefits for persons sharing relevant characteristics as outlined in Section 11 of this report).</p> <p>In this application, it is an important consideration that this proposal is providing substantial financial investment as well as management and other resources (including the Saracens Sport Foundation) in order to revitalise this sub-regional sporting hub which is in need of maintenance, repair and renewal for which public finance is unlikely to be found in current economic circumstances. Bearing in mind the large urban catchment of this existing sub-regional sporting hub and the positive impacts that are anticipated to be delivered if this scheme is allowed to go ahead, the harnessing of Saracens' need for a new home base in order to achieve the necessary regeneration of this important facility and ensuring its dynamic and sustainable management for a wide range of Community Uses is considered to justify the selection of this site in the sequential process, having regard also to:</p> <ul style="list-style-type: none"> (a) the steps taken to minimise the impacts on the green belt by sensitive design and the use of removable structures to adapt the stadium for Saracens home matches; (b) the measures to enable more sustainable energy use at the stadium – including improvements to the energy efficiency of existing west stand;
--	--	---

	<p>space. They therefore consider that it is not clear how this would address the issue raised by the Inspector at the BFC inquiry that the large influx of cars and people would be harmful to the quiet character of the green belt.</p> <ul style="list-style-type: none"> - The application includes a draft stadium management plan which seeks to address the accommodation of athletics and community users of the site and procedures that could be put in place to achieve a multi-use community facility. It also provides information how the running track could be protected during match days. - The wording of the S106 agreement will be crucial in ensuring that the athletic and community use of the stadium is properly protected and they would like to be consulted on the final wording of the agreement. - The application has begun to address the transport concerns raised, however further work is required if the application is to comply with London Plan transport policy (See TfL comments for further detail). - While additional information has been provided on climate change mitigation, urban design and inclusive access some concerns still remain. 	<p>(c) improvements to the landscaping and biodiversity value of the site, including the transformation of the substantial overspill car park and the “Redgra” area to the west of the stadium to green spaces which will be available for informal community sports and recreation on non-match days, thereby improving these parts of the site in terms of “openness” and visual amenity as well as providing attractive areas for informal sports and recreation; and</p> <p>(d) the comprehensive and stringent measures for achieving a car driver mode share of 12% and to encourage more sustainable transport choices – particularly for trips on the 16 (maximum) Saracens home match days, with similarly challenging targets for trips generated by all other activities at the multifunctional community sport Stadium, including the trips generated by existing activities at the existing stadium) and using all reasonable endeavours (working together with the Council and other operators at the Copthall Centre in accordance with the Estate Management Strategy) to encourage more sustainable transport choices for trips generated across the wider Copthall Centre.</p> <p>Conditions and obligations have been recommended to address the GLA’s concerns that the re-surfaced ‘greened’ areas might have priority use for parking, rather than as amenity space for Community Use. These would ensure that community use these re-surfaced areas will be available for approximately 95% of the year as amenity space for Community Use.</p> <p>The current proposal is significantly different to the BFC application and it is considered to have fully and acceptably addressed the Secretary of State’s reasons for refusal of permission for that scheme, including impacts on the green belt and quiet character of the area: in</p>
--	---	--

	<p>particular, officers consider that in the planning balance, very special circumstances outweigh the harm to the green belt and other material considerations against the proposed development. The planning obligations and conditions recommended will include measures effectively to minimise the adverse impacts of the proposal (including conflicts between potential users on the site and wider Copthall Centre facilities) whilst also ensuring that the community benefits and other positive impacts summarised above are maximised.</p> <p>The design of the development is considered to be acceptable and specific conditions and planning obligations have been proposed in respect of the protection, management and use of the track. Details have been submitted in terms of the materials to be used for the development. However, a condition is recommended to ensure that appropriate materials are approved in advance and used in the construction works. A condition has also been recommended to ensure that appropriate measures to secure inclusive access are included. The proposal is now accompanied by a statement on energy and sustainability matters. As controlled by the conditions and obligations recommended the proposal is considered to be acceptable and to demonstrate the influence of development plan policy on climate change mitigation.</p> <p>Comments on the proposal from Transport for London and responses are set out in the following subheading and in Section 10 and the Transport Appendix of this report (Appendix 10).</p> <p>Officers conclude that while the proposal does conflict to a degree with certain policies in the London Plan the overall planning, sporting health and well-being benefits of the proposal (and the contribution that it will make in accordance with the duties of the Council, the Mayor and the GLA under the Disability Act 2010) outweigh any harm that would be caused by likely conflicts with such policies. The proposal is therefore considered to be acceptable on this basis. An evaluation of the proposal in greater detail is carried out in sections 10 and 11 of this report.</p>
--	---

<p>Transport for London</p>	<p>Following the consultation on the revised and additional information submitted a letter (dated 24th October 2011) was received from TfL. This concludes that they consider the application does not comply with the London Plan. The reasons for this are as set out below.</p> <p>Public transport accessibility - The application must demonstrate beyond reasonable doubt that despite its poor level of accessibility (Public Transport Accessibility Level between 0 and 1), a high number of trips would still be made by walking, cycling and public transport and that there is commitment to fund additional capacity and enhanced quality. The availability of car parking spaces must be kept to the minimum necessary to support the development.</p> <p>Parking and mode share - Three mode share scenarios are proposed in the transport assessment. The medium term mode share option proposed a 36% car mode share. This shift in mode share is supported in principle, subject to further evidence and controls on car occupancy. However, the material submitted does not give any certainty as to whether this target is achievable. Achievement of the desired mode share targets will not be achieved without a Grampian style condition or obligation being secured which requires an area wide match day CPZ being implemented prior to use of the stadium. They also wish to understand in more detail how use of third party land for off-site parking will be secured and managed through the planning permission.</p> <p>The revised transport assessment and Travel Plan discusses travel behaviour in depth, however they rely heavily on other stadia development. There is some doubt as to whether this forms a robust basis for assessment. The use of empirical data from other stadia is accepted for developing the Travel Plan but should not form the basis of the assessment itself.</p> <p>An appropriate proportion of electric vehicle charging points will need to be agreed with TfL and a plan illustrating their location together with a description of the proposed infrastructure to be used will be required.</p> <p>Vehicular access - The application proposes use of Greenlands Lane for access and egress onto the A1. The proposals make provision for a left in and left out arrangement for shuttle buses, coaches and HGV's using the A1 to access Greenlands Lane. TfL objects to this on safety grounds.</p>	<p>There has been a continuing dialogue with TfL as the application has been updated and refined to the extent that all TfL issues are considered to have been addressed. Details responding to all the TfL issues are fully set out in section 10 of this report, and key points are summarised below.</p> <p>Public transport accessibility – the key proposals to address the issues are the incentives to positively encourage local residents to purchase tickets to Saracens Home Matches and to promote access to the site by sustainable means, car parking on Match Days, the Saracens Match Day parking control scheme (including a wide area of on-street parking restrictions, subject to consultation with local communities), the shuttle buses, a network of coach services, pedestrian improvements and secure cycle parking. These measures are combined with a rigorous monitoring and review programme which will ensure that the STP measures are effectively targeted to fully and effectively achieve the STP Objectives, which include promoting sustainable travel and minimising transport impacts.</p> <p>Parking and mode share – robust evidence has been provided on Saracens Home Match Day car occupancy and the Conditions and proposed Section 106 Agreement provide a comprehensive framework of control to ensure additional supplementary mitigation measures are brought forward if the mode split targets are not being met. Agreements are already in place in relation to securing off site parking at local educational establishments and the on-street parking control scheme is to be committed as part of the proposed Section 106 Agreement, although the details of the controls, including whether it is a CPZ, cannot be confirmed at this stage, as they are subject to statutory consultation processes.</p> <p>Vehicular access – TfL's objection have resulted in modified proposals for the coaches coming off the M1: they will now re-route via Holders Hill Road, Pursley Road and Page Street.</p> <p>Junction modelling and highways assessment – following TfL's comments (which predominantly related to Fiveways</p>
-----------------------------	--	--

	<p>Junction modelling and highways assessment - Concerns have been raised about existing base flows, forecast degrees of saturation at key junctions and the directional split of trips, to date these concerns have not been addressed. A more thorough highway assessment using up to date base year data will be required. The assessment would also need to provide analysis of stadium use outside of the proposed 16 matches a year. Alternatively, controls will be required limiting use of the stadium to weekend or off peak periods as the assessment itself does not assess week day peak hour traffic.</p> <p>Shuttle buses - Shuttle buses operated by Arriva will serve the stadium on match days and this includes use of TfL infrastructure, however no details on this have been provided or how land will be secured. The application also includes extended operation/overlay of Bus Route 221, the precise detail of this are not clear or agreed with TfL and would require issue of a London Service Permit. There is a general concern that these proposals are unworkable.</p> <p>Coaches - new coach routes are proposed together with parking on site for coaches. This is welcomed, but further details about the service are required in order to justify the trip generation and modal split forecasts. It is necessary for the coach network and proposed shuttle buses to be licensed under the London Service Permit within London.</p> <p>Planning obligations and infrastructure triggers - The acceptability of the development relies on transport infrastructure triggers and improvements being delivered concurrently or in advance of occupation. Without having the actual commitments, their timing or certainty over delivery they are unable to confirm the development is acceptable. It may be necessary for TfL to be party to the legal agreement which accompanies the application or for a separate legal agreement to be entered into with TfL. Subject to agreeing the highway assessment and the proposed means of access and egress as set out above, TfL will also be seeking a binding commitment from the developer to deliver the following:</p> <ul style="list-style-type: none"> - Restricting use of the stadium for major events on only 16 weekends a year and not during week day peak periods. - Consultation, implementation, enforcement and funding of a match day CPZ. - Subject to agreement in principle, 	<p>junction on the A1 TLRN) further detailed traffic modelling was undertaken, to demonstrate to the satisfaction of the Council (and, it is understood, TfL) that this junction will have necessary capacity. Controls are in place through the proposed Stadium Travel Plan to restrict the scale of other events including Major Events, defined as events attracting more than 5000 competitors, spectators and other visitors (maximum 2 per year) and Non-major Events (i.e. events with less than 5000 visitors, such as those already taking place at the stadium) to a level consistent with the existing activity levels. Focused assessments may be required in advance in order that bespoke STP measures are designed and approved in order to ensure that the STP Objectives are fully and effectively achieved for these events. The Draft Stadium Travel Plan already identifies the key principles and parameters for such bespoke STP measures and they will be used to guide and govern the bespoke measures in accordance with the proposed Conditions and Section 106 Obligations.</p> <p>As will be seen from Appendices 1 and 2 to this report, the issues raised by TfL for Consideration in the Section 106 Agreement have largely been included and agreed in the Heads of Terms for the Section 106 Agreement or (where appropriate) in the Conditions. There is a general provision for SCOOT but the Council is awaiting conformation from TfL as to the whether a reasonable contribution is required and (if it is) the amount of such contribution. The applicant has agreed this point in principle.</p> <p>Shuttle buses – the proposed scheme has subsequently been discussed and agreed in principle with the London Borough of Barnet as a basis for resolving their concerns. This matter will be developed further as part of the Stadium Travel Plan to be submitted by Saracens under Condition 67 before Saracens’ First Occupation. By that time, further data will be available from the ticket sales and further survey and investigations will have been carried out to enable the shuttle buses and other STP Measures to be appropriately focused in order to achieve the STP Objectives fully and effectively.</p> <p>Coaches – Officers consider that the</p>
--	---	---

	<p>contributions towards overlay of Bus Route 221 including use of stops and stands.</p> <ul style="list-style-type: none"> - Subject to agreement in principle, a separate agreement may be required for permanent or temporary works to the A1/A41. - Contributions towards implementation of SCOOT at the 5-ways/ Page Street junction. - A binding contract between the developer and the coach or shuttle bus operator to deliver an agreed level of service. - Contributions towards the Legible London project. - Contributions towards improving the quality of the pedestrian environment in the vicinity of the site, and implementation of recommendations within the PERS assessment. - Contributions towards improvements to Mill Hill East Underground station and the pedestrian and cycle route between the station and the site. - Legal agreements safeguarding the permanent use of satellite car parks. - Legal agreements and or issue of licenses safeguarding land and routing for shuttle buses. - A 'Full' detailed Travel Plan along with specific targets, measures and monitoring. - An obligation which binds the developer to achieving specific mode share targets and penalties where these are not met. - Bonding of travel planning measures and further parking restrictions based on non achievement of mode share targets. 	<p>forecast of coach patronage and the proposed routes as set out in the Transport Assessment are robust. However it is recognised that the proposed coach services are indicative to the extent that they may need to be modified and adapted in light of the demographic pattern of actual ticket sales before the first SRC home match, and this is controlled through the Comprehensive Monitoring and Review programme, Condition 72 and the proposed Section 106 Agreement.</p> <p>Planning obligations and infrastructure triggers - There has been a detailed and comprehensive consideration of the necessary planning Conditions and obligations as set out elsewhere in this report. The applicants have substantially increased the level of detail in the latest versions of both the Local Area Management Plan (LAMP) and the Stadium Travel Plan (STP). This followed detailed reviews by LBB officers in liaison with TfL.</p> <p>Many of the suggested measures put forward by TfL have been incorporated into the proposed Conditions and draft Section 106 Agreement. However, some of the contributions are considered to be unreasonable because there is a lack of justification for the type or scale of investment as a consequence of the assessed traffic and transport impacts.</p> <p>The suggested obligations with respect to limits to SRC games, the on-street matchday parking controls, the shuttle bus and coach operators, the need for a London Service Permit for the shuttle buses, local pedestrian improvements, off-site parking agreements, full travel planning and a bond to support LBB/TfL transport interventions have all been incorporated into the proposed Conditions and draft Section 106 Agreement, and are discussed in Section 10 and Appendix 10 of this report. SRC have agreements in place regarding the off-site car parks and are fully committed to agreeing a robust shuttle bus strategy and route details with the relevant authorities (should permission be granted) and are obliged to through the proposed framework of control. TfL have yet to confirm whether they require a contribution for the SCOOT implementation at the Fiveways junction – which is an investment that may well be</p>
--	--	--

		<p>covered by their existing budgets.</p> <p>The contributions towards the 221 bus route frequency (as distinct from the agreed shuttle bus initiative), Legible London (as distinct from both permanent and temporary local direction signage set out in the LAMP), Mill Hill East station improvements (considered unnecessary) and penalty clauses (not considered appropriate) have not been included in the draft Conditions or Section 106 Agreement.</p>
Highways Agency	<p>Do not object to the application.</p> <p>Responded to both rounds of the consultation and did not raise any objections in either instance.</p>	<p>Transport matters related to the development are addressed in section 10 of this report.</p>

<p>London Borough of Barnet Property Services</p>	<p>The stadium is in need of refurbishment requiring considerable capital and revenue funding, which is not available to the Council. The involvement of a commercial organisation with adequate financial backing is essential to providing a modern facility. The opportunity provided by Saracens enables investment at a level above anything that would be considered commercially viable. In addition the need for the stadium for match days means that the facility would be available for use at other times by the public at no cost to the Council. The establishment of such use for the term of the lease, results in public provision of a high class recreation facility for a minimum of 99 years.</p> <p>The annual running costs of the stadium are considerable and impose a strain on the Council's resources. The maintenance and operational costs for the stadium being borne by Saracens will ensure the facility is maintained and managed to a high standard, without reliance on public funding.</p> <p>The proposals include a modern stadium with an all weather surface pitch which will provide an enhanced facility that can be used by the community throughout the year. The indoor track will provide a facility not available elsewhere in the borough that will significantly enhance the participation in sport all year round. This facility is being provided for the community at no cost to the Council and is considered of significant benefit. The availability of additional and improved accommodation within the stadium to the community for functions and activities will enhance community provision and facilitate shared use of the development.</p> <p>It is anticipated that once improvements to the stadium are completed, investment will be attracted to the wider complex, encouraging further improvements and enhancements for the remaining facilities and outdoor spaces within the complex. It is expected that this will generate increased attractiveness and importance of the wider complex as a place to participate in sport.</p>	<p>Where the comments made are material to the assessment of the planning application they are considered in section 10 of the report.</p>
<p>London Borough of Barnet Greenspaces Services</p>	<p>Support the application.</p> <p>Identify that the scheme offers wider benefits than simply the permanent home of Premier league rugby. Consider that the current grass pitch suffers from flooding issues making it unplayable at times during the winter, while the new synthetic pitch would hugely increase the facilities availability for use by local residents,</p>	<p>Where the comments made are material to the assessment of the planning application they are considered in section 10 of the report.</p>

schools and clubs. In comparison a grass pitch aimed at the same level of professional use would not offer an equal amount of availability as at times it would need to be protected for forthcoming games.

Consider that the new indoor athletics training facilities will allow for improved winter training and overall the proposals put forward by Saracens Rugby Club would provide a positive benefit to the residents, schools and clubs who will all have the opportunity of accessing a high grade facility.

Note that there are some areas of the description of the area in Sporting Impact Assessment application that require minor corrections. These are as follows:

1. Barnet Copthall Leisure Centre – There is a pool missing from the description - the Training Pool 25m x 12m (6 lanes).
2. London Borough of Barnet Pitch Bookings – The current details on the whole are accurate, except that the Pavilion has changing capacity for up to 12 games.

Identify that currently all the sports pitches which share the facilities of the wider site make use of the parking area which adjoins the Stadium. As the Parks and Opens Spaces are intending to increase the playability of these pitches (from once daily to twice daily) through undertaking drainage improvements user numbers are expected to increase. Therefore, the parking provision and movement through the site on major event days needs to be fully considered, particularly in respect of car parking. However, there are opportunities at the site which could include possible improvements to an alternative car park adjoining the sports pavilion. As such they consider that this matter is easily remedied and they state that they will work with Saracens to address this matter before their first home match.

Conclude that they very much welcome these proposals because they will deliver a major revitalisation of the Copthall Stadium as a whole, with consequential benefits to the general public.

<p>Sport England</p>	<p>Do not object to the application and offer broad support, subject to the successful completion of planning obligations and conditions to secure the items contained within Appendix 19 of the revised Planning Statement (request the opportunity to review a draft of the legal agreement which accompanies the application prior to its completion).</p> <p>Responded to both rounds of the consultation. Initially expressed concern that the application did not address some key issues of concern to them. In response to the second round of consultation they confirmed that:</p> <ul style="list-style-type: none"> - They are satisfied the approach of erecting temporary stands over the track is workable and acceptable and affords the athletics clubs the appropriate protection, subject to the applicant entering into an appropriate planning obligation; - accept UK Athletics view that the demountable stands restricting 360 degree views around the track is a non-issue; - are satisfied with the conformation from UK Athletics that the proposed arrangement for the throwing events would not impact on the ability of the site to host meets; - wish to see appropriate planning obligations in relation to maintenance, management and the programming of events (including the track retaining its UK Athletics Class A status and the responsibility of general management of the whole facility remaining with Saracens); - are satisfied that all reasonable endeavours have been made to relocate Kentish Town Football Club and that their requirements go beyond what can reasonably be secured by the planning system as part of this application; - consider the applicant has sufficiently addressed their initial concerns; - acknowledge that the proposals are wholly in accordance with the Third Rugby Football Union Strategic Plan 2008/9 – 2015/16 and that there is a clear strategic need to the development in terms of the rugby offer; - they agree with Shaftsbury Barnet Harriers and UK Athletics that the provision of a new indoor running facility would provide a much improved range of facilities and allow a greater degree of winter training both of which provide opportunity to increase participation; and - are satisfied that the proposed 	<p>Appropriate conditions and obligations are recommended. It is considered that the proposal is acceptable and would result in positive sporting impacts for rugby and athletics. The impacts on football are also noted and are not considered to constitute a reason to refuse planning permission in this instance. Impacts on sport and recreation are addressed more fully in sections 6, 10 and 11 of this report.</p>
----------------------	--	---

	<p>development accords with exception E5 of their Playing Fields Policy in that the “development is for an indoor or outdoor sports facility , the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.</p>	
--	--	--

<p>United Kingdom Athletics</p>	<p>Support the application.</p> <p>Responded to both rounds of the consultation and supported the application in each instance. Consider that the project should bring significant benefits to local athletics and the wider athletic community and find the scheme to be consistent with the proposals in the UK Athletics Facilities Strategy. In particular the establishment of an indoor athletics facility is identified as an aspect of the scheme which would help to develop the sport at all levels and make Cophall a key facility in the delivery of coach development and coach education plans for London.</p>	<p>Impacts of the proposal on athletics are addressed in sections 6, 10 and 11 of this report.</p>
<p>England Athletics</p>	<p>Have confirmed that they consider that the views from the sport of athletics are appropriately presented in the response from UK Athletics.</p>	<p>Impacts of the proposal on athletics are addressed in sections 6, 10 and 11 of this report.</p>
<p>Shaftsbury Barnet Harriers</p>	<p>Support the application and request to speak at planning committee.</p> <p>Responded to both rounds of the consultation and supported the application in each instance. Consider the proposal would result in far greater usage by the community of what would be an outstanding asset for the residents of Barnet and the immediate surrounding areas, with Barnet schools and colleges the main beneficiaries. All matters they have raised have been satisfactorily addressed and are incorporated in the revised submission where relevant. The revised submission generates some timing issues in respect of the building phase and the transitional phase (between rugby and athletics modes). Saracens have met with them, been very supportive on both matters and arranged a meeting with their design and construction team. Conclude that the application is very much in the best interests of athletics in the Borough of Barnet, the local community and the two local athletics clubs.</p> <p>Shaftsbury Barnet Harriers have also written to the Greater London Authority to say that they believe 'very special circumstances' exist which justify allowing such development in the green belt. They also state that the proposal would represent a landmark partnership project which would ensure a true sporting legacy for not only the residents of Barnet and surrounding boroughs, but also the whole of London.</p>	<p>Conditions and obligations have been recommended to ensure that the construction phase of the development and the transitional phases (between athletics and rugby modes) are carried out in an appropriate manner which minimises the impacts on athletics facilities. Impacts on athletics more widely are addressed in sections 6, 10 and 11 of this report.</p>
<p>Barnet and District Athletics Club</p>	<p>Support the application in general.</p> <p>Responded to both rounds of the consultation.</p>	<p>In addition to controlling the use of the facility more generally the conditions and obligations recommended include</p>

	<p>Confirmed that they had reached an agreement with Saracens which would protect athletics use at the stadium in their initial response. However, in their second response they have identified some concerns about potential impacts of the proposal on their use of the facility and have requested that these are controlled through the use of conditions. These are as follows:</p> <ul style="list-style-type: none"> - To maintain the minimum requirement of lanes on the track that should be left available after erection of any stands. - Requirement that the developer should provide an indoor athletics training space. - Guarantees in respect of access in terms of maintaining access at designated training times (with guaranteed access to the clubs), and in terms of the cost of admission (link the admission prices to the current levels, with annual increases tied to inflation) - Stipulated times which the temporary stands can be left up with these arranged to minimise the impact on the track and field season. - Guarantees/requirements on Saracens to ensure the integrity of the track surface, with inspections by a UKA technical official each time the track is returned to full use (summer) and a requirement for Saracens to rectify any issues within reasonable timescales. - Maintenance of current fee levels in respect of the cost of hiring the facility for track and field meetings and that these fees will not escalate unreasonably. - There be a management forum established which will invite representation from stakeholders and ensure the club is able to be fairly represented. 	<p>measures relating to the erection and dismantling of the temporary stands, the provision of facilities for athletics, maintenance of the track, access to facilities and the establishment of a management forum. In terms of fees for the clubs using the stadium, planning obligations have been recommended which prevent the commencement of the development unless and until agreements have been completed with the two main athletics clubs on this matter. Taken in the round the changes to the athletics facilities proposed are considered by officers, subject to the conditions and planning obligations recommended, to be an improvement over the existing situation and a positive aspect of the development proposed that is likely to provide the scope for increased participation in athletics in Barnet and London. Impacts on athletics are set out in greater detail in sections 6, 10 and 11 of this report.</p>
<p>Rugby Football Union</p>	<p>Support the application.</p> <p>Responded to both rounds of the consultation and supported the application in each instance. Consider that proposal would provide an outstanding sustainable venue for rugby and a community asset used by local schools and clubs throughout the year. Confirm that there are no proposals at the current time to increase the minimum total licensed capacity of Premiership Rugby Clubs principal home grounds from 10000. Identify that the current lack of an accessible Rugby Union compliant artificial grass pitch in the area is recognised in the Middlesex RFU County Facilities Plan and is one of the stated priorities for facilities provision. Note that addressing this shortfall will contribute significantly toward a number of outcomes in the RFU Strategic Plan (2008/9-</p>	<p>Impacts of the proposal on rugby are addressed in sections 6, 10 and of this report.</p>

	<p>2015/16). Artificial pitches are also identified as a recognised mechanism in for achieving sustainable growth and addressing barriers to participation in rugby.</p> <p>Have also noted that the Professional Game Board has the discretion to waive the need for a club to comply with the Minimum Standards Criteria, where they are satisfied there is due to underlying mitigating circumstances. They have pointed out that none of the possible sanctions for the types of breaches that it is alleged this development could result in would prevent rugby being played at the stadium.</p>	
Middlesex County Rugby Football Union	<p>Support the application.</p> <p>Consider that the new facility and community outreach work of Saracens would increase the profile of rugby in schools, increase general interest in rugby in the area to the benefit of local rugby clubs; provide a year round facility for community use by all sports clubs and schools; ensure the people of Barnet have a facility to enable them to participate in the sport of their choice in the post Olympic, Paralympic (2012) and Rugby World Cup (in England in 2015) period.</p>	Impacts of the proposal on rugby and sport and the community more widely are addressed throughout sections 6, 10 and 11 of this report.
Hendon Rugby Football Club	<p>Support the application.</p> <p>Consider that the proposals would bring investment to Copthall with a commitment to make the new facilities available to community sporting organisations; Hendon Rugby Football Club and community rugby in Barnet would benefit from the presence of a Premiership rugby team in the borough; the transport plan produced promotes public transport and addresses the concerns of residents; and the structures and landscaping proposed fit the surroundings and will enhance the environs.</p>	Impacts of the proposal on rugby, transport and parking, the green belt and design and landscaping matters are addressed in sections 6, 10 and 11 of this report. Impacts of the proposal on the community more widely are also addressed in sections 6, 10 and 11 of this report.
Barnet Elizabethans Rugby Football Club Ltd	<p>Support the application.</p> <p>Consider that the proposal will strengthen their ties with Saracens; transform a dated run-down stadium into a modern, multi-purpose sports venue and community asset; refurbish the stadium thereby enhancing and protecting the beauty of Copthall; bring the Saracens Foundation to Barnet; safeguard the future of Shaftsbury Barnet Harriers and other athletics clubs in what will become a leading athletics venue; and that the match day travel plan, eases local concern about traffic and parking on the 16 days of Premiership rugby.</p>	Impacts of the proposal on sport and community use, transport and parking, the green belt, the community more widely and design and landscaping matters are addressed in sections 6, 10 and 11 of this report.

<p>Kentish Town Football Club</p>	<p>Object to the application.</p> <p>Point out that their club has played at Cophall Stadium for five seasons and has over one hundred registered players. Consider that the proposals would result in the loss of semi-professional level football at the stadium and cause their club, which is run by volunteers, to end, with the opportunity to play football at that level being lost for those who are registered to them, which includes residents of Barnet and the surrounding area. Believe that the Council could have worked with them to keep the facility for the community rather than keeping it just for the rugby community. Consider that the proposal would result in the football teams which play on the nearby pitches losing out.</p> <p>Objections are also raised in relation to traffic and parking, the green belt and impacts on the wider Cophall Centre and non-football uses of the stadium.</p> <p>42 standard letters (letter type B2) of objection have been submitted from people who play for Kentish Town Football Club and 18 standard letters (letter type B1) of objection have been submitted from people who volunteer to at the club. These take the view that the proposal would adversely affect all those who are involved with the club and result in it ending.</p>	<p>The impact of the proposed development on Kentish Town FC specifically and facilities for football at the stadium more widely are addressed in section 10 of this report. Impacts on the wider Cophall Centre, non-football use of the stadium, traffic and parking and green belt are addressed throughout sections 6, 10 and 11 of this report. The Council has been working with Kentish Town FC to assist in their satisfactory relocation and the applicant has agreed to a planning obligation which will secure a sum of £10,000 to be used if necessary in order to ensure the satisfactory relocation of Kentish Town FC to another suitable facility.</p>
<p>Hendon United Sports Club</p>	<p>Object to the application.</p> <p>Point out that they are a Jewish football club who play on the pitches by Cophall Stadium on Sunday afternoons throughout the season and have done so for 10 years. Concerned that Saracens plan to run the stadium and the wider estate and Cophall would no longer be a sports facility run by Barnet for the local community. Consider Saracens are bound to have first call on the facilities and between rugby matches and other major events more than half the Sundays between September and May would not longer be available to them. As a Jewish club only Sundays are available to them at the weekends for sporting pursuits and football (along with swimming) is the main sport enjoyed by young Jewish people in the area. They have members who are younger, disabled and who wear orthodox Jewish dress and many of their members would feel awkward in the crowds the rugby matches would generate. Parents would also not feel safe to let their children play football in the environment created by rugby matches. They consider that their needs are not being taken into account and the proposal would end their use of the pitches and further suspect it would</p>	<p>The planning application submitted (and the terms of the associated lease) do not allow Saracens to manage the football pitches near to the stadium or the wider Cophall Centre and these will remain within the Council's management and control as at present. While the proposal would result in a number of changes to the application site, these do not apply to the football pitches and there are no plans to stop the use of the pitches near to the stadium for football and there would be no loss of income arising from their hiring and community use. The conditions and obligations recommended will put in place a range of measures to co-ordinate the various uses on the wider estate, take account of their individual needs and minimise disruption and adverse impacts on other users during Saracens home rugby match days and other major events. It should also be noted that there will be a maximum of 16 Saracens home matches per annum and that not all rugby matches (or other major events) would take place on Sundays. The application documentation is considered to have assessed the impact of the proposal</p>

	<p>mean the end of their club and Jewish sport in the area. Feel the application does not take enough account of their requirements or the impact on them and point out that the council would lose the valuable revenues raised from clubs who using the football pitches.</p>	<p>adequately and to demonstrate that it will be acceptable subject to the conditions and obligations recommended. Impacts of the proposal on football and the use of the wider Copthall Centre are addressed in greater detail in sections 6, 10 and 11 of this report.</p> <p>Section 11 of the report contains an assessment of this proposed development in light of the Council's statutory duties under the Equalities Act 2010. It concludes that there are substantial benefits in terms of those statutory objectives. Officers consider (having consulted with colleagues responsible for pitch booking arrangements) that the specific concerns expressed by the Hendon United Sports Club can be addressed satisfactorily so as to accommodate their needs within the Estate Management Strategy and the Stadium Management Plan.</p>
<p>Whetstone Wanders Youth F.C.</p>	<p>Support the application.</p> <p>Have submitted a petition with 251 signatures in support of the application and consider that the proposal would transform the stadium into a modern, multi-purpose sports venue and community asset; refurbish the existing stadium, enhancing and protecting the Green Belt and the beauty of Copthall; bring the Saracens Foundation to Barnet; secure the future of Shaftsbury Barnet Harriers and other athletics clubs in the area in what will become a leading athletics venues; and includes the creation of an indoor athletics facility which allows training and competition to take place all year round. They also identify that the proposal allows a range of other sports clubs on the Copthall Site and in the surrounding areas to use the all weather pitch and indoor facility.</p>	<p>Impacts of the proposal on sport and community use, the green belt, community more widely and design and landscaping matters are addressed in sections 6, 10 and 11 of this report.</p>
<p>Ampthill Town Cricket Club</p>	<p>Support the application.</p> <p>Consider the proposal would transform the stadium into a modern, multi-purpose sports venue and community asset; refurbish the existing stadium thereby enhancing and protecting the and the beauty of Copthall; bring the Saracens Foundation to Barnet; safeguard the future of Shaftsbury Barnet Harriers and other athletics clubs in what will become a leading athletics venues; and that Saracens have developed a comprehensive match day travel plan, which eases local concern about traffic and parking.</p>	<p>Impacts of the proposal on sport and community use, transport and parking, the green belt, community more widely and design and landscaping matters are addressed in sections 6, 10 and 11 of this report.</p>

<p>Saracens Hertfordshire Cricket League</p>	<p>Support the application.</p> <p>Consider that the new transport plan would reduce car usage, promote public transport services and give a comprehensive approach to match day parking; the design and landscaping have been improved to reduce the built footprint, decrease impact on the green belt and improve the local environment; support the additional information and commitments to about the use, management and access to the site; and take the view that the overall proposals would transform the facility and create a community asset. They note that the help (operational and financial) Saracens have given them over twelve years, as their sponsor, has been vital for the 98 clubs (298 teams) the league provides cricket for.</p>	<p>Impacts of the proposal on sport and community use, transport and parking, the green belt, the community more widely and design and landscaping matters are addressed in sections 6, 10 and 11 of this report.</p>
<p>Metro Driving Ranges Limited</p>	<p>Support the application.</p> <p>Consider the stadium to be in a poor state and under utilised and that the proposal would increase its use by schools, clubs and the community in addition to rugby supporters. They take the view that some of these new users are also likely to use their facilities and they believe this would benefit their business.</p>	<p>Impacts of the proposal on sport and community use, including the wider Copthall Estate, and the community more widely are addressed in sections 6, 10 and 11 of this report.</p>
<p>Pro-Active North London</p>	<p>Support the application.</p> <p>Consider that the new transport plan will reduce car usage, promote public transport services and give a comprehensive approach to match day parking; the design and landscaping have been improved to reduce the built footprint, decrease impact on the green belt and improve the local environment; and support the additional information and commitments to about the use, management and access to the site. They identify that they have worked with Saracens for a number of years to develop and increase sports participation in Barnet and have found them to be committed to community development through sport and as a result they believe the proposal would benefit Barnet residents. They take the view that the community development proposals put forward are well thought through, based on community engagement and sustainable in the long term.</p>	<p>Impacts of the proposal on sport and community use, transport and parking, the community, the green belt and design and landscaping matters are addressed in sections 6, 10 and 11 of this report.</p>

<p>Haringey Sports Development Trust</p>	<p>Support the application.</p> <p>Consider the proposal would transform the stadium into a modern, multi-purpose sports venue and a community asset; refurbish the existing stadium thereby enhancing and protecting the green belt and the beauty of Copthall; bring the Saracens Foundation to Barnet; incorporate a comprehensive match day travel plan; secures the future of Shaftsbury Barnet Harriers and other athletics clubs in the area in what will become a leading athletics venue; and include the creation of an indoor athletics facility which allows training and competition to take place all year around.</p>	<p>Impacts of the proposal on sport and community use, transport and parking, the community more widely, the green belt and design and landscaping matters are addressed in sections 6, 10 and 11 of this report.</p>
<p>Metropolitan Police Service (Barnet)</p>	<p>Do not object to the application subject to the imposition of a condition in respect of measures for reducing opportunities for crime and fear of crime.</p>	<p>A condition in respect of measures for reducing opportunities for crime and fear of crime forms part of those recommended. This is also covered in the Heads of Terms for the Section 106 Agreement. Matters relating to crime are addressed in greater detail in section 10 of this report.</p>
<p>London Fire and Emergency Planning Authority</p>	<p>Do not object to the application.</p>	<p>Matters relating to access and safety are addressed in section.</p>
<p>Environment Agency</p>	<p>Do not object to the application.</p> <p>Subject to conditions requiring the development to be carried out in accordance with the submitted flood risk assessment and certain mitigation measures identified within it, the detailed design of the culvert and the detailed design of the swale and reed bed they do not object to the proposal.</p> <p>They also identify that the proposal would provide excellent biodiversity and environment enhancements. Responded to both rounds of the consultation and initially objected to the proposal on the grounds that it did not take the opportunity to remove the culvert and restore lost habitat. They withdrew this objection as outlined above at the second consultation.</p>	<p>The conditions requested have been included in those recommended. Water resources, drainage and flooding matters are addressed in more detail in section 10 of this report, ecology and nature conservation matters are addressed in section 10.</p>
<p>Natural England</p>	<p>Do not object to the application.</p> <p>Subject to a detailed Wildlife Management Plan being produced, agreed and implemented they do not object to the application. Consider that the revised submission demonstrates that thought has been given to the natural environment. Responded to both rounds of the consultation and did not raise any objections in either instance.</p>	<p>Conditions have been recommended in respect of the protection and enhancement of the natural environment at the application site. Ecology and nature conservation matters are addressed in section 10 of this report.</p>

<p>Barnet Group of the London Wildlife Trust</p>	<p>Object to the application and request to speak at committee.</p> <p>Consider both the walking routes shown from Mill Hill East Station to be unsuitable for the volume of people proposed and could only support the application if additional shuttle bus services were provided for supporters using Mill Hill East to minimise impact on these routes. Both routes use Sanders Lane, and wildlife along this would inevitably suffer adverse impact (including disturbance of nesting birds), along with human residents. The second route uses the Copthall Railway Walk SINC (borough importance grade II). This is inadequate in paces and the home to various wildlife, including a colony of glow worms, which would be adversely impact upon by the proposals. Although not statutorily protected glow worms are increasingly rare in the UK and extremely rare in London. Nesting birds may also be disturbed.</p> <p>Consider the assessment of impacts on bats in the Environmental Statement to be incorrect and believe that bats regularly use trees and hedgerows on the perimeters of the application site. Concerned about light spillage impacts from floodlights on bats and that mitigation proposed in this regard is inadequate. Suggest a full bat survey is carried out so the impact on bats can be fully considered and believe this should include all of the application site and surrounding areas, particularly those that will suffer light spillage.</p> <p>Take the view that the site is in the green belt and requires an increase in building footprint without demonstrating very special circumstances or that the development will have a negligible impact on wildlife.</p>	<p>The comments of the London Wildlife Trust (Barnet Group) specifically and impacts of the proposal on ecology and nature conservation more widely are addressed in section 10 of this report. Matters relating to the green belt are addressed in section 10 of this report.</p>
<p>Royal Society for the Protection of Birds</p>	<p>Object to the application.</p> <p>Satisfied that the development is not likely to have a significant effect on sites that are nationally or internationally designated for birds. However, concerned that no breeding bird survey has been undertaken and so this cannot inform any mitigation measures which may be necessary.</p>	<p>A breeding bird survey has now been carried out, submitted and assessed and the application is considered to be acceptable with the conditions and obligations recommended in respect of breeding birds. Objected to the application at the initial round of consultation and did not respond to the second round of consultation, which contained the breeding bird survey.</p>
<p>Thames Water</p>	<p>Do not object to the application.</p> <p>However, the existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Therefore recommend a condition is imposed to ensure that the water</p>	<p>The condition requested by Thames Water has been included in those recommended. Water resources, drainage and flooding matters are addressed in more detail in section 10 of this report.</p>

	supply infrastructure has sufficient capacity to cope with the additional demand the development would generate. Have reviewed the foul drainage documents supplied and these meet their drainage strategy.	
English Heritage Archaeology	Do not object to the application. The site lies in a location that can generally be described as having a low archaeological potential. The proposals do not pose a significant threat to historic assets of archaeological interest and they would not advise that any archaeological condition should be attached to any consent granted under this application.	Matters relating to archaeology are addressed in section 10 of this report.
The University of London Observatory	Object to the application. Note that that considerable modifications have been made to the scheme. Identify that these go a very long way towards addressing their concerns and make it clear that they greatly appreciate the concessions which have been made. However, have concerns that the long term consequences of the development will have an adverse impact on their observational capability. They point out that if the application were to go to appeal they would probably not sustain their objection at that stage, provided that the modified lighting plan was still in place. Consider that while the revised proposal would largely eliminate direct glare, the reflected light off the playing surface would cause a considerable increase in sky (diffuse) background intensity in the vicinity of the stadium. Also express concerns that the development as submitted will expand into something bigger.	The modified proposals, as controlled by the conditions and obligations recommended, are considered to have reduced the lighting impacts of the proposal to an acceptable level. The application is therefore found to be acceptable in this regard. The concerns around subsequent proposals are noted. However, it is not considered that a refusal of the application on this basis would be justified in this instance and any further applications would be assessed on the basis of their individual planning merits. The lighting impacts of the proposal are addressed in section 10 of this report.
Barnet Partnership for School Sport	Support the application. Consider that Saracens have been a tremendous resource in achieving the goal of increasing participation in school sport and PE in Barnet; the high quality delivery of their coaching, events and competitions have enabled a vast number of young people to benefit from playing rugby; their work around inclusion this year will heavily involve Saracens and include sporting events coaching and disability awareness training; and that their development and regeneration of the Copthall site would help to build a better and more accessible place in Barnet for school sport.	Impacts of the proposal on sport and community use are addressed in sections 6, 10 and 11 of this report.
Whitefield School	Support the application. Consider that the proposal would renovate Copthall Stadium and help to realize its	Impacts of the proposal on sport and community use, the community more widely and design and landscaping are addressed in sections 6, 10 and 11 of this

	<p>potential; and includes outstanding athletics and other facilities which they and the wider community would benefit from access to. They believe that Saracens have a well deserved reputation as a community club and that they have already been in discussions about how they can help them in terms of sporting and non-sporting matters. The non-sporting areas include strategies to improve attendance and behaviour, build confidence, develop a positive ethos amongst pupils who may have difficulties beyond school, bring a sense of achievement to more students and provide opportunities for more apprenticeships in Barnet. They also identify that Saracens moving to Copthall would put Barnet on the sporting map, increase visitors and add to Barnet's reputation as a successful London borough.</p>	<p>report.</p>
<p>The Totteridge Academy</p>	<p>Support the application.</p> <p>Consider that great efforts have been made to produce a new transport plan to reduce car usage, promote public transport services and give a comprehensive approach to match day parking; the design and landscaping to have been improved to minimise impact on the environment; and note that additional information and commitments to about the use, management and access to the site are provided. They point out that they have worked with Saracens over a number of years and find them to have an unwavering and genuine commitment to providing community support and enhancing the educational experience of students.</p>	<p>Impacts of the proposal on sport and community use, transport and parking, the community more widely, the green belt and design and landscaping matters are addressed in sections 6, 10 and 11 of this report.</p>
<p>Woodcroft Primary School</p>	<p>Support the application.</p> <p>Consider that the school has benefited from links with Saracens over recent years including curriculum coaching programs, visits from international rugby players, tickets to matches and participation in tag rugby tournaments. They believe these experiences have enriched the work of the school; that Saracens relocation to Copthall would provide further opportunities for Barnet schools to benefit; and that the proposal overall would create an asset for the local community.</p>	<p>Impacts of the proposal on sport, community use and the community more widely are addressed in sections 6, 10 and 11 of this report.</p>
<p>St. Mary's Church of England High School</p>	<p>Support the application.</p> <p>Consider that the new transport plan would reduce car usage, promote public transport services and give a comprehensive approach to match day parking; the design and landscaping have been improved to reduce the built footprint, decrease impact on the green belt and improve the local environment; and</p>	<p>Impacts of the proposal on sport and community use, transport and parking, the community more widely, the green belt and design and landscaping matters are addressed in sections 6, 10 and 11 of this report.</p>

	<p>support the additional information and commitments to about the use, management and access to the site. They take the view that the overall proposals would transform the facility and create a community asset.</p>	
<p>St. James Catholic High School</p>	<p>Support the application.</p> <p>Consider that the new transport plan would reduce car usage, promote public transport services and give a comprehensive approach to match day parking; the design and landscaping have been improved to reduce the built footprint, decrease impact on the green belt and improve the local environment; and support the additional information and commitments to bring about the improved use, management and access to the site. They take the view that the overall proposals would transform the facility and create a community asset to the benefit of students and residents in the area.</p>	<p>Impacts of the proposal on sport and community use, transport and parking, the community more widely, the green belt and design and landscaping matters are addressed in sections 6, 10 and 11 of this report.</p>
<p>Oaklands College</p>	<p>Support the application.</p> <p>Consider that Saracens have a commitment to community support and development which would be of great benefit to local and surrounding communities and would bring to the local area the opportunity for people of all ages to engage in sport and experience the sense of teamwork and values.</p>	<p>Impacts of the proposal on sport, community use and the community more widely are addressed in sections 6, 10 and 11 of this report.</p>
<p>Choir with No Name</p>	<p>Support the application.</p> <p>Consider that Saracens have a strong sense of community and responsibility and their moving to Barnet could only be a positive thing for residents.</p>	<p>Impacts of the proposal on the community are addressed throughout sections 6, 10 and 11 of this report.</p>

Standard letters of support for the application

Standard letter of support A:

Planning Services
North London Business Park
Oakleigh Road South
London
N11 1NP

Saracens proposals for Barnet Copthall Stadium – planning application ref: H/00928/11

I am writing to reaffirm my support for Saracens proposals to revive and refurbish Barnet Copthall Stadium following the latest revisions that have been submitted to the Council. In particular, I support:

- The new transport plan which reduces the level of car usage, promotes additional public transport services on match days and a comprehensive approach to match day parking.
- Further information and commitments about how the wider Copthall site will be used, managed and accessed.
- The improved design and landscaping, which will improve views and result in a smaller built footprint – all of which will reduce any impact on the Green Belt and actually improve the local environment.

The overall proposal, coupled with the latest improvements, will transform a dated and run-down facility and create a real community asset, which is why I strongly support the planning application.

Yours sincerely

Standard letter of support B:

Planning Officer,
Barnet Council,
North London Business Park,
Oakleigh Road South,
London
N11 1NP

**Saracens regeneration of Barnet Copthall Stadium – Revised Plans,
September 2011**

I live in the Borough of Barnet and will be eligible to vote at the next local council elections. I am in my final year at school, in the sixth form.

I wish to express my support for the proposed regeneration of Barnet Copthall Athletics Stadium to create a new multi- purpose sports venue for the use of the local community in our borough.

I believe that the stadium has been thoughtfully designed to incorporate many environmentally friendly features and that Saracens and their associated charitable Sports Foundation will be a great asset to the borough of Barnet, helping many young people in our area.

Please register my support for these proposals.

Standard letter of support C:

Case Officer,
Major Developments Team,
Planning, Housing and Regeneration,
London Borough of Barnet,
Building 2, North London Business Park,
Oakleigh Road South,
London N11 1NP.

Planning Application No.H/00928/11 Saracens re Barnet Copthall Stadium

I understand that Saracens Rugby Club have re-submitted plans with regard to their proposed refurbishment of Barnet Copthall Stadium.

I would like to offer my unreserved support for this refurbishment not least because the proposal will transform a dilapidated stadium into a modern multi-purpose sports venue and a genuine community asset suitable for the 21st century. I understand that the stadium will only be used 16 times a year by Saracens and for the rest of the time can be used for many different sports and by various clubs. WOW – how fantastic is that!?

The Saracens Sports Foundation does much valuable work in schools and clubs and I hope will continue to do so using a superb new facility.

There will undoubtedly be many teething problems certainly on match days but if Saracens have done their homework, and I am sure they will have done, these will soon be ironed out.

So let's get behind Sarries and get the refurbishment work going asap.

Yours sincerely,

Standard letter of support D:

Planning Services
North London Business Park
Oakleigh Road South
London
N11 1NP

Saracens Proposals to Revive Barnet Copthall Stadium

Planning application ref: H/00928/11

I would like to express my strong support for Saracens proposals to revive and refurbish the Barnet Copthall Stadium for the reasons outlined below.

- The proposal will transform a dated, run-down stadium into a modern, multi-purpose sports venue and a genuine community asset;
- The proposal will refurbish the existing stadium on the same footprint, thereby enhancing and protecting the Green Belt and the beauty of Copthall;
- The proposal would bring the Saracens Sports Foundation to Barnet, turning gangs into teams and becoming a strong force for good in the community;
- Saracens have developed a comprehensive match day travel plan, which eases local concern about traffic and parking on the 16 days of Premiership rugby;
- The proposal safeguards the future of Shaftesbury Barnet Harriers and other athletics clubs in what will become one of the leading athletics venue in south-east England.

For these reasons, I strongly support the Saracens proposal to revive Barnet Copthall Stadium.

Yours sincerely

Standard letters of objection to the application

Standard letter of objection A:

Re: Application by Saracens in relation to Cophall Stadium, Mill Hill, London, NW7.

Planning application ref: H/00928/11

I live in [POSTCODE INSERTED] (my full address is at the end of this email) and I am writing to you to object to this planning application on the following grounds:

The impact of extra traffic concentrated around games at a 10,000 seat stadium, the requirement for parking both on-site and in the vicinity, and numbers of coaches, media vehicles and crowds of supporters will have an adverse effect on our amenity contrary to Policy L19 of the London Borough of Barnet Unitary Development Plan.

Public transport is poor in the surrounding area, and I understand the stadium itself is regarded by Transport for London as not being served by public transport at all. The use of school and public car parks in Mill Hill and Hendon by rugby supporters coming to a game will impact on the enjoyment of activities at school buildings and in other open spaces and parks by local people, and on the leisure use of existing rail, tube and bus services.

Developing the Cophall stadium will result in an increase in car journeys because of the very poor public transport access. Siting a 10,000 seat stadium here is contrary to the Mayor of London's London Plan.

The bulk and appearance of the proposed stadium will have a harmful impact on the character and appearance of the site contrary to Policy L19 of the London Borough of Barnet Unitary Development Plan.

The proposed complex of existing stadium, new building, demountable stands, and roofs is ugly in appearance and will detract both from the openness of Cophall and the visual amenity of the area.

The new proposed indoor sports building beneath a covered stand opposite the existing stand, together with the proposed "demountable" stands at each end of the stadium and in front of the two other stands intended to raise the seated capacity to 10,000 are inappropriate development within the terms of Planning Policy Guidance Note 2. No "very special circumstances" have been demonstrated for this proposal seriously to be considered.

I am concerned about the probable use of the new building for offices, a base for a charity, and retail and catering facilities associated with Saracens. In particular hospitality boxes and supporting catering facilities are unacceptable.

The presence of crowds of at least 7000 and up to 10,000 people arriving for a game at the stadium on 16 days a year at weekends will seriously disrupt Barnet citizens' use of the other facilities on site (these include the swimming pool, the golf range, amateur football pitches, and the open space for informal recreation). In effect, local people will be deprived of our community facilities for 16 days a year for the benefit of a commercial professional rugby club. Participative amateur sport will suffer.

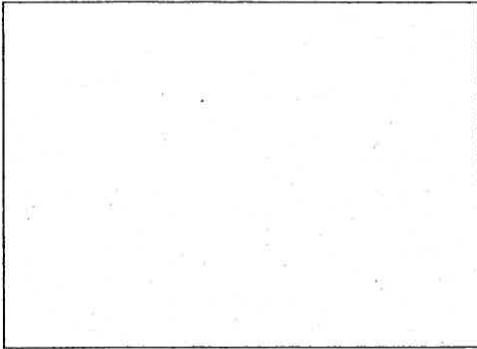
Saracens has a regional rather than a local connection, and no obvious connection to Mill Hill, Hendon or the London Borough of Barnet.

A suitable stadium could be built on one of many other sites in the region. It does not have to be put on Green Belt land and could, with advantage in terms of parking, be sited on an industrial estate

Yours sincerely

Standard letter of objection B1:

Kentish Town Football Club



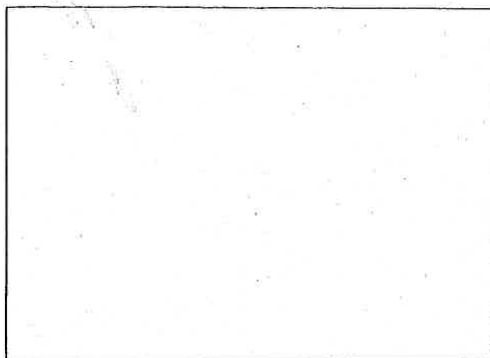
I am writing to object to the plans of Saracens taking over the Barnet Copthall Stadium. I am a volunteer who gives up many free hours to provide football for the community, we use Barnet Copthall Stadium three and sometimes four days a week, all the hard work that this club has put in over the years will be lost and will affect all those who play for the club,

I will be one of many that will suffer if Saracens take over and our club will cease to be.

Regards

Standard letter of objection B2:

Kentish Town Football Club



I am writing to object to the plans of Saracens taking over the Barnet Copthall Stadium, I play for Kentish Town Football Club and use the stadium three times a week for training and playing, if Saracens take over the stadium it will mean the end of our club.

Our club has been in existence since 1994 and has given many players a chance to play football at a high level, the club is run by volunteers who work very hard behind the scenes so that I can play the game that I love.

I will be one of many that will suffer if Saracens take over and our club will cease to be.

Regards

Standard letter of objection C:

Major Developments Team,
London Borough of Barnet,
Building 2, North London Business Park,
Oakleigh Road South,
London, N11 1NP.

Ref. No. H/00928/11

I would like to **object** to the above proposal for Cophall Stadium. The reasons which particularly concern me are ticked below, and if I have not ticked any box, then all points concern me equally.

Traffic and Parking

The area is already congested when 2000 people use the stadium, or when girls arrive and leave the local Cophall and Hasmorean schools (total roll 2100). With five times as many people, it will be a nightmare, even before the 2500-home Inglis Barracks development is built.

The satellite car parks are only going to be available on the 16 days when Saracens play, not if the stadium is hired out to other large clubs, as may be needed for economic reasons; then we will be inundated with congestion and parking issues. The match day parking plans (for Fridays, Saturdays or Sundays) use up the car parks of most of the schools around, and many station car park places, crowding out locals for school activities and travel. Emergency services for locals will be hampered.

Noise

To cope with traffic congestion, Saracens "*propose to provide incentives to supporters to arrive early and leave late on match days by providing extended entertainment and other activities such as ... a music show in advance of a match*". A crowd of 10,112 and a PA system in an open stadium means a lot of noise.

Loss of amenity

Community use will be guaranteed for **30** hours a week; at the moment it is **44** in winter and **64** in summer. Athletics and football will be downgraded and priority given to a professional Premiership rugby team. To cope with congestion, "*arrivals and departures timed over a typical 2 hour period*", so on match days most of the day will be given over to the match and residents' other activities will be severely hampered by the traffic and congestion.

Green Belt

A stadium which has **5** times as many spectators, **8** times the stand footprint and **10** times the bulk is in no way a "*marginal*" increase as claimed. The overflow parking field will be permanently surfaced and frequently used. If the development is allowed, it will pave the way for more. I cannot see any very special circumstances to justify this degradation of the Green Belt.

Yours sincerely,

Standard letter of objection D:

Re: Revised application by Saracens in relation to Cophall Stadium, Mill Hill, London, NW7.

Planning application ref: H/00928/11

I live in [POSTCODE INSERTED] (my full address is at the end of this email) and I am writing to you to object to the revised planning application on the following grounds:

Traffic and Parking

Whilst the applicant states in their revised application that the number of trips by car will be reduced through the use of coaches and shuttle buses, they still quote the need for a significant number of parking spaces. In addition, the applicant takes no responsibility for and gives no guarantee that these coaches will be provided, leaving it to amateur clubs and supporters to arrange contracts and providers to apply for a parking space on site. The quoted walking times from Hendon Central and Colindale stations are unrealistic. The quoted frequencies of existing bus, tube and train services do not reflect reality. Once spectators experience the reality of accessing Mill Hill by public transport at the weekend, they will resort to travelling by car. They are likely to park in areas outside of the identified zones that are still well within 30 minutes walking distance - a distance that the applicant already expects their fans to be prepared to walk from local stations. This will bring chaos to these areas.

Green Belt

Whilst the applicant has proposed changes to the materials to be used, colour of stands and reduction of advertising hoarding sizes etc the height, bulk and design of the stadium would still have an unacceptable impact on the openness of the green belt. In addition, they are proposing to make significant use of the facilities as a conference centre and will be moving their offices from St Albans. Commercial conference centres and offices are not acceptable developments on green belt land. By their own admission, the main purpose of such a large stadium is to host rugby matches, which will take place 16 times per year. The office and conference facilities, which they expect commercial organisations as well as community organisations to hire, will be used every day and all year round. The applicant has not made a robust case for very special circumstances. They have not demonstrated that they have exhausted all other possible brown field locations, the emphasis on their link to this part of North London is weak given their history and fan catchment area, and they have not demonstrated that the activities of their foundation will bring greater benefits and are more important to this area than to other areas in which they have a fan base.

Loss of amenity

The current use of Cophall and its facilities by the community at the weekend has been grossly underestimated by the applicant. Far from improving community access, their proposal that "genuine activity users" will have to prove their entitlement to park on the site during events held on match and non-match days, is impractical, unmanageable and a gross infringement of people's right to freely access the facilities and open space. People will not be allowed access by car to walk their dog, play football, jog, walk, fly kites and carry out the many other activities currently enjoyed on site. This disruption will occur every other weekend for 9 months of the year, significantly decreasing the availability of the facilities at the weekends, when most people have the opportunity for leisure activities. In addition, the loss of the rare 12 lane track for the vast majority of the year is unacceptable.

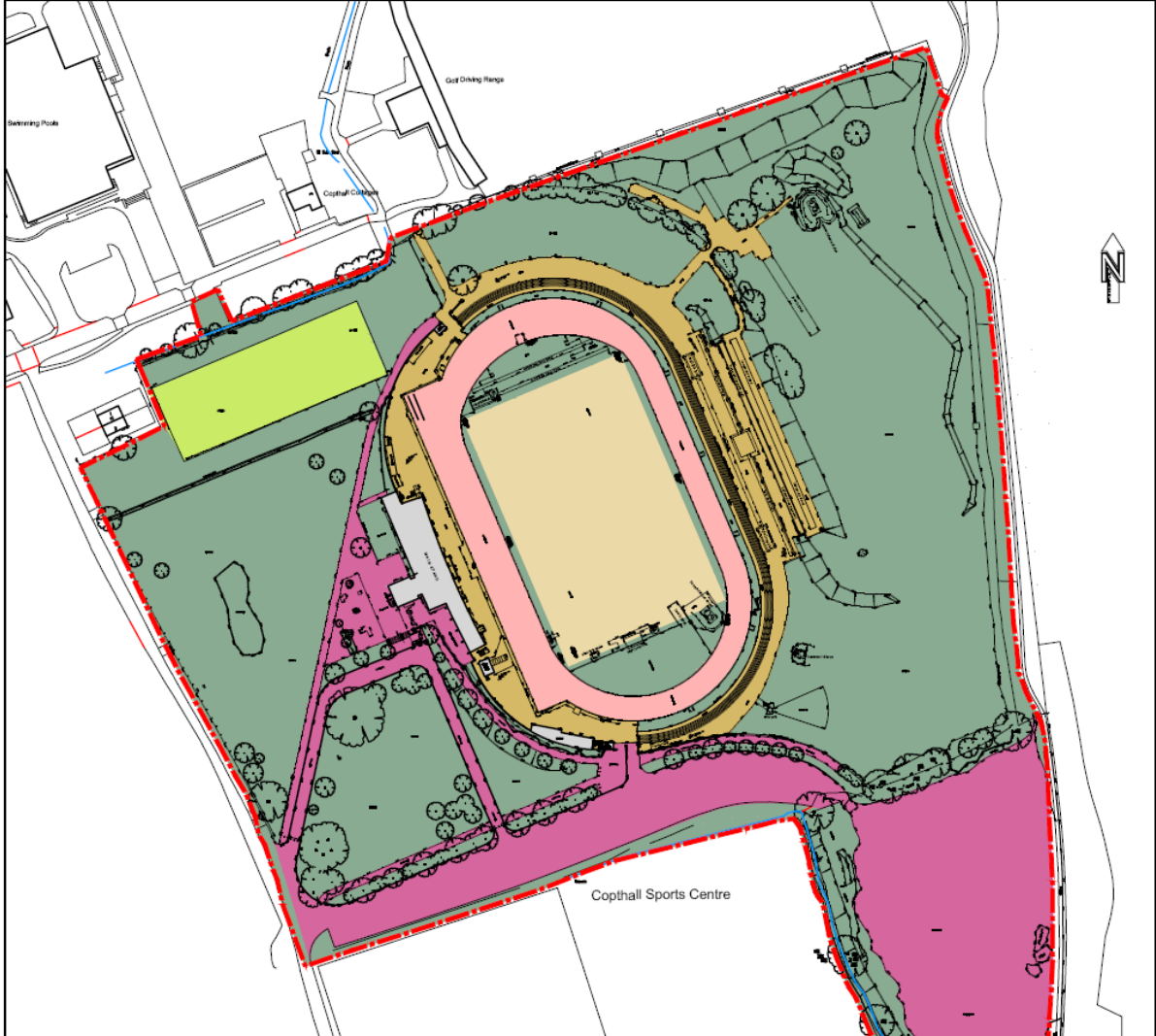
Yours sincerely,

Appendix 4

Changes to the building footprint and surface treatment

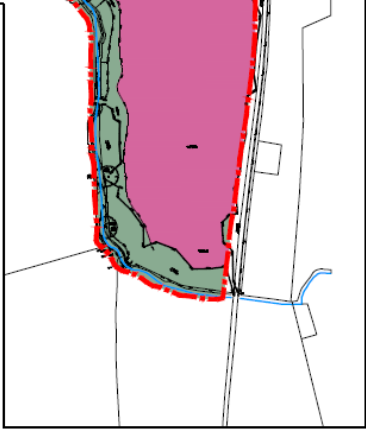
APPENDIX 4: CHANGES TO THE BUILDING FOOTPRINT AND SURFACE TREATMENT

Site as Existing

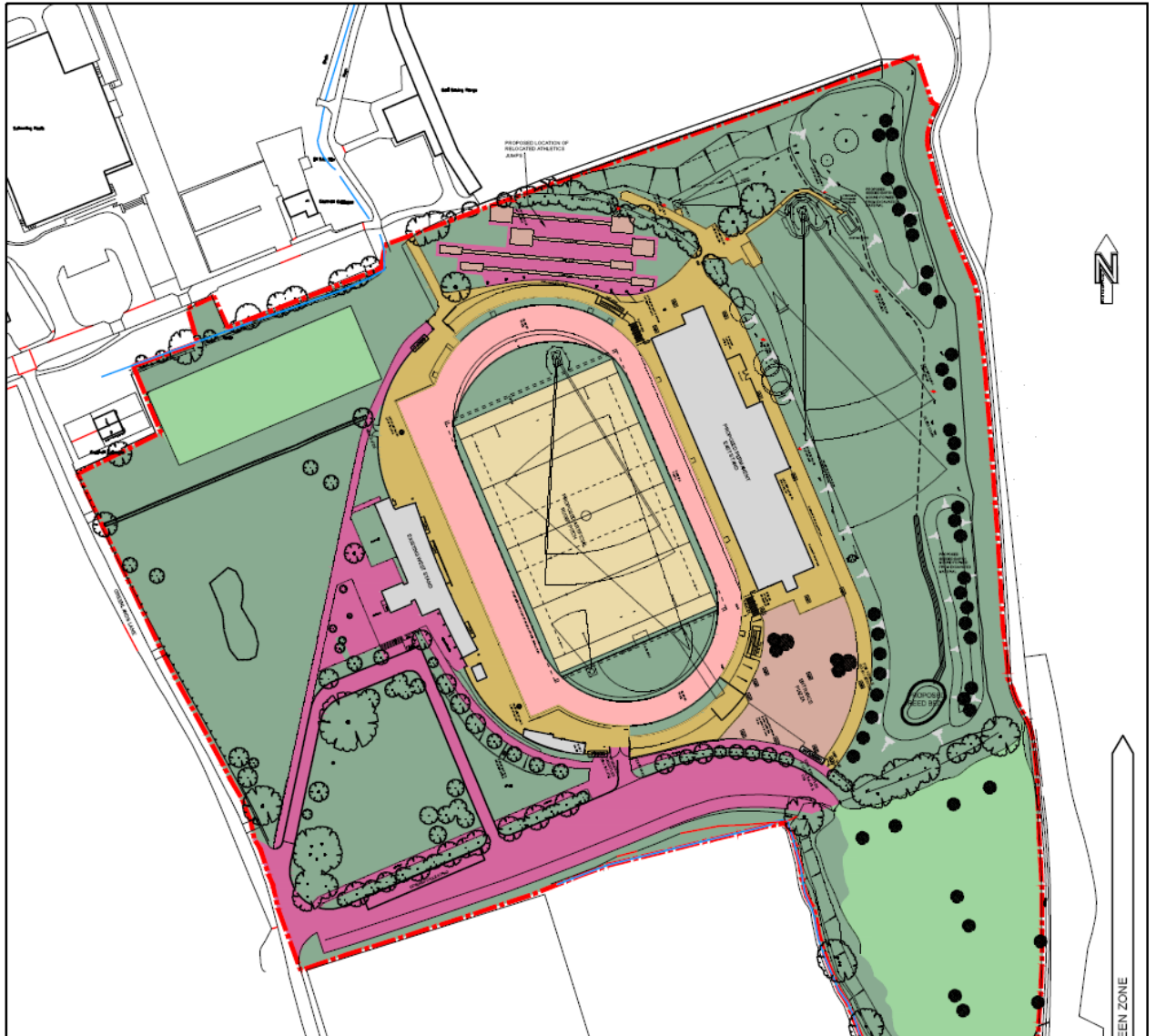


EXISTING SITE PLAN

LEGEND	
	BUILDINGS
	DEMOUNTABLE STANDS
	IMPERMEABLE HARD SURFACES (Stadium)
	IMPERMEABLE HARD SURFACES (Site)
	PERMEABLE HARD SURFACES (Stadium)
	NEW GRASS AREA (Site)
	REDGRA (Existing)
	SOFT SURFACES
	RUNNING TRACK
	PITCH
	TRACK CENTRE (MINUS PITCH)
	BOUNDARY LINE



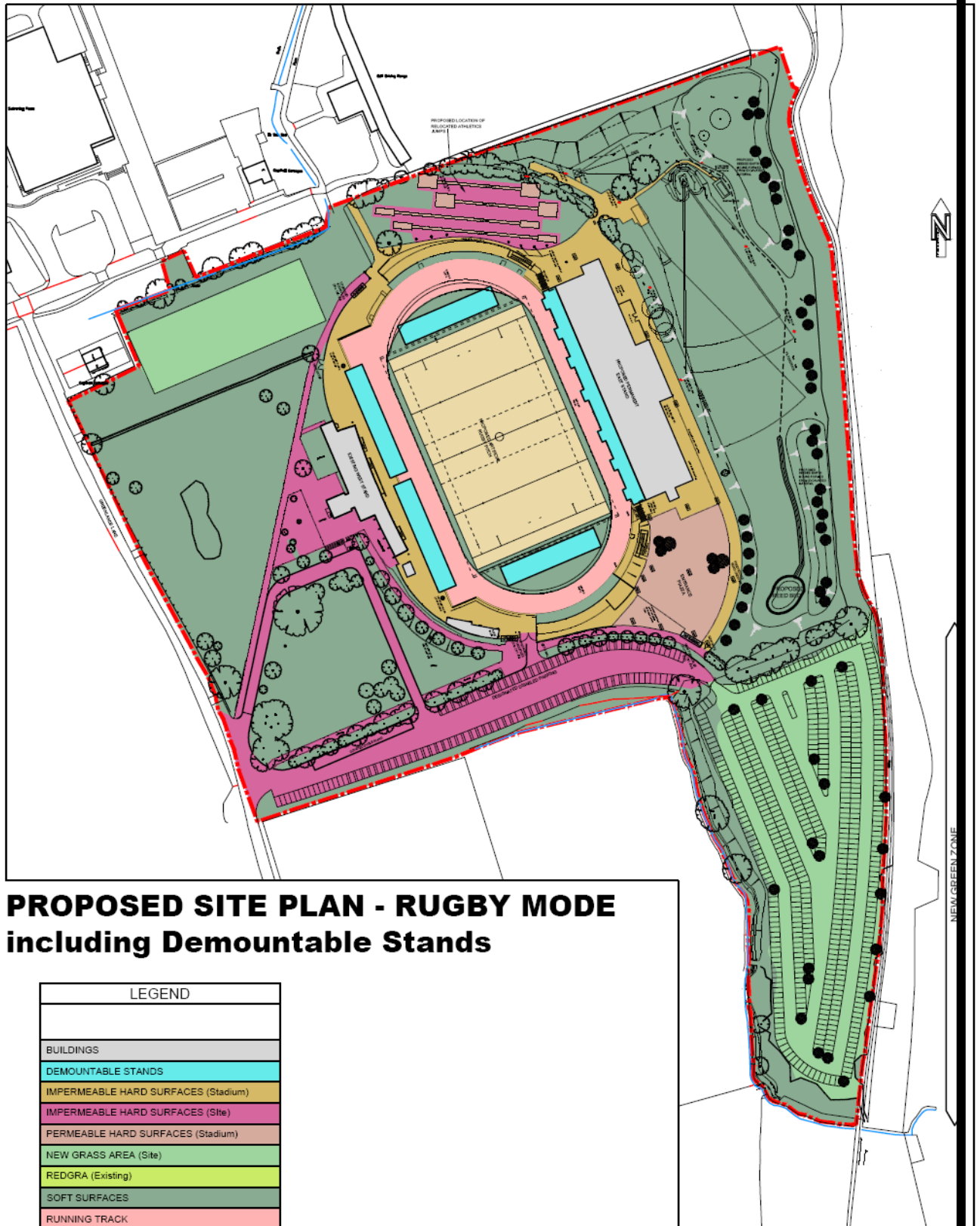
Site as Proposed (Athletics Mode)



PROPOSED SITE PLAN

LEGEND	
	BUILDINGS
	DEMOUNTABLE STANDS
	IMPERMEABLE HARD SURFACES (Stadium)
	IMPERMEABLE HARD SURFACES (Site)
	PERMEABLE HARD SURFACES (Stadium)
	NEW GRASS AREA (Site)
	REDGRA (Existing)
	SOFT SURFACES
	RUNNING TRACK
	PITCH
	TRACK CENTRE (MINUS PITCH)
	BOUNDARY LINE

Site as Proposed (Rugby Season Mode – Including Demountable Stands)



PROPOSED SITE PLAN - RUGBY MODE including Demountable Stands

LEGEND	
	BUILDINGS
	DEMOUNTABLE STANDS
	IMPERMEABLE HARD SURFACES (Stadium)
	IMPERMEABLE HARD SURFACES (Site)
	PERMEABLE HARD SURFACES (Stadium)
	NEW GRASS AREA (Site)
	REDGRA (Existing)
	SOFT SURFACES
	RUNNING TRACK
	PITCH
	TRACK CENTRE (MINUS PITCH)
	BOUNDARY LINE

Appendix 5

Stadium indicative activities program

APPENDIX 5: STADIUM INDICATIVE ACTIVITIES PROGRAM

1. SUMMER MONTHS (May - August)

Summer	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday				
	AM	PM	Evening	Am	PM	Evening	Am	PM	Evening	Am	PM	Evening	Am	PM	Evening	Am	PM	Evening	Am	PM	Evening		
Athletics Track	Schools or Community Use	Athletics		Schools or Community Use	Athletics		Schools or Community Use	Athletics		Schools or Community Use	Athletics		Schools or Community Use	Athletics		Schools or Community Use	Athletics Event				Athletics		
Track & Field Areas	Schools or Community Use	Athletics		Schools or Community Use	Athletics		Schools or Community Use	Athletics		Schools or Community Use	Athletics		Schools or Community Use	Athletics		Schools or Community Use	Athletics				Schools or Community Use	Athletics Event	Athletics
Artificial Pitch	Schools or Community Uses			Schools or Community Uses			Schools or Community Uses			Schools or Community Uses			Schools or Community Uses			Community Use			Community Use				
West Stand Changing	Used as above			As Above			As Above			As Above			As Above			As Above			As Above				
East Stand Indoor Training	Athletics, Cricket or Other			Athletics, Cricket or Other			Athletics, Cricket or Other			Athletics, Cricket or Other			Athletics, Cricket or Other			Athletics, Cricket or Other							
Hospitality	Training / Conferences			Training / Conferences			Training		Social Event	Training / Conferences		Training		Social Event	Social Event			Social or Community Use					
Offices	Saracens			Saracens			Saracens			Saracens			Saracens										

2. WINTER MONTHS (Sept-April) - WITH RUGBY MATCHDAY

Winter	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday		
	AM	PM	Evening	Am	PM	Evening	Am	PM	Evening	Am	PM	Evening	Am	PM	Evening	Am	PM	Evening	Am	PM	Evening
Athletics Track	Schools or Community Use	Athletics		Schools or Community Use	Athletics		Schools or Community Use	Athletics		Schools or Community Use	Athletics		Schools or Community Use	Athletics				Match Set up	MATCHDAY		
Track & Field Areas	Schools or Community Use	Athletics		Schools or Community Use	Athletics		Schools or Community Use	Athletics		Schools or Community Use	Athletics		Schools or Community Use	Athletics				Match Set up			
Artificial Pitch	Schools or Community Uses			Schools or Community Uses			Schools or Community Uses			Schools or Community Uses			Schools or Community Uses			Match Set up					
West Stand Changing	Used as above			As Above			As Above			As Above			As Above			Match Set up					
East Stand Indoor Training	Athletics, Cricket or Other			Athletics, Cricket or Other			Athletics, Cricket or Other			Athletics, Cricket or Other			Athletics, Cricket or Other			Match Set up					
Hospitality	Training / Conferences			Training / Conferences			Training		Social Event	Training / Conferences		Training		Social Event	Match Set up						
Offices	Saracens			Saracens			Saracens			Saracens			Saracens								

Appendix 6

Applicant's statement

APPENDIX 6: APPLICANT'S STATEMENT



August 2011

The Cophall Revival... revised

by Edward Griffiths, CEO

In March 2011, Saracens submitted a planning application to the London Borough of Barnet, proposing to refurbish the Cophall Stadium... investing £16m of private money to create a unique and fully integrated community sports hub, a secure base for the resident athletics clubs and a new home for north London's Premiership rugby club.

Since the delivery of these documents, in ten large boxes, a broad range of stakeholders and Barnet residents have offered their views on the proposals.



In public meetings, and private discussions, in school halls and in pubs, Saracens have taken care to listen, to learn and now intend to revise the application, and provide additional material and reports in support of the proposals.

In March 2011, we outlined plans for the so-called Cophall Revival. Five months later, in August, we are proposing the Cophall Revival... revised.

What has changed?

The vision has not changed. The vision of creating a modern, multi-sports venue in the heart of Barnet remains as bold, as innovative and as exciting as ever.

'A true community sports centre'

Above all, the revived Cophall stadium will be a true community sports centre, with each of the sports facilities available free of charge to every school in the borough.

1. The artificial turf pitch, available seven days a week, 52 weeks per year, will create something unique in UK sport – an elite sports stadium seen on television at the weekend and then used by local people on the Monday morning; when youngsters in Barnet turn up at Cophall, and use the same changing room as David Strettle and Schalk Brits, they will be motivated and inspired to play sport;



2. The indoor sports area beneath the new East Stand will address the severe lack of such facilities in north London, offering an ideal year-round venue for athletics (six lanes, throwing and jumping), for cricket nets and other codes.
3. The three inter-connecting areas on the first floor of the new East Stand provide an ideal venue for martial arts, dance classes and other uses.
4. The improved outdoor facilities, including the track, jumps area, throws area and cross-country hills will present an ideal athletics facility.

The exceptional sporting facilities are all well and good. Any organisation, with the financial resources, can create exceptional sports facilities.

The Saracens plan for Cophall goes much further.

Aside from making the investment, we are committed to working with other Cophall users to improve facilities and ensure the revival of the stadium becomes a catalyst for improved management, energy efficiency, scheduling, access and delivery across the entire site.

Aside from making the investment, we will base the award-winning Saracens Foundation at the stadium, providing the skills, the experience and structure to ensure the facility is used by local people, day in day out, week in week out, for years to come... and we will move the club's administrative offices back into the heart of north London.

Our commitment sets apart Saracens as uniquely ideal investors in Cophall. The nature of the opportunity sets Cophall apart as an ideal home for Saracens.

'Why can't you move somewhere else?' ask objectors.

We wish to move to Copthall, as opposed to anywhere else, because Copthall alone offers us the opportunity to be much more than just a Premiership rugby club, albeit the current champions of England. By moving to Copthall, Saracens can move back home to the heart of north London and effectively promote sport, fitness and healthy living.

We can engage with people, we can make a real difference in ways that simply would not be possible if we were to find another site somewhere outside the M25.



Saracens has been seeking a new home for some time now, regularly inspecting sites and meeting prospective partners for the past three years. The reality in professional rugby is that clubs who operate their own home grounds, rather than rent from football clubs, are the clubs who make the most progress towards commercial viability.

This search became more urgent in 2010 when Watford Football Club, our landlords at Vicarage Road since the 1997/98 season, exercised a clause in our rental contract, ending our tenancy at the end of the 2009/10 season. The Championship football club have since agreed to a one-year extension, but their Board have made it clear they will not consider a further extension beyond the end of the 2010/11 season.

As we urgently visited sites and met prospective partners, our options began to narrow and our choice started to seem increasingly clear.

EITHER we would remain what we have been since 1876, a north London rugby club promoting the game and its unique values to the people of north London, and we would find a new home at Copthall stadium (other sites in the same area were either unavailable or prohibitively expensive);

OR we would pursue sites beyond our traditional catchment area and effectively be compelled to start a new club for a new audience.

Simply put, we wish to stay in north London. We wish to invest in the area, for the benefit of the local people. We wish to create a genuinely unique sports facility.

What exactly is being proposed?

It is the privately-funded refurbishment of an increasingly dilapidated stadium, which, in the absence of new investment, will fall into ever greater disrepair.

The creation of a multi-sports facility inevitably requires compromise on all sides but, after lengthy consultations on all sides, we are proposing a design that...

1. Provides an exceptional facility for athletics, and, through legal agreements, safeguards the future of the sport at Cophall
2. Provides exceptional facilities for community sport, indoor and outdoor with capacity to accommodate a broad range of codes.
3. Provides an exceptional venue for Premiership rugby on up to 16 match days per year, depending on whether we qualify for home knockout matches and on the number of home matches we choose to play at Wembley stadium.

Our proposal incorporates the construction of a new East Stand, the refitting of the existing West Stand, the installation of a state-of-the-art artificial turf pitch, the upgrading of the throws area behind the East Stand, the creation of a new jumps area at the northern end of the stadium and general beautification of the entire site.

These permanent facilities will be enhanced, between September and May each year, by the installation of four demountable stands... a front section of the new East Stand, a stand in front of the West Stand and stands inside the athletics track at the north and south ends of the field. These structures will bring the total capacity to 10,000.

The concept is supported by Sport England, the Rugby Football Union and UK Athletics, and represents an excellent, though in the UK sadly rare, multi-sport venue.



FOR ATHLETICS... for competition and training in the summer, an athletics venue second only to the Olympic Stadium in the south east of England...

For training in the winter, a fully-equipped indoor training area and outdoor facilities including four unimpeded lanes of the track, a throws area and a jumps area – ‘training will be focussed on the East Stand, and we will have the indoors area, from where we will turn left to run, we will go straight on to jump and we will turn right to throw’

For Shaftesbury Barnet Harriers and Barnet and District athletics club, a secure future.

FOR THE COMMUNITY... an effective hub, a place where on any given day you may find local school children playing on the artificial turf pitch, athletes training in the weights room, shot putters working in the throws area, cross-country runners striding up the slope at the northern end, triple jumpers working in the jumps areas, cricketers practising in the indoor nets, dance classes for the over 50s taking place on the first floor of the East Stand, Physical Education students from Middlesex University studying in a seminar on the second floor of the East Stand, and the Mill Hill Bridge Club in attendance.

FOR PREMIERSHIP RUGBY... an exceptionally, comfortable, neat and compact stadium that combines modern technology with the best traditions of the game... where seats are slightly wider than usual, where tickets can be printed at home, where season ticket holders can purchase merchandise, food and drink with a simple swipe of their card, where the indoor training area is converted into a long match day bar with screen showing other matches, where the new PA system is perfectly audible inside the stadium and inaudible outside, where the south end becomes the Family End with a crèche, a bouncy castle and a sweet shop, where the north end becomes the Supporters End with real ale and excellent food, where the VVIP and VIP areas offer the finest match day experience in the Premiership, where children can play on the field after the final whistle...



The prospects at a revived Cophall stadium for athletics, community sport and Premiership rugby are almost without limit and wonderfully exciting... although it now seems inevitable the refurbishment will not be completed in time for the stadium to be sufficiently equipped to be chosen by a visiting team as a training venue for the Olympic Games.

Addressing the challenges – the Green Belt

Of course, as a club, we recognise our proposal brings challenges... specifically (a) in demonstrating the 'very exceptional circumstances' required to permit this type of development in the Green Belt, and (b) in proving the traffic and parking strategy can effectively minimise disruption for local residents.

One of the clearly stated objectives of the Green Belt is to provide opportunities for sport and recreation, with all the attendant benefits for healthy living... we strongly believe our plan will encourage many more people to use Cophall for exactly this purpose.

Following consultations and discussions over the past five months, we have now included the following measures within our revised proposal...

1. We have modified the design of the East Stand; while it's size is constrained by the need to accommodate 10,000 spectators and the reality that the north, south and west stands have no more space to be expanded, we have adjusted the design, reduced the size of advertising hoardings on the roof, changed the colour of the seats, planned to introduce creepers, other green covering and to plant more trees to improve the overall appearance and reduce its visual impact.
2. We have introduced solar panels and ground source heat pumps to exploit renewable energy sources and reduce carbon emissions.
3. We have changed the colour of the roofs of the demountable stands to green to ensure they blend in with the prevailing background.
4. We have planned to invest in outstanding PA and floodlighting systems, reducing the amount of noise and light pollution below current levels.

Addressing the challenges – parking and traffic

Many residents have proved strongly supportive of our proposals – and more than 7,000 letters of support have been delivered to the Council – yet a significant number of local people have expressed concern that the match day traffic and parking plan should be as carefully prepared and robust as possible.

Some have maintained Premiership rugby will bring traffic chaos to Barnet. We strongly refute this suggestion, and have worked hard to prove otherwise.

Our initial transport plan involved the use of 11 satellite car parks, providing around 1,700 car park spaces for approximately 70% of spectators travelling by car.

We have listened, and we have learned, and we are now advocating a new transport plan which creates vastly more attractive non-car transport options for staff and supporters travelling to and from the stadium, committing ourselves to the achievable and realistic aim of ensuring fewer than 36% of spectators travel to matches at Copthall by car.



This shift in 'modal share' will be realised by two key measures:

1. The introduction of an overlay double-decker shuttle service on the 221 route, providing transport to the stadium from Edgware, Mill Hill Broadway and Mill Hill East stations at intervals of no more than three minutes, making travel by tube and by overland rail seem significantly more attractive.
2. The introduction of match day Coach services on six routes, bringing supporters from Hemel Hempstead in the west, the Hertfordshire towns and Southend in the East to the stadium and home afterwards; coach places will be packaged with match tickets, encouraging spectators to leave their cars at home and take the 'Sarries Express'; the match day will start as soon as they are given a programme when they step aboard the coach in their home town.

The new, comprehensive transport strategy is detailed in this revised application.

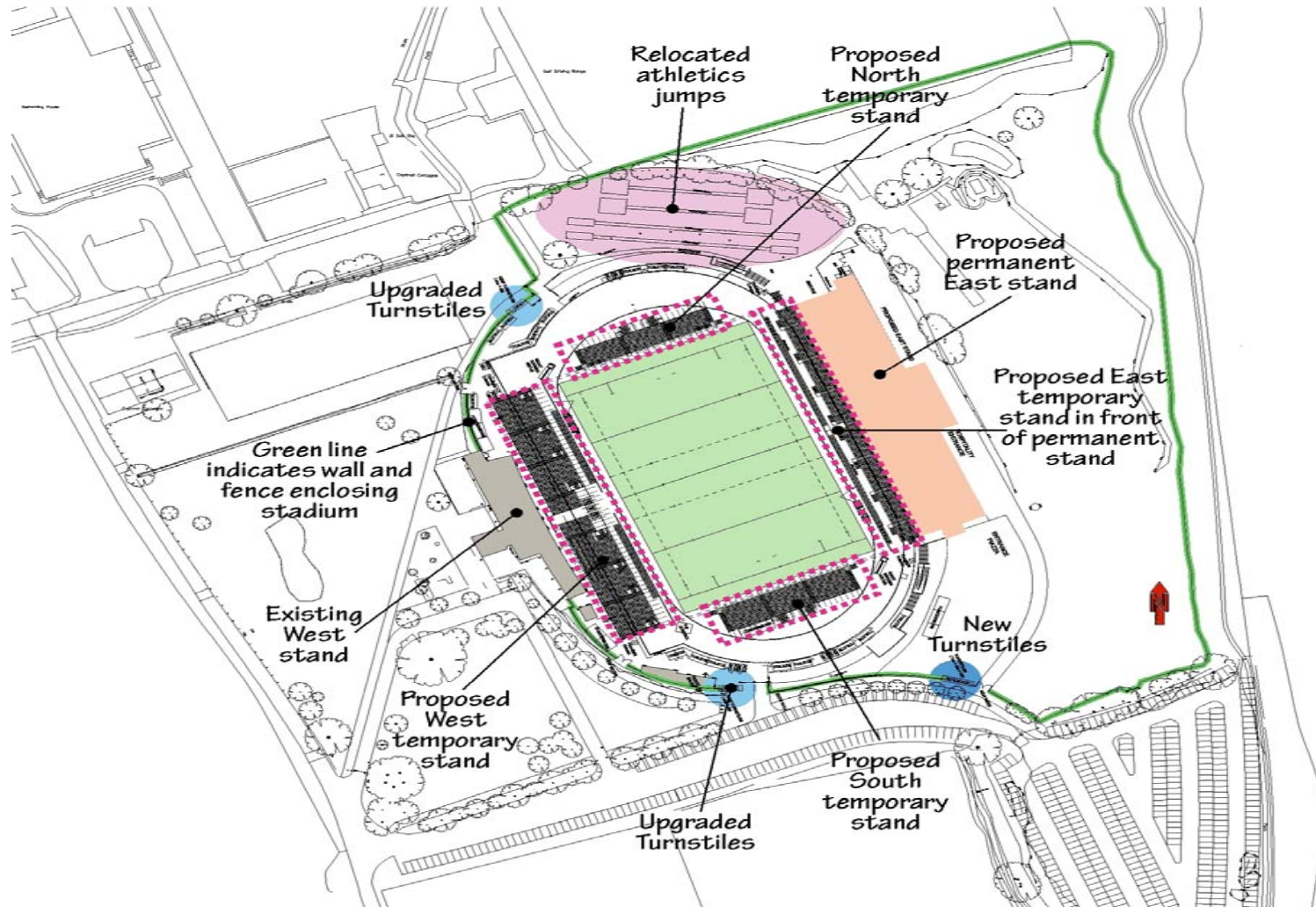
We now look forward to a new round of public consultations, and the opportunity to convince more people that the Saracens proposals make sense for Copthall, make sense for Barnet and, above all, make sense for the people of north London.

Thank you for your consideration.

Appendix 7

**Illustrative plans of the
proposal as proposed**

APPENDIX 7: Illustrative plan of the stadium as proposed



Not to scale

Appendix 8

Illustrative Computer generated images of the proposal

APPENDIX 8: ILLUSTRATIVE COMPUTER GENERATED IMAGES OF THE PROPOSALS







Appendix 9

Key policy context and analysis

APPENDIX 9: KEY POLICY CONTEXT AND ANALYSIS

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan published August 2011 and the London Borough of Barnet Unitary Development Plan (UDP) which was adopted May 2006. These statutory development plans are the main policy basis for the consideration of this planning application. A number of strategic and local supplementary planning guidance and other documents are also material to the determination of the application.

The Planning & Compulsory Purchase Act 2004 (as amended by the Planning Act 2008 and the Localism Act 2011) reformed the development plan system by replacing the UDP with the Local Development Framework (LDF). The LDF will be made up of a suite of documents, including the Core Strategy and Development Management Policies Development Plan Documents. Until the LDF documents are adopted the relevant policies within the adopted UDP still constitute the development plan.

This analysis examines in some detail the policies which are most relevant to the planning application and appraises the proposed development against these statutory development plan policies. Clearly, the London Plan and the Barnet UDP contains a very large number of policies which are to a limited degree relevant and this analysis focuses on those which are considered to be particularly relevant to the determination of the application.

In order to present the analysis in a readily readable form it is set out in **Tables 1 and 2** below. The tables list the policies, describe them and then provide a brief commentary to assess how the proposed development conforms to the requirements of the specific policies. Where appropriate, some policies are combined in order to avoid unnecessary repetition or disjointed discussion.

The overall conclusion is that while the proposed development represents a departure from certain development plan policies and national guidance, in this instance there are very special circumstances and other positive material planning considerations which outweigh the harm to the green belt in particular and any other identified harm or conflict with policy and which therefore justify a recommendation to grant planning permission on the basis of the framework of control contained in the proposed draft planning conditions and planning obligations. This is discussed in further detail in the relevant sections of the main report.

In sections of the main report dealing with specific policy and topic areas, there is further discussion, where appropriate, of the key policy background. This is not repeated here.

The officers have considered the development proposals very carefully against the relevant policy criteria and have concluded that that the development will either fulfil them to a satisfactory level on the basis of the proposed mitigation measures and controls set out in the recommended planning conditions and Section 106 Obligations or that there are material planning considerations which justify a recommendation to grant planning permission, despite conflict with specific aspects of development plan policy and national guidance.

**Table 1: Analysis of the proposals compliance with the London Plan
(July 2011) Policies**

Policy	Key Requirements	Comment	Compliant/ Neutral/ Non-Compliant
1.1 Delivering the strategic vision and objectives for London	Strategic vision and objectives including: <ul style="list-style-type: none"> - All Londoners to enjoy a good and improving quality of life. - Growth not to encroach on to green belt or other protected spaces. 	<p>The proposals are considered to be inappropriate development in the green belt and involve development on land designated as public open space. The proposal is therefore not compliant with these aspects of this policy.</p> <p>However, it is considered that (as explained elsewhere in this report) there very special circumstances that outweigh the harm to the green belt and any other harm. These very special circumstances are set out in section 10 of this report. The acceptability of the proposal in terms of public open space policy is set out in section 10 of this report.</p> <p>In light of all material considerations, officers take the view that the planning benefits of the proposal outweigh any the conflict with these policies and that the proposal is acceptable in the circumstances.</p> <p>The proposal is considered to comply with other relevant development plan policies in this regard.</p>	Non-compliant, as it relates to policy on the green belt. However, there are very special circumstances sufficient to justify this inappropriate development in the green belt.
2.1 London in its Global, European and United Kingdom Context	London to retain and extend its global role and support the development of Europe and the United Kingdom.	The proposal is considered to comply with this policy and with its key objectives.	Compliant
2.2 London and the Wider Metropolitan Area	Boroughs to work with other authorities and agencies on issues of cross border significance.	The Mayor of London and Greater London Authority Group have been consulted on the application and any concerns they have raised are addressed in the relevant sections of this report.	Compliant
2.4 The 2012 Games and Their Legacy	Take the opportunities presented by the 2012 Olympic and Paralympic Games and their legacy to increase	The proposal would enhance the facilities available for sports and	Compliant

	participation in sports and other physical activity.	other physical activity at the stadium and could catalyse revitalised provision at the wider Copthall Centre. The proposal is therefore considered to be compliant with the key objectives of this policy.	
2.6 Outer London: Vision and Strategy; 2.7 Outer London: Economy; and 2.8 Outer London: Transport	Work to realise the full potential of outer London. Seek to address the constraints and opportunities in the economic growth of outer London. Recognise and address the orbital, radial and qualitative transport needs of outer London.	The proposal is considered to demonstrate the influence of these policies and would comply with their key relevant objectives. These include supporting the contributions that leisure uses can make to the outer London economy and measures encouraging travel by non car modes of transport.	Compliant
2.15 Town Centres	Development should conform with policies 4.7 and 4.8 including sequential approach and impact assessment.	The application demonstrates the influence of this policy and is accompanied by an acceptable sequential site selection process and a range of measures to fulfil the key criteria of this policy where they are relevant. These include measures to make travel to the site by non-car modes more attractive and enhance links to green infrastructure. It is not considered that the proposal would have a detrimental impact on or harm the vitality or viability of any town centres.	Compliant
2.18 Green Infrastructure: The Network of Open and Green Spaces	Protect, promote, expand and manage the extent of and, and access to, London's network of green infrastructure	The proposal would result in new buildings and structures being erected on land designated as public open space. However this would be located within the boundary of the existing stadium. Other parts of the site, which are also designated as public open space would be enhanced. These include the area of hard surface to the south of the site which would be replaced with reinforced grass for use for informal recreation on non-major event days (and as parking	Compliant

		on Saracens home match days and possibly (subject to Council approval in accordance with the Stadium Travel Plan) on other major events). The proposal also includes a range of measures that would improve the accessibility of the site and the associated open space by non-car modes of transport.	
3.1 Ensuring Equal Life Chances for All	Proposals should protect and enhance facilities and services that meet the needs of particular groups and services. Loss of such facilities without justification or replacement should be resisted.	This application proposes the provision of enhanced sports, recreation and community facilities at the site. Conditions and planning obligations are recommended to ensure that these are operated in such a way that benefits the whole community including those in deprivation or with special needs. The activities of the Saracens Sport Foundation in combination with the improved facilities and management at the Stadium are anticipated to be particularly relevant to this policy.	Compliant
3.2 Improving Health and Addressing Health Inequalities	Proposals should be designed, constructed and managed to improve health, promote healthy lifestyles and reduce health inequalities.	This proposal would provide improved facilities for a range of sporting and other physical activities. Through the conditions and obligations recommended the development would be managed to accord with the requirements of this policy. The activities of the Saracens Sport Foundation in combination with the improved facilities and management at the Stadium are anticipated to be particularly relevant to this policy.	Compliant
3.6 Children and Young People's play and Informal Recreation Facilities	Ensure that all children and young people have safe access to good quality, well designed, secure and stimulating play and informal recreation provision, incorporating trees and greenery where possible.	This proposal would provide improved facilities for play and informal recreation at the site. Through the conditions recommended the development would be managed to accord with the requirements of this policy. The activities of the	Compliant

		Saracens Sport Foundation in combination with the improved facilities and management at the Stadium are particularly relevant to this policy.	
3.16 Protection and Enhancement of Social Infrastructure	<p>Proposals that provide high quality social infrastructure will be supported in light of local and strategic needs assessments.</p> <p>Proposals that result in loss of social infrastructure in areas of defined need without re-provision should be resisted.</p> <p>Facilities should be accessible to all members of the community and be located within easy reach by walking, cycling and public transport.</p> <p>Multiple use of premises encouraged where possible.</p>	<p>This proposal would provide improved social infrastructure at the site compared to the existing provision by enhancing overall the facilities available for sporting and community use, as well as providing long-term resources to secure their provision and community enjoyment in the long-term. On the basis of the use by Saracens for a maximum of 16 home matches per annum, community use of these facilities will be available for more than 95% of each year.</p> <p>The improved facilities have been designed to be accessible for all members of the community and measures are proposed to improve the accessibility of the site by non-car modes of transport in relation to all activities, including those which currently take place at the Stadium.</p> <p>Through the conditions and obligations recommended the development would be managed to accord with the requirements of this policy.</p>	Compliant
3.19 Sports Facilities	<p>Aim to increase participation in, and tackle inequality of access to, sport and physical activity in London particularly groups and areas with low levels of participation.</p> <p>Proposals that increase or enhance the provision of sports and recreation facilities will be supported. Multi-use public facilities for sport and recreational activity should be encouraged.</p> <p>Proposals that cause a net loss of sports and recreation facilities, including playing fields, should be resisted. Temporary facilities may</p>	<p>The proposal would provide improved multi-use facilities for a range of sporting and other physical activities.</p> <p>The Saracens Foundation, a sports focused outreach charity, would also be based at the site. A key part of the work of this organisation is to encourage children and young people to lead healthy active lifestyles including social groups with low levels of participation.</p> <p>The floodlighting proposed</p>	<p>As noted earlier it is non-compliant, insofar as it relates to policy on the green belt. However, there are very special circumstances sufficient to justify the development in the Green Belt despite this conflict with policy.</p> <p>In all other relevant respects the proposal is compliant with this policy (see sections 10 and 11 of the main report) and the benefits in these</p>

	<p>provide the means of mitigating any loss as part of proposals for permanent re-provision.</p> <p>The provision of floodlighting should be supported on areas where there is an identified need for sports facilities to increase sports participation opportunities, unless the floodlighting gives rise to demonstrable harm to local community or biodiversity.</p> <p>Where developments are proposed on existing open space they will need to be considered carefully in light of policies on green belt and protecting open space as well as the boroughs own assessment of needs and opportunities for both sports facilities and green multifunctional open space.</p>	<p>is considered to enable the greater use of the facilities at the site and would not result in any demonstrable harm to the local community of biodiversity. Through the conditions and obligations recommended the development would be managed to accord with the requirements of this policy.</p> <p>It is considered that the benefits of this scheme outweigh the proposals conflict with policies on green belt and public open space. Matters relating to green belt and public open space are addressed in other sections of this report.</p>	<p>terms are important elements of the Very Special Circumstances that justify and outweigh the harm to the green belt in the officers' view.</p>
4.1 Developing London's Economy	<p>Promote and enable a strong, sustainable and increasingly diverse economy across all parts of London.</p>	<p>The proposed development would assist in increasing employment and the diversity of economic activity taking place at the site both by providing local employment opportunities and by the outreach activities of the Saracens Sport Foundation focusing on skills and educational development, particularly for those with special needs or in deprived circumstances.</p>	Compliant
4.2 Offices and 4.3 Mixed Use development and Offices	<p>Support the management and mixed use development of office provision to improve London's competitiveness and address the wider objective of the London Plan.</p> <p>Recognise strategic and local differences in implementing the policy to consolidate the strengths of the diverse office markets in the London by (amongst other factors) focusing new development on locations with good public transport, enhancing the business environment including through mixed use development.</p> <p>Mixed use development and re-development should support consolidation and enhancements to the quality of the remaining office stock in strategically specified locations.</p>	<p>The application seeks consent for a quantity (1212m²) of ancillary office floor space as part of a mix of uses proposed by the scheme.</p> <p>The proposed offices would provide for an increased quantity and quality of jobs at the site, be the new home for SRC and the Saracens Foundation (from which several community benefits would flow) and would not cause any harm to the vitality and viability of any town centres. The scheme also proposes measures to improve the accessibility of the site by non-car modes of transport.</p> <p>It is considered that the</p>	Compliant

		inclusion of such office space is entirely reasonable in this instance and not in conflict with the key objectives of this policy.	
4.5 London's Visitor Infrastructure	Support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision, especially in outer London.	<p>The proposal would provide new and enhanced visitor facilities at the site, an outer London location, including the attraction of one of Europe's top professional rugby teams with a very strong sporting brand.</p> <p>The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>	Compliant
4.6 Support for and Enhancement of Arts, Culture, Sport and Entertainment Provision	<p>Support London's diverse range of arts, cultural, professional sporting and entertainment enterprises and the cultural, social and economic benefits they offer.</p> <p>Proposals should:</p> <ul style="list-style-type: none"> - Fulfil the sequential approach and complete an impact assessment where needed. - Be located on sites where there is good existing or planned access by public transport. - Be accessible to all members of the community. - Address deficiencies in facilities and provide a cultural focus to foster more sustainable local communities. 	<p>The application is put forward by a sports club and it demonstrates the influence of this policy. The proposal would provide both social and economic benefits in association with the sporting and entertainment activities at the site. These include enhanced sporting and recreation facilities combined with inspirational and proactive long-term management and likely greater levels of employment.</p> <p>The submission is accompanied by an acceptable sequential site selection process and a range of measures to fulfil the key criteria of this policy where they are relevant.</p> <p>The proposals include, for all activities at the Stadium (including those already located at the site), measures to make travel to the site by sustainable non-car modes more attractive and target mode splits which will ensure the scheme is accessible by all members of the community. It is not considered that the proposal would have a detrimental impact on or harm the vitality or viability of any</p>	Compliant

		town centres. Through the conditions and obligations recommended the development would be operated to accord with the key requirements of this policy.	
4.7 Retail and Town Centre Development	<p>Retail, commercial, culture and leisure development should be focused on sites within town centres, or if no town centre sites are available, on sites on the edges of centres that are or can be well integrated with the centre and public transport.</p> <p>Proposals for new or extensions to existing edge or out of centre development will be subject to an assessment of impact.</p> <p>The scale of retail, commercial, culture and leisure development should be related to the size, role and function of a town centre and its catchment.</p>	<p>The application demonstrates the influence of this policy and is accompanied by an acceptable sequential site selection process and a range of measures to fulfil the key criteria of this policy where they are relevant. These include measures to make travel to the site by non-car modes more attractive.</p> <p>It is not considered that the proposal would have a detrimental impact on or harm the vitality or viability of any town centres.</p>	Compliant
4.8 Supporting a Successful and Diverse Retail Sector	<p>Support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need and the broader objectives of the spatial structure of the London Plan</p>	<p>The proposal includes a small amount (200m²) of retail (use class A1) floorspace as part of a mixture of other uses proposed by the scheme.</p> <p>The proposed shop would provide for an increased quantity of jobs at the site, the applicant estimates that the development overall would increase employment at the site from 4 full time and 6 part time posts to 50 full time and 450 part time posts. The shop would not adversely impact on or cause any harm to the vitality and viability of any town centres. The retail space will be conditioned to be ancillary to the main use of the stadium.</p> <p>It is considered that the inclusion of such office space is entirely reasonable in this instance and not in conflict with the key objectives of this policy.</p>	Compliant
4.12 Improving	Strategic development should support	The proposal would	Compliant

<p>Opportunities for All</p>	<p>local employment, skills development, and training opportunities.</p>	<p>increase employment opportunities at the site and planning obligations have been recommended requiring the applicant to engage in and provide skills development and training opportunities, particularly through the community outreach programme of the Saracens Sport Foundation as described in other sections (see sections 10 and 11) of this report and in the Sporting Impact Assessment.</p>	
<p>5.1 Climate Change Mitigation and 5.2 Minimising Carbon Dioxide Emissions</p>	<p>Seek to achieve an overall reduction in London's carbon dioxide emissions of 60% below the 1990 levels by 2025.</p> <p>Proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy of be lean, be clean, be green.</p> <p>Ensure major developments (non-domestic) meet a 25% reduction in the target emission rate of the 2010 Building regulations. Reduction targets should be met on site and where this cannot be achieved the shortfall may be provided offsite or through cash in lieu contributions to secure carbon dioxide savings.</p> <p>Major developments should be accompanied by appropriate energy assessments.</p>	<p>The proposal is accompanied by an appropriate energy and sustainability assessment and includes a range of measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy.</p> <p>Given the constraints of the development, which include retrofitting buildings that will be refurbished, the proposal is considered to achieve acceptable levels of carbon dioxide emissions.</p> <p>The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>	<p>Compliant</p>
<p>5.3 Sustainable Design and Construction</p>	<p>The highest standards of sustainable design and construction should be achieved to improve the environmental performance of developments and to adapt to the effects of climate change over their lifetime.</p> <p>Major development proposals should meet the minimum standards outlined in the Mayor's supplementary planning guidance.</p>	<p>The proposal includes a range of elements to achieve an appropriate level in respect of sustainable design and construction, improve the environmental performance of the development and adapt to the effects of climate change, including the new east stand achieving a BREEAM rating of 'excellent'. These are outlined in detail in section 10 of this report.</p> <p>The development is considered to demonstrate the influence of this policy and compliance with its key</p>	<p>Compliant</p>

		objectives. Conditions have been recommended to ensure that this is carried through to implementation.	
5.4 Retrofitting	Environmental impact of existing urban areas should be reduced through policies and programs that bring existing buildings up to the Mayor's standards on sustainable design and construction, in particular in respect of carbon dioxide emission reduction, improving the efficiency of resource use and minimising the generation of pollution and waste.	<p>The proposal would result in significant enhancements to the existing building which would be retained, in terms of sustainable design and construction criteria.</p> <p>Given the constraints of the building concerned the proposal is considered to achieve acceptable levels of carbon dioxide emissions and standards of environmental performance more widely.</p> <p>The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>	Compliant
5.6 Decentralised Energy In Development Proposals	<p>Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary.</p> <p>Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.</p>	The submission evaluates the feasibility of providing CHP systems for the development and is considered to adequately demonstrate that, for practical and financial reasons, these are not appropriate in this instance. However, the proposal would make necessary provisions for connecting the heating, cooling and hot waters systems of the permanent stands to those of other buildings on the Copthall Centre and any future local district heating schemes.	Compliant
5.7 Renewable Energy	Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on site renewable energy generation where feasible.	<p>The proposal would achieve carbon dioxide emissions through the inclusion of renewable energy technologies, including photovoltaic panels, a solar thermal array and a ground source heat pump.</p> <p>The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>	Compliant
5.8 Innovative	Support and encourage the more	The range of energy	Compliant

Energy Technologies	widespread use of innovative energy technologies to reduce use of fossil fuels and carbon dioxide emissions.	measures and technologies included in the scheme is considered to be appropriate in this instance.	
5.9 Overheating and Cooling	Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved.	The submission identifies a range of measures that are included in the scheme to reduce the potential for overheating and reliance on air conditioning. The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.	Compliant
5.10 Urban Greening	Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.	The proposed development incorporates areas of green roof and green wall and would involve additional tree planting and new soft landscaping on the site. It also provides for the re-surfacing of existing impermeable areas as "green" and permeable surfaces predominantly for community use for informal sporting, leisure and recreation consistent with green belt and other policies.	Compliant
5.11 Green Roofs and Development Site Environs	Proposals should be designed to include roof, wall and site planting to deliver as wide a range of the objectives associated with such planting as possible.	The proposals incorporate areas of roof, wall and site planting. Details of these would be controlled through the conditions recommended to ensure that they achieve as many of the objectives of this policy as are possible.	Compliant
5.12 Flood Risk Management	Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.	The Environment Agency have confirmed that the proposal is acceptable subject to the conditions recommended and officers conclude that the proposals comply with the flood risk assessment and management requirements of PPS25.	Compliant
5.13 Sustainable Drainage	Proposals should utilise sustainable urban drainage systems unless there are practical reasons for not doing so and should aim to achieve Greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other objectives of the London	The proposal would incorporate sustainable urban drainage systems and peak run off from the site would be regulated so that it never exceeded green field run-off rates. The proposed drainage includes elements, such as a swale and reed	Compliant

	Plan.	bed, which would assist in achieving other objectives of the London Plan (for example enhancement of biodiversity). The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.	
5.14 Water Quality and Waste water Infrastructure	Proposals must ensure that adequate waste water infrastructure capacity is available in tandem with development.	Conditions have been recommended to ensure that the proposal would comply with the requirements of this policy.	Compliant
5.15 Water Use and Supplies	Development should minimise the use of mains water and conserve water resources.	The proposal includes a number of measures to minimise the use of mains water and conserve water. Conditions have been recommended to ensure that these are carried through to implementation.	Compliant
5.16 Waste Self-Sufficiency	Minimise waste, encourage the reuse of and reduction in the use of materials, encourage recycling and reduce exported (from the capital) waste.	The proposal specifically envisages the on-site re-use of elements of the demolition and construction waste that the scheme would generate to create landscaped mounds on the site. The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that the objectives of this policy would be carried through to implementation.	Compliant
5.17 Waste Capacity	Suitable waste and recycling storage facilities are required in all new developments.	Conditions have been recommended to ensure that the proposal would comply with the requirements of this policy.	Compliant
5.18 Construction, Excavation and Demolition Waste	Waste should be removed from construction sites and materials brought to the site by water or rail wherever possible.	It would not be practicable for waste to be removed from the site and materials to be brought to the site by rail or water in this instance. However, the conditions recommended (Construction Management Plan) would ensure that construction materials and waste are transported in the most sustainable manner.	Compliant
5.20 Aggregates	Encourage the reuse and recycling of construction, demolition and excavation waste in London and import aggregates	The proposal specifically envisages the on-site re-use of elements of the	Compliant

	to London by sustainable modes.	demolition and construction waste that the scheme would generate to create landscaped mounds on the site. The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that the objectives of this policy would be carried through to implementation.	
5.21 Contaminated Land	Appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination.	The revised Environmental Statement submitted identifies and assesses the site in respect of contaminated land matters. Contaminated materials have been identified on the site and measures are proposed to mitigate these. Conditions have been recommended to ensure that the objectives of this policy are carried through to implementation and appropriate investigation and mitigation are carried out on the site in respect of contaminated land.	Compliant
6.1 Strategic Approach and 6.3 Assessing Effects of Development On Transport Capacity	<p>The Mayor will work with all relevant partners to encourage the closer integration of transport and development.</p> <p>Streetspace managed to take account of the different roles of roads for neighbourhoods and road users in ways that support promoting sustainable means of transport.</p> <p>Development should ensure that impacts on transport capacity and the transport network are fully assessed. Proposals should not adversely affect safety on the transport network.</p> <p>Transport assessments, travel plans, construction and logistics plans and service and delivery plans should be prepared in accordance with the relevant guidance.</p>	<p>It is acknowledged that the site has a very low (0) public transport accessibility score. However, the application proposes a number of stringent measures to improve access to the site by a range of modes of transport, including non-car modes, for all activities at the Stadium including those which are currently taking place. These measures include a travel plan seeking appropriate shifts to non-car modes of transport, which is enforceable under the planning obligations recommended.</p> <p>The Transport Assessment has assessed the impact of the scheme over an appropriate area of influence, and has reported on the road traffic impacts across the area adjacent the site. No significant impacts on the adjacent local</p>	Compliant

		<p>highway network have been identified, and there are safeguards and controls included within the planning obligations, which includes a comprehensive monitoring and review programme to ensure that any issues can be identified and effectively addressed from the outset and subsequently as the development becomes established.</p> <p>The conditions and obligations recommended would ensure that the necessary transport related plans would be required and completed in accordance with the relevant guidance.</p>	
6.9 Cycling	Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists.	Officers consider that the proposal would provide appropriate levels of facilities for cycles and cyclists. Conditions have been recommended to ensure that the objectives of this policy would be carried through to implementation.	Compliant
6.10 Walking	Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.	The scheme proposes a suitable quality of pedestrian environment and includes measures to upgrade the pedestrian environment. Conditions and obligations have been recommended to ensure that appropriate pedestrian environment is provided.	Compliant
6.11 Smoothing Traffic Flow and Tackling Congestion	Take a coordinated approach to smoothing traffic flow and tackling congestion.	<p>The proposal includes measures to smooth traffic flow and tackle congestion, including a pre-match programme and post-match retention of visitor measures. These also include a travel plan setting sustainable modal split targets and seeking appropriate shifts to non-car modes of transport, and will be enforceable under the planning obligations recommended.</p> <p>The Transport Assessment has assessed the impact of the scheme over an appropriate area of</p>	Compliant

		influence, and has reported on the road traffic impacts across the area adjacent the site. No significant impacts on the adjacent local highway network have been identified, and there are safeguards and controls included within the planning obligations, which includes a monitoring strategy so that any issues can be identified and addressed as the development becomes established.	
6.13 Parking	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.	The proposal is considered to demonstrate the influence of this policy and provide appropriate levels of parking in the relevant regards. Conditions have been recommended to ensure appropriate parking facilities, including electrical charging points, parking for disabled people and delivery and service related parking, are implemented.	Compliant
6.14 Freight	Proposals will be encouraged where they: <ul style="list-style-type: none"> - Locate development that generates high freight movements close to major transport routes. - Promote the uptake of uptake of construction logistics plans and servicing plans. - Increase the use of the blue ribbon network. 	The application site is located close to major transport routes (A1 and M1 roads) and conditions have been recommended to ensure that construction, delivery and servicing related transport takes place in the most sustainable manner that is practical.	Compliant
7.1 Building London's Neighbourhoods and Communities	In their neighbourhoods people should have a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public transport to wider London. Neighbourhoods should also provide a character that is easy to understand and relate to.	The proposal would provide improved services and infrastructure for the community. The proposal demonstrates the influence of this policy and is considered to meet its key objectives.	Compliant
7.2 An Inclusive Environment	Design and Access Statements should explain how, the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, whether relevant best practice standards will be complied with and how inclusion will be maintained and managed.	The proposal includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community. These are outlined in the Design and Access statement submitted. Through the conditions and obligations recommended it	Compliant

		would be ensured that the development would be implemented and operated to accord with the objectives of this policy.	
7.3 Designing Out Crime	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.	<p>The proposal includes a number of elements to meet the requirements of this policy and the Metropolitan Police Service has confirmed that they are satisfied with the proposals.</p> <p>Through the conditions and obligations recommended the development would be implemented and operated to accord with the objectives of this policy.</p>	Compliant
7.4 Local Character; 7.5 Public Realm; and 7.6 Architecture 7.7 Location and Design of Tall and Large Buildings	<p>Buildings, streets and spaces should provide a high quality design response.</p> <p>Public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.</p> <p>Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and design appropriate to its context.</p> <p>Applications for large buildings should include an urban design analysis that demonstrates the proposal is part of a strategy that will meet the location and design requirements for large buildings.</p>	<p>The Design and Access Statement submitted includes an acceptable analysis of the design approach put forward.</p> <p>Officers consider that, subject to the requirements of the conditions recommended, the proposed development provides an appropriate and high quality design approach to the buildings, spaces and streets which form part of the application. The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives where they are relevant.</p> <p>It is acknowledged that the proposal does not meet all of the criteria in the Guide to Safety at Sports Grounds (Green Guide) and the Rugby Professional Game Board Minimum Facilities Criteria. However, this is the case for many other successful rugby stadia, the conflicts would not in themselves prevent events being held at the stadium and the design approach put forward in this instance, which inevitably involves compromises, is a fundamental part of what</p>	Compliant

		enables the development to operate as a facility for athletics, rugby and other community sports. It is also noted that the proposal is working with a partly retained stadium and that other legislation is in place which would ensure that appropriate safety standards are met at the facilities provided. The design approach proposed is found to be acceptable. These matters are addressed in greater detail in section 10 of the report.	
7.8 Heritage Assets and Archaeology	<p>Development should identify, value, conserve, restore, reuse and incorporate heritage assets where appropriate.</p> <p>Development affecting heritage assets and their settings should be conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.</p> <p>New development should make provision for the protection of archaeological resources, landscapes and significant memorials.</p>	<p>The Environmental Statement submitted identifies and assesses the impact of the proposal on heritage assets.</p> <p>The proposal would not have significant negative impacts on any heritage assets. The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>English Heritage have responded to the consultation and confirmed that they would not raise any objection or request that conditions are placed on any grant of consent.</p>	Compliant
7.13 Safety, Security and Resilience to Emergency	Proposals should contribute to the minimisation of potential physical risks and include measures to design out crime, deter terrorism, assist in the detection of terrorist activity and defer its effects.	<p>The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not raised any objections to the application.</p>	Compliant
7.14 Improving Air Quality	<p>Proposals should:</p> <ul style="list-style-type: none"> - Minimise increased exposure to existing poor air quality and make provision to address existing air quality problems. 	The revised Environmental Statement submitted assesses the impact of the proposal on air quality and concludes that the proposal	Compliant

	<ul style="list-style-type: none"> - Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings. - Be at least air quality neutral and not lead to further deterioration of poor air quality. - Ensure that where provision needs to be made to reduce development emissions this is usually on site. 	<p>would not have a significant adverse impact on air quality.</p> <p>The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p>	
7.15 Reducing Noise and Enhancing Soundscapes	<p>Proposals should seek to reduce noise by:</p> <ul style="list-style-type: none"> - Minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of proposals. - Separate noise sensitive development from major noise sources wherever practical. - Promote new technologies and practices to reduce noise at source. 	<p>The revised Environmental Statement submitted assesses the impact of the proposal in terms of noise. It is acknowledged that the proposal would result in adverse noise impacts occurring for certain sensitive receptors at times due to their proximity to the stadium. However, through the mitigation measures proposed the noise impacts associated with the development would be mitigated as far as is reasonably practicable. This is set out in further detail in section 10 of this report.</p> <p>The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p>	Compliant
7.16 Green Belt	<p>The strongest protection should be given to the green belt, in accordance with national guidance. Inappropriate development should be refused except in very special circumstances. Development will be supported if it is appropriate and helps to secure the objectives of improving the green belt as set out in national policy.</p>	<p>The proposals for the site represent inappropriate development in the green belt. However, it is considered that there are very special circumstances sufficient to outweigh the harm that the proposal would cause to the green belt and any other harm. The green belt very special circumstances are set out in section 10 of this report.</p> <p>In light of all the relevant material planning considerations officers take the view that the planning</p>	Non-compliant. However, as outlined in the main report there are very special circumstances sufficient to justify granting permission for this proposed development despite conflict with green belt policy.

		benefits of the proposal outweigh the conflict with this policy and the proposal is therefore considered to be acceptable in this instance.	
7.18 Protecting Local Open Space and Addressing Local Deficiency	The loss of local protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area. Replacement of one type of open space with another is unacceptable unless an up to date needs assessment shows this would be appropriate.	The application proposes development on land designated as public open space, however, the buildings, structures and other development proposed would be located within the existing stadium enclosure and the mitigation provided by the controls recommended ensure that no unacceptable impacts occur in terms of the public use of the site and wider Copthall Centre. The proposed development also includes the resurfacing current hardstanding and impermeable areas to provide green spaces which will be suitable for informal community sports, leisure and recreation, including picnics and barbecues.	Neutral. The design of the development, particularly its location within the existing boundary of the stadium, and the mitigation provided in this regard are considered to be satisfactory and in some respects beneficial and in the public interest.
7.19 Biodiversity and Access to Nature	Proposals should: <ul style="list-style-type: none"> - Wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity. - Prioritise assisting in meeting targets in biodiversity action plans and/or improve access to nature in areas deficient in accessible wildlife sites. - Be resisted where they have significant adverse impacts on the population or conservation status of a protected species, or a priority species or habitat identified in a biodiversity action plan. - When considering proposals that would affect directly, indirectly or cumulatively a site of recognised nature conservation interest the following hierarchy will apply, avoid adverse impact; minimise impact and seek mitigation; in exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts seek appropriate compensation. 	The application is considered to demonstrate the influence of this policy and includes measures to avoid, minimise and mitigate possible adverse impacts on biodiversity and proposals to make a positive contribution to biodiversity. Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.	Compliant
7.21 Trees and Woodlands	Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of	The application is considered to demonstrate the influence of this policy and compliance with its key	Compliant

	additional trees should be in developments.	<p>objectives. The proposal would enhance the environmental quality of the site, includes the planting of significant additional new planting to replace the small number of trees which would be removed and is considered to be compliant with the key objectives of this policy.</p> <p>Conditions and planning obligations have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>	
8.2 Planning Obligations; and 8.3 Community Infrastructure Levy	<p>Development proposals should address strategic as well as local priorities in planning obligations.</p> <p>The supporting of Crossrail (where appropriate) and other public transport improvements should be given the highest importance, with Crossrail (where appropriate) having higher priority than other transport improvements.</p> <p>Importance should also be given to talking climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.</p> <p>Guidance will be prepared setting out a framework for the application of the Community Infrastructure Levy to ensure the costs incurred in providing infrastructure which supports the policies in the London Plan can be funded wholly or partly by those with an interest in land benefiting from the grant of planning permission.</p>	<p>A comprehensive set of planning obligations will be required before planning permission can be granted. Heads of Terms are attached to this committee report. It is considered that the package of planning obligations and conditions recommended would mitigate the potential adverse impacts of the development and also ensure that the infrastructure necessary to support and planning benefits of the scheme are delivered.</p>	Compliant

**Table 2: Analysis of proposals compliance with the Barnet UDP
(May 2006) Saved Policies**

Policy	Key Requirements	Comment	Compliant/ Neutral/ Non-Compliant
GSD Sustainable Development	Ensure development and growth is sustainable.	It is considered that this development demonstrates the influence of this policy and achieves the overall requirements of this policy.	Compliant
GMixedUse Mixed Use	Proposals should incorporate a mix of uses and take account of:	The application contains a mixture of uses, has minimised any potential	Compliant

	<ul style="list-style-type: none"> • Character and diversity of the existing area. • Potential nuisance. • Accessibility by a range of means of transport. 	nuisance to an acceptable level and will, on both major events and at other times, have improve the accessibility of the site by a range of means of transport compared to the present. It is considered that the development achieves the overall requirements of this policy.	
GWaste Waste Disposal	Encourage principles of: <ul style="list-style-type: none"> • Waste management hierarchy • Best practical environmental option • Proximity principle. 	The proposal would reuse a significant amount of demolition and construction waste on site and in this and other regards it is considered that this development demonstrates the influence of this policy and achieves the overall requirements of this policy.	Compliant
GBEnv1 Character; GBEnv2 Design; GBEnv3 Safe Environment	<ul style="list-style-type: none"> • Enhance the quality and character of the built and natural environment. • Require high quality design. • Provide a safe and secure environment. 	The application demonstrates the influence of this policy and will produce a development with an appropriate design response. Officers consider that the design principles that underpin the application fulfil the key criteria of these policies.	Compliant
GBEnv4 Special Area	Protect buildings, areas, open spaces and features of special value.	<p>It is considered that there are very special circumstances sufficient to outweigh any harm that the proposal would cause to the green belt and any other harm. The green belt very special circumstances are set out in section 10 of this report. The development includes re-surfacing significant areas of existing impermeable land (including the large overspill car park to the south-east of the Stadium) to attractive green space suitable for use for community use for informal sports, leisure and recreation.</p> <p>In light of all the relevant planning considerations officers take the view that the planning benefits of the proposal outweigh any conflict with this policy and the proposal is therefore considered to be acceptable in the circumstances.</p>	Non-compliant, as it relates to policy on the green belt. However, the application demonstrates very special circumstances sufficient to outweigh any conflict with this policy.
GL1 Sport and Recreation	Ensure an adequate supply of land and buildings for sport, arts, culture and entertainment.	Officers consider that very significant improvement to the overall quality of sports, leisure and entertainment facilities at the site will result from the buildings and spaces that the proposal would provide, as well as the commitment of the applicant to manage the stadium in accordance with the Stadium Management Plan and the Estate Management Strategy.	Compliant
GL2 Tourist Facilities	Promote the development of new or improved tourist facilities.	The proposal would result in the improvement of the facilities at the site as they relate to use by tourists and visitors, including linking the	Compliant

		Stadium and the wider Copthall Centre to the Saracens Rugby Club and Foundation.	
GRoadNet Road Network	Seek to ensure that roads within borough are used appropriately.	A range of measures are proposed that will assist in ensuring that roads in the surrounding area are used appropriately. There is a network of proposed local roads and access roads within and around the site, which are considered to provide suitable connections both within the site and to and from the surrounding roads and junctions.	Compliant
GParking Parking	Apply standards to restrain growth of car use and regulate parking.	The amount of proposed off street parking are policy compliant and the application includes a range of measures to regulate parking to an acceptable level.	Compliant
GCS1 Community Facilities	Adequate supply of land and buildings for community, religious, educational and health facilities.	The proposal would result in an improvement in the supply of land and buildings available for community uses.	Compliant
GEMP2 Promote Business Activities; GEMP3 Maximising Job Creation	Promoting business activities and maximising job creation – <ul style="list-style-type: none"> • Provide and promote sites. • Creation of maximum number and quality of jobs 	The application would provide for an increased quantity of jobs at the site and the applicant estimates that the development overall would increase employment at the site from 4 full time and 6 part time posts to 50 full time and 450 part time posts. The proposal is considered by officers to comply with policies on creating the maximum number and quality of jobs.	Compliant
GTCR1 Retailing and Town Centres; GTCR2 Range of Retail Services	Retail and Town Centres – new retail should sustain and enhance the vitality and viability of the borough's town centres.	The submission adequately demonstrates that the requirements of the sequential test have been complied with and the proposal would not have any adverse impacts on the vitality and viability of the neighbouring town centres or the range of goods, services and facilities within them.	Compliant
ENV6 Light Pollution	Lighting schemes not to have a demonstrably harmful impact.	The proposal adequately demonstrates that it would not have a demonstrably harmful impact on residential amenity, wildlife interests and the environment more widely. Controls have been imposed to ensure that the impacts of the lighting proposed is minimised, including a restriction on its hours of usage.	Compliant
ENV7 Air Pollution	Air pollution: <ul style="list-style-type: none"> • Any possible impacts on must be mitigated. • Minimise impact through siting. • Reduce traffic and need to travel. 	The development has considered and assessed air quality as part of the Environmental Statement. The emphasis on increasing mode share of more sustainable forms of transport should assist in improving air quality. The controls put in place to manage the construction phase of the proposal will minimise any impacts at that stage of the development.	Compliant

		Officers consider that the key criteria of this policy have been complied with.	
ENV12 Noise Generating Development; ENV13 Minimising Noise Disturbance	Location of noise generating development and noise sensitive receptors should be carefully considered. Minimise noise disturbance.	The development has considered and assessed noise as part of the Environmental Statement. A number of measures to mitigate any adverse noise impacts have been proposed, including a noise management plan. These would be required under the planning obligations and conditions recommended. Officers consider that the key criteria of this policy have been complied with.	Compliant
ENV14 Contaminated Land	Development on contaminated land will be encouraged subject to site investigations and conditions to require survey and mitigation.	The site includes land known to be contaminated. Planning conditions and obligations are proposed to require the appropriate investigation and mitigation of any contamination.	Compliant
D1 High Quality Design	Development should: <ul style="list-style-type: none"> • Be of high quality design • Be sustainable • Ensure community safety 	<p>The application demonstrates the influence of this policy and would produce a development with high quality design. It is considered that, subject to the requirements of the conditions recommended, the design approach selected and which is expressed in the Design and Access Statement would fulfil the key criteria of this policy.</p> <p>It is acknowledged that the proposal does not meet all of the criteria in the Guide to Safety at Sports Grounds (Green Guide) and the Rugby Professional Game Board Minimum Facilities Criteria. However, it needs to be recognised that this is the case for many other successful rugby stadia and would not prevent events being held at the stadium. The design approach put forward in this instance, which inevitably involves compromises, is a fundamental part of what enables the development to operate as a facility for athletics, rugby and other community sports. It is also noted that the proposal is working with a partly retained stadium and that other legislation is in place which would ensure that appropriate safety standards are met. The design approach proposed is found to be acceptable. These matters are addressed in greater detail in section 10 of the report.</p>	Compliant
D2 Character	Protect or enhance local character and respect the overall character and quality of the area.	The application demonstrates the influence of this policy and the design of the development would protect and respect the character and quality of the site and wider area. The design	Compliant

		approach as controlled by the conditions recommended would fulfil the key criteria of this policy.	
D3 Spaces	Spaces should enhance the development and be in keeping with the overall area.	The design of the spaces in the development would enhance the application site and be in keeping with the character of the overall area.	Compliant
D4 Overdevelopment	Proposals not cause over development of a site.	Officers consider that this policy has been met and the development proposed is not found to be an overdevelopment of the site. In this context it is relevant to refer to the greening of the significant areas of tarmac and other impermeable spaces so that they are suitable for informal community uses, as mentioned earlier.	Compliant
D5 Outlook	Adequate sunlight, daylight, privacy and outlook for adjoining and potential occupiers and users.	The design and siting of the development is such that it would fulfil the requirements of this policy in respect of both adjoining and potential occupiers and users.	Compliant
D9 Designing Out Crime; D10 Community Safety	Development designed to reduce crime and fear of crime. Safety and Security to be secured through planning obligations.	The submission is considered to demonstrate the influence of this policy and subject to the conditions recommended the proposal is considered to be compliant with the key elements of this policy. The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals.	Compliant
D11 Landscaping; D12 Tree Preservation Orders; D13 Tree Protection and Enhancement	Landscaping – <ul style="list-style-type: none"> • Achieve a suitable visual setting for buildings • Provide attractive and accessible spaces • Contribute to community safety, environmental and ecological quality Trees – <ul style="list-style-type: none"> • Make Tree Preservation Orders if appropriate • Retain and protect as many trees as practicable • Ensure appropriate new planting 	The proposals in respect of trees and landscaping would enhance the environmental quality of the site and are considered to be compliant with the requirements of these policies.	Compliant
D14 Important Hedgerows; D15 Other Hedgerows	Hedgerows – <ul style="list-style-type: none"> • Refuse removal of 'important' hedgerows • Retain and protect hedgerows where practicable • Encourage new hedgerow planting 	All existing hedgerows within the site would be retained and new hedge planting would be provided as part of the landscaping works proposed. The development is considered to be compliant with the requirements of this policy.	Compliant
D21 Hoardings	Advertisement hoardings.	Proposals for advertisements would necessitate separate applications for	Compliant

		advertisement consent to be submitted and would be subject to the requirements of such applicants.	
HC1 Conservation Areas – Preserving or Enhancing	Development must preserve or enhance the character and appearance of conservation areas.	The application site is not in a conservation area and the proposal would, by reason of its design and siting, preserve the character and appearance of all relevant conservation areas in the wider surrounding locale.	Compliant
HC12 Listed Buildings - Setting	Proposals must respect setting of listed buildings.	The application site is not within the immediate area of any listed buildings and the design and siting of the proposal are such that it would respect the setting of all relevant listed buildings in the wider area.	Compliant
HC15 Locally Listed Buildings – Safeguarding	Proposals should safeguard the setting of locally listed buildings.	The application site is not within the immediate area of any locally listed buildings and the design and siting of the proposal are such that it would respect the setting of all relevant locally listed buildings in the wider area.	Compliant
HC17 Archaeological Remains – Local	Archaeological remains of local significance.	English Heritage has been consulted on the application and have not raised any concerns or requested that conditions are placed upon any grant of consent.	Compliant

<p>O1 Green Belt/Metropolitan Open Land; O2 Green Belt/ Metropolitan Open Land – New Buildings and Uses; O3 Green Belt/ Metropolitan Open Land – Extensions of Buildings; and O6 Green Belt/ Metropolitan Open Land – Re-use of Buildings</p>	<p>Except in very special circumstances refuse any development in Green Belt not compatible with its purposes and objectives and that would harm visual amenity or not preserve openness.</p> <p>The construction of new buildings, and changes of use of existing land and buildings, within the Green Belt, unless there are very special circumstances, will be inappropriate, except for agriculture, horticulture and woodland; nature conservation and wildlife use; or essential facilities for outdoor sport and recreation, cemeteries and for other uses which complement and improve access to, and which preserve the openness and do not conflict with, the purposes and objectives of the Green Belt.</p> <p>The council will only permit limited extension of buildings within the Green Belt where this would not result in a disproportionate addition over and above the size of the original building, an over-intensification of use, or harm the open character of the land and its purposes or objectives.</p> <p>The council will permit the re-use of buildings within the Green Belt provided that the following criteria are met:</p> <ul style="list-style-type: none"> • The proposed use does not have a materially greater impact than the existing use on the openness of the Green Belt and does not conflict with the purposes of including land in it; • The buildings are of permanent and substantial construction, and are capable of conversion without major or complete reconstruction; • The form, bulk and general design of the buildings are in keeping with the locality. 	<p>It is considered that there are very special circumstances sufficient to outweigh any harm that the proposal would cause to the green belt and any other harm. The green belt very special circumstances are set out in section 10 of this report.</p> <p>In light of all the relevant material planning considerations officers take the view that the planning benefits of the proposal outweigh the conflict with this policy and the proposal is therefore considered to be acceptable in this instance.</p>	<p>Non-compliant. However, the application provides very special circumstances sufficient to overcome any conflict with policy.</p>
<p>O12 Green Chains; O13 Green</p>	<p>Green Chains & Green Corridors:</p> <ul style="list-style-type: none"> • Resist proposal which 	<p>It is considered that the proposal would not cause any demonstrable</p>	<p>Compliant</p>

Corridors	would adversely affect character, function or nature conservation value <ul style="list-style-type: none"> • Promote missing links • Planning obligations sought to enhance nature conservation value 	harm or adversely affect the character, function or nature conservation value of any green corridors or green chain. The proposal would result in overall enhancements to biodiversity and nature conservation.	
O17 Ecological Impact Statement	Where development could have an adverse impact on areas of nature conservation value an Ecological Impact Statement will be required to be submitted.	The Environmental Statement submitted with the application is considered to acceptably assess any impacts of the scheme on areas of nature conservation value.	Compliant
L1 Arts, Culture and Entertainment – Loss of Facilities	Refuse development that would result in the loss of arts, culture and entertainment facilities.	The proposal would enhance the overall quantity and quality of facilities provided on the site.	Compliant
L3 Arts, Culture and Entertainment Facilities - Development Criteria	Development Criteria: <ul style="list-style-type: none"> • No harmful impact on amenities. • No unacceptable noise or traffic generation. • In keeping with centre and character. • Close to potential users. • Highly accessible • Accessible by those with disabilities. 	The submission demonstrates the influence of this policy and through the conditions and obligations recommended it would fulfil the key relevant criteria of this policy.	Compliant
L5 Arts, Culture and Entertainment Facilities - Planning Obligations	Enter into planning obligations where appropriate to secure arts, culture and entertainment facilities and public art.	The proposal is for development to provide entertainment (including Premiership Rugby) facilities and the facilities will be operated in an appropriate manner through the conditions and obligations recommended.	Compliant.
L6 Designing in Art	Encourage incorporation of art into the design of buildings and open spaces.	The conditions recommended would allow for the incorporation of art into the design of the buildings and spaces proposed. However, these would need to be sensitive of the sites green belt location in particular.	Compliant
L7 Tourist Facilities – Preferred Location	Permit proposals for tourist attractions provided no demonstrably harmful impact. Should be highly accessible by public transport, walking and cycling, accessible by those with disabilities and preferably be in town centres, subject to evidence of the sequential test and need.	The application is supported by evidence of an acceptable sequential test and is considered to demonstrate the influence of this policy. Subject to the controls recommended the proposal would not result in any demonstrably harmful impact and is considered to meet the key criteria of this policy.	Compliant
L8 Tourist Facilities – Retention	Seek to retain tourist facilities and will support their improvement provided there would be no demonstrably harmful impacts.	The proposal would improve the tourist facilities provided at the site and not result in any demonstrably harmful impacts, subject to the controls recommended.	Compliant
L11 Public Open Space	Development in areas of public open space will not be permitted except where it is ancillary to the use of land as open space, complements its functions, is not	The application proposes development on land designated as public open space. However, the buildings, structures and other development proposed would be	Neutral. The design of the development, particularly its location within

	harmful to the open character of the area and is in the interests of the community.	located within the existing stadium enclosure and the mitigation provided by the controls recommended ensure that no unacceptable impacts occur in terms of the public use of the site and wider Copthall Centre.	the existing boundary of the stadium, and the mitigation provided in this regard are considered to be satisfactory.
L13 New Public routes	New public routes sought where appropriate.	It is not considered that the proposal necessitates the provision of new public routes. However, certain existing public routes will be upgraded and improved as part of the proposals.	Compliant
L14 Public Open Space – Improved Provision	The council will encourage the full use of public open spaces by all sections of the community, through improvements to the quality and variety of such spaces and by making the best possible use of facilities to meet the varying needs of existing and potential users.	The facilities that the proposal would provide would enhance the use of the remaining public open space at the application site for potential users in respect of athletics field events and in terms of providing new spaces for informal recreational use on non major event days.	Compliant
L15 Metropolitan Walks	Protect Metropolitan Walks	The proposal would not conflict with the function of any Metropolitan Walks.	Compliant
L19 Sports Grounds and Playing Fields – New Provision	Proposals to provide new or improved sports grounds and playing fields will be acceptable if they: <ul style="list-style-type: none"> • Do not have a demonstrably harmful impact on the amenity of nearby residential properties or other uses; • Do not have a demonstrably harmful impact on the character and appearance of the site and the surrounding area; • Are designed to be accessible by people with disabilities; • The site is easily accessible by walking, cycling and public transport. 	As controlled by the conditions and obligations recommended officers conclude that the development would fulfil the key requirements of this policy. Of particular relevance are the measures proposed to protect the amenity of nearby residential properties and other users and to improve the accessibility of the site by non-car modes on major events and at other times.	Compliant
L20 Floodlighting of Sports Facilities	Proposals for the floodlighting of sports facilities will be permitted where this would not cause significant nuisance to nearby residents and to users of other properties, and where wildlife interests would not be significantly affected.	The proposal, as controlled by the conditions recommended, would meet the requirements of this policy.	Compliant
L21 Synthetic Sports Pitches	The council will permit proposals for synthetically surfaced sports pitches, provided that there is no demonstrably harmful impact on	The proposal, as controlled by the conditions recommended, would meet the requirements of this policy.	Compliant

	the visual appearance and character and other amenities of the surrounding area.		
L23 Indoor Sports and Recreation Facilities - Protection	<p>The council will refuse proposals resulting in the loss of indoor sports and recreation facilities to other uses. Exceptions may be considered where:</p> <ul style="list-style-type: none"> • Replacement indoor sports and recreation facilities of at least an equivalent quality and quantity are provided on site or at a suitable alternative site; or • Improvements are made to indoor sports and recreation facilities at other sites; or • There is an excess of indoor sports and recreation facilities in the area, and a particular development will not create a shortage of such facilities; or • An alternative benefit to the community would result. 	The application proposes the provision of new and improved indoor sports and recreation facilities. Conditions and planning obligations are recommended to ensure that these are operated in such a way that benefits the community.	Compliant
L24 Indoor Sports and Recreation Facilities – New Provision; L25 Indoor Sports and Recreation Facilities - Preferred Location	<p>The council will permit development proposals for indoor sports and recreation facilities provided that:</p> <ul style="list-style-type: none"> • There is an identified need for the facility; • There is no demonstrably harmful impact on the amenities of nearby residential properties and other uses; • The development is consistent with the scale and function of the town centre and respects the character of the area; • Unacceptable nuisance will not be caused in terms of noise or traffic generation; • The site is located close to potential users and is easily accessible by walking, cycling and public transport; and • The development is designed to be accessible for people with disabilities. 	<p>The application demonstrates the influence of this policy and is accompanied by an acceptable sequential site selection process and a range of measures to fulfil the key criteria of this policy where they are relevant.</p> <p>These include measures to make travel to the site by non-car modes more attractive, a noise management plan, protect the amenities of residents and other users of the site and surrounding area and to ensure that the development is accessible by all members of the community.</p> <p>It is noted that the requirements for assessments of need in relation to such uses now no longer form part of national guidance or London Plan policy for such development. The development would provide indoor facilities and a high quality synthetic grass all-weather pitch (both of which meet an identified local and strategic need) and these will provide significant public benefit by enabling greater participation in sporting activities.</p>	Compliant

	<p>The preferred location for indoor sports and recreation facilities is in town centres, or as part of a dual use facility at educational sites. Where there are no suitable such sites the council may consider proposals in edge-of-centre locations, or in other areas which are highly accessible by a choice of means of transport.</p> <p>All proposals in edge-of-centre and out-of-centre locations will be required to submit evidence of need for development and evidence that the sequential approach has been applied in selecting the site.</p>		
L26 Indoor/Outdoor Sports and Recreation Facilities – Planning Obligations	Where a development creates a need for new or improved sports and recreation facilities, the council will seek to enter into planning obligations with the developer to secure their provision.	The planning obligations recommended are considered to secure the delivery of improved sports and recreation facilities appropriate to the nature of the application.	Compliant
L27 Indoor/Outdoor Sports and Recreation Facilities – Shared Use	The council will encourage development proposals involving the multiple/shared use of outdoor and indoor sports and recreational facilities in the borough, provided that the proposed use would not cause demonstrable harm to the character of the surrounding area or the amenity of nearby residential properties and other uses.	The proposal seeks consent for multiple/shared use of outdoor and indoor sports and recreational facilities. Subject to the conditions and obligations recommended it is considered that the key requirements of this policy are met by the application.	Compliant
M1 Transport Accessibility	The council will expect major developments to be in locations which are, or will be made, accessible by a range of modes of transport.	It is acknowledged that the site has low (0) public transport accessibility score. However, the application proposes a number of stadium transport measures to improve access to the site by a range of modes of transport, including non-car modes. These measures include a stadium travel plan seeking appropriate shifts to non-car modes of transport for all activities at the stadium (including those existing activities which are not currently subject to STP measures), and these will be enforceable and subject to comprehensive monitoring and review under the planning obligations recommended.	Compliant
M2 Transport Impact Assessments	The council will require developers to submit a full transport impact assessment.	The application is accompanied by a revised traffic impact assessment which is considered appropriate for a development of the nature for which consent is sought. A range of other	Compliant

		transport impact associated documentation has also been submitted.	
M3 Travel Plans	For significant trip-generating developments the council will require the occupier to develop and maintain a Travel Plan	The development will be tied to an holistic stadium travel plan which clearly identifies appropriate and sustainable objectives and STP measures which are intended to fulfil them. This stadium travel plan would be subject to monitoring and review and is enforceable (including the target mode split targets) under the planning conditions and obligations recommended.	Compliant
M4 Pedestrians and Cyclists – Widening Opportunities	Developers will be expected to provide convenient safe and secure facilities for cyclists and enable and encourage access to developments by pedestrians and cyclists maximising opportunities to travel on foot and by cycle.	The application includes a range of measures to enable and encourage access to the development by foot and cycle. These include the provision of appropriate new facilities for cyclists.	Compliant
M5 Pedestrians and Cyclists – Improved Facilities	The council will require new developments to provide or fund facilities for pedestrians and cyclists both on and off-site.	The conditions and obligations recommended require the applicant to provide facilities for cyclists and pedestrians which are appropriate for the development for which consent is sought.	Compliant
M6 Public Transport – Use	Developments should be located and designed to make use of public transport more attractive by providing improved access to existing facilities, and develop new routes and services.	The obligations recommended include appropriate measures to make the use of public transport to the site more attractive. These vary with the size of event taking place at the site and include, as examples only, the upgrading and improved signage of routes to the site from public transport nodes and providing shuttle busses to the site from nearby stations.	Compliant
M7 Public Transport – Improvements	The council will expect development to contribute to achieving improvements to public transport services related to the proposed development where appropriate.	The application includes commitments to improve the site's links to public transport and measures and facilities to encourage non-car modes of transport. These would vary depending on the scale event taking place at the site. The measures committed to are considered to be appropriate to the circumstances of the application and will be enforceable under the proposed conditions and planning obligations.	Compliant
M8 Road Hierarchy	The council will take into account the function of adjacent roads, and may refuse development that would result in inappropriate road use or adversely affect the operation of roads.	The Transport Assessment has assessed the impact of the scheme over an appropriate area of influence, and has reported on the road traffic impacts across the area adjacent the site. No significant impacts on the adjacent local highway network have been identified, and there are safeguards and controls included within the planning obligations, which includes a monitoring strategy so that	Compliant

		any issues can be identified and addressed as the development becomes established. Mitigation measures will be funded by the applicant.	
M10 Reducing Traffic Impact	Where it is considered necessary as a consequence of a development, the council may introduce measures to reduce the traffic impacts on the environment and the community and the council will seek to secure a planning obligation from the developer.	The scheme comprises a comprehensive range of STP mitigation measures to reduce the traffic impacts of the proposal, including measures to make public transport use more attractive and car parking management measures to encourage mode shifts to non-car modes. The mitigation and control measures will be secured through planning conditions and obligations and include requirements to monitor and review the traffic impacts and provide further mitigation (funded by the developer) if it is needed.	Compliant
M11 Safety of Road Users and M12 Safety of Road Network	The council will ensure that the safety of road users, particularly those at greater risk, is taken fully into account when considering development proposals. The council will seek to reduce accidents by refusing development proposals that unacceptably increase conflicting movements on the road network or increase the risk, or perceived risk, to vulnerable road users.	A number of the application documents, including the Transport Assessment, consider aspects of the safety of road users and the safety of the road network. The Greenlands Way route into the site from the A1 has been subject to a Road Safety Audit. It is considered that, subject to the conditions and obligations recommended, the submission demonstrates the influence of this policy and meets its requirements.	Compliant
M13 Safe Access to New Development	The council will expect developers to provide safe and suitable access for all road users (including pedestrians) to new developments.	The proposal is considered to demonstrate that acceptable and safe access for all road users, including pedestrians would be provided to the site. The conditions and obligations recommended would ensure that the proposal is implemented in such a way that it would comply with the requirements of this policy.	Compliant
M14 Parking Standards	The council will expect development to provide parking in accordance with the <i>London Plan</i> parking standards, except in the case of residential development.	The overall level of parking provided by the development is controlled by the conditions and obligations recommended. This varies in accordance with the type of event being held at the site and, for example will include off site car parking in locations such as surrounding schools on match days. Subject to such controls the proposal is considered to be compliant with the requirements of this policy.	Compliant
M16 Lorries – Controls on Movements; M17 Lorries – Deliveries and Servicing	Developments that require regular deliveries should be located in close proximity to Tier 1 and Tier 2 roads. Such developments should also be provided with adequate on-site facilities for	The development is located in close proximity to appropriate parts of the road network and all construction and servicing traffic will be managed by plans that are required to be submitted prior to the commencement	Compliant

	<p>goods vehicles.</p> <p>The council will maintain and introduce controls, including lorry movement bans and width and/or weight restrictions as required in order to prevent the use of unsuitable road routes by heavy goods vehicles where suitable alternative routes are available.</p>	<p>of any development on site. Subject to the management of the construction and servicing at the site by these plans the proposal is considered to be acceptable.</p>	
<p>CS1 Community and Religious Facilities; CS2 Community and Religious Facilities – planning Obligations</p>	<p>Community facilities should be appropriately located, not have demonstrably harmful impacts on character and amenity, be designed to be accessible by people with disabilities and be secured by planning obligations where appropriate.</p>	<p>The development demonstrates the influence of this policy and has a suitable design approach. The submission is accompanied by an acceptable sequential site selection process and a range of measures to fulfil the key criteria of this policy where they are relevant.</p> <p>These include measures to make travel to the site by non-car modes more attractive, a noise management plan, protect the character of the area and the amenities of residents and other users of the site and surrounding area and to ensure that the development is accessible by all members of the community.</p> <p>Conditions and planning obligations are recommended to ensure that the development is operated in such a way that benefits the community.</p>	<p>Compliant</p>
<p>CS3 Community and Religious Facilities – Protection</p>	<p>The council will not grant planning permission for development which results in the loss of an existing community facility. Exceptions may be considered where:</p> <p>i. New community facilities of at least equivalent quality or quantity are provided on the site or at an alternative location more accessible to users;</p> <p>ii. Improvements are made to community or religious facilities at other sites;</p> <p>iii. There is an excess of community or religious facilities in the area and a particular development will not create a shortage of provision.</p>	<p>The application proposes the provision of new and improved facilities for use by the community. Conditions and planning obligations are recommended to ensure that these are operated in such a way that benefits the community.</p>	<p>Compliant</p>
<p>EMP3 Employment Land - Consolidation</p>	<p>Consolidation of employment land including new office use permitted provided that it is appropriate.</p>	<p>The proposed development would improve the level of employment provided at the site. The applicant estimates that the development overall would increase employment at the site from 4 full time and 6 part time posts to 50 full time and 450 part time posts. Officers conclude that any</p>	<p>Compliant</p>

		concerns regarding adverse impacts on residential amenity, highway and traffic conditions and catering for the resultant trip generation in the most sustainable means are suitably addressed by the conditions and obligations recommended.	
EMP6 Offices – New Development	Preference will be given to proposals for new offices that involve the re-use or redevelopment of existing, vacant office premises and sites in town centres, provided that such sites are highly accessible by public transport, are intended to host mixed use schemes, and there would be no harm caused to the vitality and viability of the town centres. Proposals for offices outside town centres or in areas of low accessibility will usually not be acceptable.	<p>The application seeks consent for a quantity (1212m²) of office floor space as part of the scheme.</p> <p>The proposed offices would provide for an increased quantity and quality of jobs at the site. The applicant estimates that the development overall would increase employment at the site from 4 full time and 6 part time posts to 50 full time and 450 part time posts. The offices would be the new home for the Saracens Foundation (from which several community benefits would flow) and would not cause any harm to the vitality and viability of surrounding town centres. The scheme also proposes measures to improve the accessibility of the site by non-car modes of transport.</p> <p>It is considered that the inclusion of such office space is entirely reasonable in this instance and not in conflict with the key objectives of this policy.</p>	Compliant
TCR1 Sequential Approach	Adoption of sequential approach to new town centre uses and preferred location for these is the primary and secondary shopping frontages of the Major and District Town Centres and the main shopping areas of the District Town Centres (and at Brent Cross Regional Shopping Centre); secondly, on edge-of-town-centre sites, and if no suitable sites or buildings suitable for conversion are available; then thirdly, at out-of-town centre locations that are, or can be made, accessible by a choice of means of transport, in particular public transport, walking and cycling, or that facilitate linked trips with other developments.	The submission adequately demonstrates that the requirements of the sequential test have been complied with and the proposal would not have any adverse impacts on the vitality and viability of the nearby town centres. The proposal also includes a range of measures to improve the accessibility of the site by non-car modes of transport, which would be required under the planning obligations and conditions recommended.	Compliant
TCR5 Edge of Centre Development Sites; TCR7 Out of Centre Locations	Proposals for retail and other major trip generating development on edge-of-town-centre sites will only be granted planning permission where there is an acknowledged need for the	The application demonstrates the influence of this policy and is accompanied by an acceptable sequential site selection process and a range of measures to fulfil the key criteria of this policy where they are	Compliant

	<p>development; other town centre or edge-of-town-centre sites, are demonstrably unsuitable as alternatives; the sequential approach has been applied comprehensively; and they are designed to ensure customers' ease of access to other town centre shops, services and facilities, in order to encourage multi-purpose town centre visits.</p> <p>Proposals for retail and other major trip-generating uses on out-of-town-centre sites will only be granted planning permission where there is a demonstrable need for the development and the proposal satisfies the sequential approach; would not put at risk or harm public and/or private sector proposals to safeguard the vitality and viability of town centres; would not demonstrably harm the vitality and viability of any nearby town centre; would be readily accessible by a choice of means of transport, including public transport, cycle and foot, and by the disabled (or accessibility can be provided); and the development would facilitate linked trips with existing out-of-centre developments.</p>	<p>relevant.</p> <p>These include measures to make travel to the site by non-car modes more attractive. It is not considered that the proposal would be detrimental to the vitality or viability of nearby town centres.</p> <p>It is noted that the requirements for assessments of need in relation to such uses now no longer form part of national guidance or London Plan policy for such development.</p>	
TCR12 Evening Uses in Town Centres	Encourage restaurants and cafes, drinking establishments, offices, leisure and entertainment and other community and evening uses in larger town centres under certain circumstances.	<p>The application demonstrates the influence of this policy and is accompanied by an acceptable sequential site selection process which demonstrates that it could not be located in a town centre or sequentially preferable site.</p> <p>The application includes a range of measures to fulfil the key criteria of this policy where they are relevant. These include measures to make travel to the site by non-car modes more attractive, protect the amenities of residents and other users of the site and surrounding area and protect the character of the surrounding area. It is not considered that the development would be detrimental to the vitality or viability of nearby town centres.</p> <p>It is noted that the requirements for assessments of need in relation to such uses now no longer form part of national guidance or London Plan</p>	Compliant

		policy for such development.	
IMP1 Priorities for Planning obligations; IMP2 Use of Planning Obligations	Set out priorities for planning obligation and the use of planning obligations and conditions	A comprehensive set of planning obligations will be required before planning permission can be granted. Heads of Terms are attached to this committee report. It is considered that the package of planning obligations and conditions recommended would mitigate the potential adverse impacts of the development and also ensure that the infrastructure necessary to support the development and planning benefits of the scheme as described in this report are delivered.	Compliant

Emerging policy

The Council published its Core Strategy – Submission Stage Development Plan Document (DPD) in May 2011. The document has been subject to four rounds of public consultation and has been subjected to an examination hearing which closed in December 2011. The examination hearing took place in December 2011 and the examining inspector's report is expected in the first quarter of 2012. The Mayor has generally confirmed that the emerging draft Core Strategy is in general conformity with the adopted London Plan therefore some limited weight can be given to it as a material consideration in the determination of planning applications. The Core Strategy will contribute to achieving the vision and objectives of Barnet's Sustainable Community Strategy and will help our partners and other organisations to deliver relevant parts of their programmes. It will cover the physical aspects of location and land use traditionally covered by planning. It also addresses other factors that make places attractive, distinctive, sustainable and successful.

The Council published its Development Management Policies DPD – Submission Draft DPD in May 2011. The document has been subject to two rounds of public consultation has been subjected to an examination hearing which closed in December 2011 and therefore weight can be given to it as a material consideration in the determination of planning applications. The Development Management Policies DPD will sit beneath the Core Strategy within the Local Development Framework. It will set out the detailed borough-wide implementation planning policies for development and forms an important part of the policy framework for the Local Planning Authority's decision making.

The following are the emerging policies which are relevant to the consideration of this application:

Core Strategy – Submission Stage (May 2011)

- CS1 – Barnet's Place Shaping Strategy – Protection, Enhancement and Consolidated Growth – The Three Strands Approach
- CS5 – Protecting and Enhancing Barnet's Character to Create High Quality Places
- CS6 – Promoting Barnet's town centres
- CS7 – Enhancing and protecting Barnet's Open Spaces
- CS8 – Promoting a Strong and Prosperous Barnet
- CS9 – Providing Safe, Effective and Efficient Travel
- CS10 – Enabling Inclusive and Integrated Community Facilities and Uses
- CS11 – Improving health and Well Being in Barnet

CS12 – Making Barnet a Safer Place
CS13 – Ensuring the Efficient Use of Natural Resources
CS14 – Dealing With Our Waste
CS15 – Delivering the Core Strategy

Development Management Policies DPD (May 2011)

DM01 – Protecting Barnet's Character and Amenity
DM02 – Development Standards
DM03 – Accessibility and Inclusive Design
DM04 – Environmental Considerations
DM06 – Heritage and Conservation
DM11 – Development Principles in the Town Centres
DM13 – Community and Education Uses
DM14 – New and Existing Employment Spaces
DM15 – Green belt and Open Spaces
DM16 – Biodiversity
DM17 – Travel Impact and Parking Standards

Local Supplementary Planning Documents

Sustainable Design and Construction (June 2007)
Planning Obligations (Section 106) (September 2006)

Strategic Supplementary Planning Guidance (SPG) and Documents

Accessible London: Achieving an Inclusive Environment SPG
Sustainable Design and Construction SPG
All London Green Grid Draft SPG
Planning and Access for Disabled People: A Good Practice Guide
The Mayor's Transport Strategy
The Mayor's Water Strategy
The Mayor's Biodiversity Strategy
Mayor's Climate Change Mitigation and Energy Strategy
Mayor's Climate Change Adaptation Strategy for London
Good Practice Guide on Planning for Tourism

National planning policy

The national Planning Policy Guidance and Statements relevant to the consideration of this application are:

Planning Policy Statement 1: Delivering Sustainable Development (2005)
Planning & Climate Change: Supplement to Planning Policy Statement 1 (2007)
Planning Policy Guidance 2: Green Belts (1995 amended 2001)
Consultation on a Planning Policy Statement: Planning for a Low Carbon Future in a Changing Climate (March 2010)
Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009)
Planning Policy Statement 5: Planning for the Historic Environment (2010)
Planning Policy Statement 9: Biodiversity and Geological Conservation (2005)
Planning Policy Guidance 13: Transport (2011)
Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (2002)
Consultation Paper on a new Planning Policy Statement: Planning for a Natural and Healthy Environment (2010)
Planning Policy Guidance 19: Outdoor Advertisement Control (1992)
Planning Policy Statement 22: Renewable Energy (2004)
Planning Policy Statement 23: Planning and Pollution Control (2004)
Planning Policy Guidance 24: Noise (1994)
Planning Policy Statement 25: Development and Flood Risk (2010)

In July 2011 the Government published its draft National Planning Policy Framework (NPPF). This document will replace all PPGs and PPSs and condense national guidance into a much shorter document as part of the reforms to make the planning system clearer and more accessible. The NPPF remains a draft document and therefore subject to change arising from the ongoing public consultation. It only carries very limited weight at this stage.

Appendix 10

Highways and Transport

Appendix 10: Highways and Transport Appendix

1.0 Transport and Highways

- 1.1 This Appendix summarises and analyses the transport issues related to the application, in particular the information provided by the Applicant in the Transport Assessment (TA) and its appendices in relation to the likely impacts on the surrounding road network, the demand for public transport and the recommended mitigation package to ensure that the proposed development can be safely and sustainably accommodated within the transport network without unacceptable impacts. It reflects detailed discussions between officers and their colleagues at Transport for London (TfL), as well as with the applicant and their consultants in order to ensure that the travel predictions are robust and that the proposed transport mitigation measures will be fully effective in achieving the stated travel plan objectives, including acceptable transport outcomes.

2.0 Transport Assessment (TA) documentation

- 2.1 The TA has been subject to a number of comments and changes since its original submission in March 2011. The substantive report was issued in August 2011. Following detailed comments from Officers, further surveys have been undertaken in September 2011 by way of evidence to validate information contained in the TA. The current TA submission is now considered to correctly identify the likely significant development impacts and proposes measures to mitigate the impact of its generated traffic onto the surrounding road network. A number of other submitted documents have also been examined and used to inform this Transport and Highways Appendix as well as other sections of the report, in particular the Stadium Travel Plan (STP), and the Local Area Management Plan (LAMP).

3.0 Existing Highway Conditions

- 3.1 Copthall Stadium is directly bounded by the A1, Pursley Road and Page Street. The A1 is part of the TfL Road Network (TLRN) and is the responsibility of TfL. Pursley Road and Page Street are unclassified borough roads. The site is directly served by two vehicular accesses via Champions Way onto Page Street and via Greenlands Lane onto the A1. Access to the Local and Strategic Highway Network from the site can be summarised as follows:

- M1 via Greenlands Lane and A1 (via a permitted u-turn at Holders Hill Road traffic lights);
- A1/A41 and A406 via the Fiveways junction;
- Access to A406 via Greenlands Lane and A1;
- Local Traffic flows arriving / departing via Page Street / Pursley Road / Bunns Lane.

- 3.2 The surrounding road network forms an important local traffic route for vehicles travelling north-south from the A1 and east-west via Bunn's Lane/ Pursley Road. The local road network experiences peak traffic movements during the weekday morning and afternoon rush hours, although traffic levels are lower at weekends. Traffic levels are discussed in detail in Section 6 below. The immediate roads in the vicinity of the site do not form part of a

controlled parking zone, however, parking controls in the form of waiting restrictions do operate at key junctions, such as Pursley Road / Page Street.

- 3.3 The site is served by a number of bus routes comprising the 221 route via Pursley Road, 113 route via the Fiveways junction at the A1/ Page Street, and the 183 to the south of the A1. The nearest underground station, Mill Hill East on the Northern line branch from Finchley Central, is 1.3 km from the site and other relevant tube stations on the Edgware branch of the Northern Line are at Edgware and Colindale (approximately 4.3 km and 2.9 km respectively). There is also the Midland Mainline Railway, which operates train services through First Capital Connect at Mill Hill Broadway station which is approximately 2.3 km away.
- 3.4 Public Transport Accessibility Levels (PTALs) are graded from 1 for very poor to 6 for excellent accessibility. The score for this site ranges from 0 to 1b which indicates very low public transport accessibility. The developer is proposing to introduce some shuttle bus services for the stadium, which are set out in more detail later in this Appendix and are intended to improve the PTAL on Match Days, and it is likely that for other Major Events and Non-major events the Bespoke stadium travel plan measures ("STP Measures") to be submitted and approved under Conditions 6 and 94 will also include shuttle buses if reasonably required to achieve the objectives of the Stadium Travel Plan. At other times the PTAL will remain at the very poor level although the Applicant is committing via the holistic STP to achieving substantially improved modal split targets to achieve transport sustainability for all activities at the Stadium, including those on non-match days. Those targets will involve a range of sustainable transport measures and they will apply to non-match day related trips, including those associated with activities of the type already happening at the Stadium and in that sense the proposed development will improve on existing transport behaviour associated with the Stadium.
- 3.5 The previous TA submitted in March 2011 sets out accidents for the most recent 3 year period at the time (up to September 2010). As this is now out of date officers have looked at the most recently available information. In the last three years (3 years up to August 2011) there were a total of 24 personal injury accidents (PIAs) within the 300m along Page Street north or south of the Champions Way site entrance. The majority of accidents involving car movements were located at the Fiveways junction on the A1. However, there were also three accidents involving pedestrians recorded as 'slight' at the junction of Pursley Road and Page Street. All the accidents involved issues regarding the visibility of pedestrians using the existing zebra crossing in these locations. A Section 106 contribution of £5,000 has been agreed to investigate if improvements can be implemented at this location to increase visibility and improve safety of pedestrians crossing and this contribution is included in the Section 106 Heads of Terms appended to the committee report.
- 3.6 Pedestrian footways exist along the local roads, and within the site along Champions Way, but there is no footpath along Greenlands Lane. There is a footpath from the Leisure Centre to Pursley Road and the footways are generally in a reasonable condition although a key stretch in Pursley Road near the Leisure Centre footpath is in a poor state of repair. There are pedestrian routes to local schools and Barnet College, and a route via the former Sanders Lane to Mill Hill East tube station, although this would benefit from an upgrade, with a further Section 106 contribution of £10,000 to

improve the pedestrian environment having been agreed, and this is included in the Section 106 Heads of Terms appended to the committee report.

- 3.7 In addition to the stadium, it should be noted that there are a variety of uses on the existing Copthall Centre of which the site forms part. These are a golf centre, power league football facility, Copthall Leisure and swimming pool, cricket club, football clubs, Mill Hill rugby club and athletics meetings. In the Barnet Football Club inquiry, evidence was presented indicating that approximately 600,000 visits occurred at the Copthall Centre annually and that was at a time before the Power League football facility began to operate (although it was under construction at the time). Evidence at the Barnet Football Club inquiry (see references elsewhere in the main body of this report) suggested that the existing capacity of the Stadium is approximately 6,000 and that on occasions firework displays had attracted up to 10,000 spectators. However, for the purposes of the TA it was assumed that current athletics and other sporting competitor events attract substantially lower numbers of visitors – with maximum attendances at current athletics events or other sporting activities being unlikely to exceed 2,000 attendees and the assessment of the impacts of this proposal are therefore considered to be on a robust “worst case” basis. The Sporting Impact Assessment estimates that the stadium currently attracts around 30-35,000 attendances per annum.

4.0 Development Proposal

- 4.1 Saracens Rugby Club (SRC) are proposing to relocate to the Copthall Stadium on the basis that up to a maximum of 16 matches per season will be held on weekend afternoons at Copthall Stadium, with the majority being on a Sunday. This includes the majority of their home Premiership League matches and potentially additional special fixtures, although major cup games and home matches would continue to be played at Wembley.
- 4.2 As stated earlier in this report, the proposal is to redevelop and enlarge the existing stadium by building a new east stand, with demountable seating being added for the rugby season to increase the capacity to 10,000, as well as ancillary uses including offices, conferences, training and hospitality uses. The development is proposed for completion before the start of the 2012/13 rugby season in September 2012. The proposal also covers on-site improvements, including match day parking facilities for a limited number of cars and coaches. If permission is granted the following key home Match Day transport mitigation measures will be delivered before Saracens’ First Occupation and the opening of the stadium.
- Ticketing arrangements to encourage re-focusing of the fan base in local areas easily accessible to the Stadium by non-car modes of transport;
 - Attractive sustainable transport options to encourage fans travelling from remote locations to choose non-car modes and ticketing incentives and information provided to reinforce such choices;
 - On-Street Match Day Parking Control Scheme to deter car travel and to protect the amenity of local residents;
 - Strictly limited Off-Site Car Parking spaces provided in nearby educational establishments, with spaces needing to be booked in advance in accordance with the STP measures;
 - Shuttle Bus Service providing links to key tube and train stations;

- Bespoke Coach Services operating along seven identified routes from adjacent parts of North West London and counties beyond;
 - Off-site Pedestrian Improvements at key locations;
 - Contribution (to be agreed) to planned TfL upgrade of the traffic signals at Fiveways junction (Page Street / A1 / A41)
 - In the medium to longer term, possible junction improvement at A1 / Greenlands Lane.
- 4.3 These mitigation measures and the transport impacts of the development will be closely monitored and reviewed in accordance with the Comprehensive Monitoring and Review Programme and with the detailed provisions to be set out in the Section 106 Agreement so as to ensure that the Stadium Travel Plan (STP) objectives are fully and effectively achieved, including the sustainable modal split targets (on which the TA is predicated) and minimising transport impacts on the local community.
- 4.4 The development proposals are supported by a six point transport strategy, which has been agreed with officers and is summarised below and which itself is based on extensive movement surveys and other data collection, spreadsheet based demand modelling and detailed analysis work at key junctions:-
- 4.5 The proposed transport strategy has six key components, as follows;
- A series of incentives will be offered by SRC to re-focus their fan base within the areas closest to the Stadium in order to maximize as far as reasonably practicable the amount of short distance and local travel broadly within the LB Barnet on SRC home match days. These measures will include priority booking of season tickets at a discounted price for all Barnet residents and those in adjoining boroughs. Similar discounts will be available for spectators who elect to commit to walk or cycle to the stadium for home matches. There will also be priority afforded to LB Barnet residents to fill the many part time jobs on home match days, including stewarding and catering roles. All staff will be able to travel free on the Shuttle Bus service (see below) which will start early and finish late to fit with staff shifts on home match days;
 - A substantial network of high quality longer distance coach services running on a minimum of 7 identified routes and involving up to 34 modern vehicles to be used by home supporters and home match day staff travelling to the Copthall Stadium;
 - A substantial Shuttle Bus Service as an overlay of the western half of the 221 bus route. The purpose of the proposed service is to easily connect the stadium to the public transport interchanges at Edgware, Mill Hill Broadway and Mill Hill East. The service will be high quality, using double-deckers at a high frequency. A reputable operator has been engaged by the applicant to assist in the detailed service planning. The local bus frequency will increase by a factor of three which will result in average waiting times of two minutes for pre-match travel from each of the three transport interchanges. Post-match the 'shuttle' buses will be mostly deployed to transport the surge in spectator demand wishing to access

the rail services at Mill Hill Broadway and the tube services at Edgware and Mill Hill East stations. The net effect of the Shuttle Bus is that the PTAL rating would increase from 0/1 to 3.

- Parking restrictions as described in the TA and Stadium Travel Plan as the “Saracens Matchday Parking Control Scheme (SMPCS)” which will involve the Council in making a Traffic Regulation Order (TRO) for parking restrictions to be designed in consultation with each of the nine identified local residential communities and on the basis that the full costs of such parking restrictions will be borne by SRC and no costs will be borne by either local residents or the Council. These communities each include between 269 and 1,145 households – in total 4,671 households occupied by 11,327 residents within an area of 503 hectares (based on detailed Geographic Information System analysis). Other locations can also be considered if it is thought that they are necessary;
- The revised Design and Access Statement shows the on-site and local area facilities to accommodate pedestrian circulation, 700 car parking spaces, cycle parking, motorcycle parking, coach parking, Blue Badge parking, electric vehicle charging points and emergency service routes. All car parking spaces will be pre-allocated by SRC in accordance with the STP. There will also be four off-site car parks at local educational establishments close to the Stadium;
- The Conditions and the section 106 Agreement combined with Stadium Management Plan will create a strong and transparent framework for the involvement of local residents and amenity societies in the preparation and amendment of the LAMP, the STP and the ongoing and detailed Comprehensive Monitoring and Review Programme addressing any issues of concern and ensuring that the objectives of the STP (and other documents) are fully and effectively fulfilled and that any necessary adjustments to the STP mitigation measures are made for this purpose. This will be committed and enforceable as part of the conditions and Section 106 obligations (covered in more detail later in this Appendix – section 19) to be completed by Barnet Council in close co-operation with TfL. It will address transport outcomes, travel trends over time and the need for additional measures, such as additional coach services, to achieve the STP objectives and modal split targets, including the initial modal split target of no more than 36% of journeys by way of private vehicles (and in particular a 12% car driver mode split) on which the TA is to a large extent predicated in relation to SRC home match days.

5.0 Traffic Surveys, Data Collection and Development of the Models

- 5.1 A scoping exercise was carried out to identify the area that will be affected by the proposed scheme. Key junctions to be assessed as part of the modelling were agreed. These comprise Bunn’s Lane / Page Street / Pursley Road, Champions Way / Page Street / Longfield Avenue and A1 / Page Street (Fiveways junction).
- 5.2 Traffic surveys were carried out at all the above junctions, as well as at the A1 junctions with Greenlands Lane and Holders Hill Road to provide data on the existing situation, which allowed base models to be built or other analysis carried out as appropriate. The base models were used as a reference point to compare against traffic flows projected with the proposed development in order to provide an assessment of the impact of the scheme. On and off

street parking surveys were also carried out (see sections 7 and 11 later) and a summary of the surveys is in the table below.

Table: Traffic and Parking Surveys

Automatic Traffic Counts (ATC)
Page Street (north and south of Champions Way for 1 week (10 th Jan – 18 th Jan 2011) A1 Great North Way for 1 month (Apr 2010) – obtained from TfL A1 Barnet bypass for 1 month (Nov 2010) obtained from TfL Pursley Road (near the junction with Sanders Lane) for 1 month (10 th Sept 2010 – 10 th Oct 2010) – obtained from LB Barnet
Manual Classified Traffic Counts (MCC)
Champions Way / Page Street (Sat 9 th Oct 2010 and Sun 25 th Sept 2011) Greenlands Lane / A1 (Sat 9 th Oct 2010) and (Sun 25 th Sept 2011) Pursley Road / Page Street / Bunns Lane (Sat 11 th Dec 2010, Fri 23 rd Sept 2011 and Sun 25 th Sept 2011) A1 – Fiveways Junction (Saturday 13 th Nov 2010) A1 – Holders Hill Junction (Saturday 12 th Feb 2011)
Queue Length Surveys
Pursley Road / Page Street / Bunns Lane (Fri 23 rd Sept 2011 and Sun 25 th Sept 2011)
Car Parking Surveys
Power League 5-a-Side (12 th July and 24/25 th Sept 2011) Barnet Copthall Leisure Centre (Swimming Pool) (12 th July and 24/25 th Sept 2011) Metro Golf (12 th July and 24/25 th Nov 2011) Barnet Copthall Stadium (various car parks) (12 th July and 24/25 th Sept 2011) Greenlands Lane (12 th July and 24/25 th Sept 2011) Champions Way (12 th July and 24/25 th Sept 2011)
On-street and Driveway Parking Survey
All roads in the Figure S1 – On-Street Parking survey Zones - in Section 11 below. (Sat 24 th and Sun 25 th Sept 2011 and Sun 6 th Nov 2011)

- 5.3 Friday PM peak and weekend surveys were carried out to identify existing movements in the vicinity of the site. However, no specific evening or weekday traffic surveys were carried out at the site. Given that there is no intention to host evening or week day matches, coupled with the fact that all 'Club' athletics competitive events will also take place at the weekend and school athletic events will take place during the week outside the peak hours, this has been accepted as valid. The advantage of the weekend fixtures is that the traffic generated would not clash with the normal weekday afternoon/evening commuter peak period.
- 5.4 The assumptions in the TA for the assessment of SRC Home Match Days have followed the generally agreed method set out below:-
- Assess the likely geographic distribution of spectator home locations, as 95% of spectators will travel from there;
 - Assess how many spectators could travel by each mode of transport;
 - Assess what modes spectators would realistically travel by;
 - Assess demand for car travel and the related car parking;
 - Identify parking provision;
 - Assess capacity of the routes to each car parking location (including off site satellite car parks);
 - Prepare an outline of the proposed Saracens Matchday Parking Control Scheme (SMPCS);
 - Assess the traffic capacity of key locations, particularly in the context of weekday peak hour demand.

- 5.5 Traffic movement to the site is based on the geographical location of the home supporters based on the existing databases for the current location at Vicarage Road in Watford.
- 5.6 Information on the geographic catchment of the existing SRC supporters was a key input to the spreadsheet modelling exercise. The existing SRC season holder database was utilised, and contains home postcode information for 3,500 supporters. This was combined with a second database of 5,115 different SRC supporters who attended home matches played at Wembley. Currently, the majority of supporters who attend SRC matches at Watford (59%) are based around that town and more generally across Hertfordshire, and this will initially be the main origin for spectators travelling to the relocated stadium until such time as the measures designed to re-focus the fan base more locally around the Stadium take effect. Supporters attending Wembley matches also come from this area, but also from a wider catchment across London and other parts of the south east.
- 5.7 The consultants acting for the applicant have blended together the two databases in forecasting the travel and transport impacts of the proposed 10,000 capacity stadium, 3,500 supporters based on the Watford season ticket holders and 6,200 based on the Wembley database. There are also predicted to be approximately 300 away supporters, based on SRC's experience. Forecast travel outcomes by mode are set out in the TA, and each of these are discussed in later sections of this Appendix. Use of the available ticket database information as a cornerstone to the modelling work is considered a reasonable approach. The methodology is therefore considered by officers to be as robust as it can be considering the unique aspects of this application and it will be an important part of the monitoring and review process under the Section 106 Agreement to ensure that the STP measures are appropriately focused to achieve the objectives of the STP.
- 5.8 The applicant acknowledges that cars will be used by some spectators but states that this is expected to vary according to the alternatives available at specific locations, such as coach services in relation to the more distant fans, including many of those travelling from their current Hertfordshire base. Figure 2.3 of the TA sets out the catchment area for the stadium and Table 3.1 summarises the output from the spreadsheet model with mode split modelling predictions (both reproduced below). Mode splits are discussed further below, starting in Section 9.



Table: 3.1 Future Modal Split Summary

Mode	Future Situation				9,700 Home			Away Fans 300		
	Arrive	Numbers	Vehicles	Busiest Hour	Depart	Number	Busiest Hour	Arr/Dep	Number	Vehicles
Bike	3.0%	291		151	3.0%	291	204	0.0%	-	
Bus	5.5%	534		277	4.5%	437	306	0.0%	-	
Car D	12.0%	1164	1164	605	12.0%	1164	815	6.0%	18	18
Car P	24.0%	2328		1211	24.0%	2328	1630	12.0%	36	
M/Cy	2.0%	194		101	2.0%	194	136	0.0%	-	
Coach	13.0%	1261	28	656	13.0%	1261	883	45.0%	135	3
Taxi	3.0%	291		151	2.0%	194	136	2.0%	6	
Train N	5.5%	534		277	5.5%	534	373	3.0%	9	
Train S	8.0%	776		404	8.0%	776	543	10.0%	30	
Tube MHE	13.0%	1251		656	15.0%	1455	1019	22.0%	66	
Tube EDGW	6.0%	582		303	5.5%	534	373	0.0%	-	
Walk Only	5.0%	485		252	5.5%	534	373	0.0%	-	
Total	100%			5044	100%		6790	100%		
Shuttle Bus		1552	10.1	807		1552	1086		36	0.5

5.9 The consultants also examined two other scenarios which formed sensitivity tests and varied the relative importance of the two databases, the headline results of which showed an aggregate assessment that did not vary significantly from the main assessment tabulated above.

5.10 Sensitivity testing was also carried out by comparing modal split and public transport data against other relevant sports stadia, including those for Tottenham Hotspur FC and Millwall FC. This was used to help inform the modal split assumptions that were used for this assessment. However, it is appropriate to mention that whilst football stadia commonly involve 30+ matches per annum, the SRC proposal will be limited by condition to a maximum of 16 SRC home matches, plus a maximum of two non-SRC Major Events (likely to be community events) defined as events attracting over 5000 including competitors, spectators and other visitors.

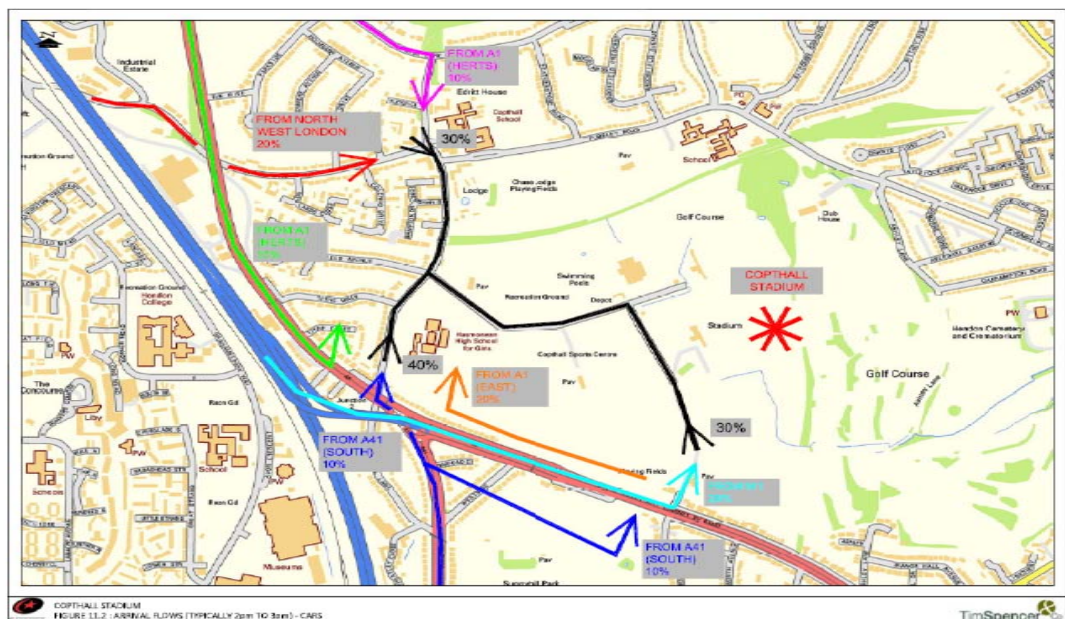
6.0 Impact on the Highway Network

6.1 In order to undertake assessments of key junctions and identify where improvements might be required, the area wide peak period Match Day arrival and departure traffic movements from the spreadsheet model have been assigned manually to the local road network. A number of agreed assumptions about direction of travel have been made and these predicted traffic flows have then been input into separate industry standard traffic models that examine key junction performance characteristics such as traffic queues and capacity (modelling work has been undertaken in general accordance with national guidelines). Alternative analysis techniques, equally acceptable, have been used in certain cases.

Distribution of Traffic

6.2 The majority of SRC supporters are currently based in North West London and Hertfordshire and road based trips are expected to use the main road network and access the stadium via the M1, A1 and A41. The local support base is currently fairly limited but the applicant expects that a local fan base (particularly within LB Barnet and adjoining boroughs) will develop in a similar way to that which occurred around Watford after SRC moved there in the 1997/98 season, and that local spectators will primarily walk or cycle to the stadium. This is a key assumption that has been incorporated into the modelling work, which is considered reasonable, and it forms an important aspect of the Stadium Travel Plan, with a number of measures designed to achieve this strategic re-focusing of the fan base within the area around Copthall.

6.3 The distribution on the key roads connecting to the site have been estimated and are set out in TA Figures 11.2 (arrivals) and Figure 11.3 (departures), reproduced below. It is predicted that 40% of vehicles will arrive at the site from the north of Page Street, 30% from the South of Page Street and 30% from the south via Greenlands Lane/A1. The departures will be 35% north along Page Street, 35% south along Page Street and 30% south via Greenlands Lane/A1.





Assessment of key roads and junctions

- 6.4 The base traffic flows, as listed in section 5 above, were used to assess the impact of the forecast Matchday related traffic. No fully classified count data was collected on a Sunday but the Page Street ATC indicates that Sunday traffic flows are on average 8% less than those on a Saturday (comparing across 6am and 10pm). It should also be noted that with SRC matches being well advertised in advance it is reasonable to expect local traffic levels to be lower as drivers will avoid using local roads around match start and finish times.
- 6.5 The specific junction assessments use the individual traffic count data collected at each location and are expressed in passenger car units (PCUs), where a car is one pcu but a bus or coach for example is two pcus, and are summarised in the table below, showing forecast absolute and percentage changes due to the impact of Matchday related traffic. Discussion on the agreed assessment of key links and junctions follows below. It should be noted that the discussion in the next section on traffic levels along Page Street is however based on the January 2011 ATC data, and these flows are lower due to the count being of vehicles rather than pcus and also because of the time of the ATC being undertaken in January when traffic flows are generally at their lowest (but at a time when SRC could be playing a full capacity home match).

Table: Summary of Junction Impacts

Junction	Friday pm peak (16:30 – 17:30) total junction flows (baseline)	Forecast Matchday traffic (Saturday, busiest pre-match hour – 12:30 to 13:30)	Forecast Matchday traffic (busiest post-match hour – 17:00 to 18:00)	Baseline plus forecast flows – pre-match	Baseline plus forecast flows – post-match	% predicted change – pre-match	% predicted change – post-match
Fiveways (A1 / Page Street)	5448	178	347	5623	5021	3.3	7.4
Fiveways (A1 / A41)	5444	163	347	5602	5042	3.0	7.4
A1 / Greenlands Lane	1474	190	200	1965	1457	10.7	15.9
A1 / Holders Hill Road	4339	178	245	4550	4182	4.1	6.2
Page Street / Champions Way	928	359	510	1468	1290	32.4	65.4
Page Street / Bunns Lane / Pursley Road	1874	290	345	2079	1809	16.2	23.6

Page Street

6.6 Page Street is the local street identified as experiencing the highest volume of traffic related to the scheme. Tables 11.1 and Table 11.2 of the TA, summarised in the table below, set out the Match Day traffic flows on Page Street on Saturday and Sunday afternoons. It is estimated that traffic flows (south of Champion’s Way) on both days from 12 noon-7pm will on average be 28% higher than on normal weekends. On Saturdays the busiest period during the day (pm peak 17.00 to 18.00) is forecast at 821 two-way vehicles (compared to an observed flow of 803 in the weekday pm peak hour). On Sundays, the forecast of 720 vehicles should be compared to the pm peak weekday flow of 803 vehicles. Whilst the weekend peak flows are similar to or lower than those observed during the weekday pm peak, it should be noted that the predicted flows are much higher than those currently observed at weekends. In the busiest hour the flows are expected to increase by over 90%.

Table: PM peak Traffic Flows along Page Street (17.00 – 18.00)

	Average weekday	Saturday		Sunday	
	Base	Base	Future	Base	Future
South of Champions Way	803	473	821	372	720
North of Champions Way	671	448	735	377	664

- 6.7 Traffic flows north of Champions Way are expected to increase by 23% at the weekend (again an average increase between 12 noon and 7pm). In the busiest peak hour of 5pm-6pm on a Saturday flows will be 64% higher than on a normal Saturday but not significantly different from flows experienced on a week day (735 vehicles per hour compared with a weekday pm peak of 671 vehicles per hour). For the same time period on a Sunday, traffic flows will be 76% higher than a normal Sunday (664 vehicles as opposed to 671 vehicles) compared to a weekday PM peak.
- 6.8 In the above discussion it should be remembered that the ATC data has recorded lower traffic levels, when compared to the Manual Classified Count (MCC) data collected for specific junctions. However, assuming the base flows are higher makes the percentage increases quoted above – and hence the impact - lower, in effect representing a worst possible case.

Page Street / Champions Way / Longfield Drive

- 6.9 The Champions Way/Page Street junction will remain under priority control unless the Police deem otherwise and decide to manage traffic (which would be at cost to SRC). There will be some delays for exiting Matchday traffic depending on how quickly drivers decide to leave after a game, however, this is likely to optimise with experience. The TA demonstrated that the post-match degree of saturation, for exiting traffic in Champions Way, is forecast to increase to 75% across the busiest hour, although in practice it is accepted that there will be a 'spike' immediately post-match. The inevitable short period of congestion will primarily be in the Copthall car parks and in the circumstances this is considered acceptable.

Page Street / Pursley Road / Bunns Lane double mini-roundabout

- 6.10 Early versions of the TA contained detailed modelling work on this junction, but the results did not accord with site observations, and it was agreed that the model was not fit for purpose in this particular situation. It should be noted that there are widely acknowledged difficulties in accurately modelling a double mini roundabout using conventional traffic modelling tools. It was therefore agreed that additional comprehensive on-site queue length surveys be carried out to obtain a clearer picture of how the layout works in practice. The applicants have submitted the results of the surveys which are summarised as follows:-

- For a typical Friday pm peak (5.30 – 6.30pm) the average queue lengths are between 5 and 32m on the four approaches, with the longest queue being on Bunns Lane;
- The total of all turning traffic is 2097 pcus;
- The forecasts for the pre-match hour are 1721, and for the post-match hour 1683; both lower overall - although specific movements are higher, such as from Page St (south) post-match;
- For both pre and post match forecasts as the flows are generally lower the forecast queues are likewise expected to be less than the Friday pm peak;
- It should be noted that even in the Friday pm peak the average queue at the junction is only 6 vehicles (equivalent to 32 m) on the busiest arm (Bunns Lane).

- 6.11 It can be concluded that there is likely to be pressure on the local roads linked to the Page Street / Pursley Road / Bunns Lane double mini roundabout before and after matches. However, predicted traffic levels, and therefore queues, are expected to be less than those experienced on a weekday pm peak (Friday) and this element of the analysis is therefore considered acceptable.

Fiveways (Page Street / A1) junction

- 6.12 This junction is signalised and therefore a bespoke traffic model (Transyt) was built. Extensive checks were carried out to ensure that the base model effectively represented the current operation of the traffic signals on site. This included collecting and inputting to the model the actual traffic signal times and ensuring that the model accurately predicted the different usage of traffic lanes, and the rates at which traffic passed through the signals (the saturation flows). Model queue lengths were compared with those observed on site to determine the level of accuracy, or calibration, of the model. A good level of calibration was achieved and the model was deemed to be acceptable for using to forecast the impacts of SRC Matchday traffic. All modelling work was carried out consistent with TfL modelling guidelines and to the general satisfaction of TfL officers.
- 6.13 Traffic flows were input to the model using those base flows surveyed by the MCC, combined with the forecasts from the spreadsheet model for both pre- and post-match situations. It should be noted that although some individual turning movements increase significantly (such as Page Street into the junction post-match), the total increase in traffic throughput at the junction over the base is forecast to be less than 3.5% and 7.5% over the busiest pre- and post-match hours respectively.
- 6.14 The forecast traffic flows were input to the traffic model and the following two situations were modelled to assess the impact of the proposals on the Fiveways junction:
- Busiest pre- and post-match future year hours with a 70 second cycle time (the existing maximum cycle time of the signals)
 - Busiest pre- and post-match future year hours with an 88 second cycle time (the maximum cycle time which reflects the implementation of the planned TfL improvement scheme – SCOOT – defined in para 6.15 below).
- 6.15 The SCOOT scheme will allow a longer cycle time to be run which increases the amount of traffic that can pass through the junction and will also allow the timings to be varied in real time from a central control room, whereas the junction currently operates on pre-planned fixed time signals. This is particularly relevant to this application and the expected 'spike' in post-match traffic levels on Page Street.
- 6.16 The 70 second cycle time models showed that the addition of the forecast traffic generated by the scheme would be likely to cause a small deterioration in the busiest pre-match hour, with a broadly neutral impact in the post-match hour. However, the future year model with the SCOOT scheme incorporated (88 second cycle time) predicts an improvement in the operation of the junction compared to the base situation in both the busiest pre- and post-match hours.

- 6.17 SRC have offered to make a fair and reasonable contribution towards the cost of implementing SCOOT if the development is allowed to proceed, and provision for this is contained in the Section 106 Heads of Terms appended to this report. It should be noted that at the time this report was prepared TfL had put the implementation of the scheme on hold, possibly as part of a moratorium on schemes on the Transport for London Road Network (TLRN) due to the Olympics, so it cannot be confirmed that the improvement would be in place in time for the first SRC home match. However, it is reasonable to expect it to be implemented around that time or shortly thereafter.

7.0 Parking Capacity Surveys within the Cophall Site

- 7.1 Parking Surveys were undertaken within the Cophall Site in July and September 2011 to assess the level of parking occurring in the car parks and on the roads including Champions Way and Greenlands Lane.
- 7.2 The areas surveyed were as follows - Power League 5-a-side, Barnet Cophall Leisure Centre (Swimming Pool), Metro Golf, Barnet Cophall Stadium (various car parks), Greenlands Lane and Champions Way.
- 7.3 Although parking occurred throughout the site there was spare capacity for all the uses.
- 7.4 On home match days parking within the site will be controlled via the Off-Street Car Parking Management Strategy, which in itself is dealt with in Condition 79. This will enable visitors to the Cophall site to continue using the facilities and parking within the site but prevents use by Spectators unless they have parking allocated within the Stadium Car Park.

8.0 Surveys of non Saracen Activities at Cophall

- 8.1 The TA states and assumes that other sporting activities can take place at other facilities in the Cophall Centre during the proposed SRC matches, although under the Estate Management Strategy there will be an attempt to manage and coordinate activities so as to minimise such clashes. The Sporting Impact Study includes the results of consultations with other operators at Cophall and indicates that not all of the other facilities are heavily used on weekends. However, the peak traffic loads could be significant if activities such as a swimming pool regatta, are taking place at the same time as a SRC home match. To capture the existing weekend trip movement the applicants conducted Sunday surveys in July and September 2011. On the day of the July survey an athletics meeting was being held and it was noted that the main car park was at full capacity, however the overflow area was only lightly used.
- 8.2 Provision of a reserved parking area for those involved in sporting activities on the adjacent sports pitches has been made in a proposed parking area off Greenlands Lane. All parking in this area is proposed to be managed by the Match Day Stewards in accordance with the measures set out in the STP and the LAMP (see section 16) in order to avoid SRC spectators occupying spaces reserved for other Cophall Centre visitors.

9.0 Forecasting of trips by travel mode

9.0.1 In the TA it is estimated that for the weekend matches there will be a modal split of 12% car drivers, with 24% car sharing (assuming a standard car occupancy rate for matches of 3 per car), 13% coaches, 2% motorcycle, 13.5% Rail, 6% Tube (Edgware), 13% Tube (Mill Hill East), 5% walking, 3% taxis, 5.5% buses and 3% pedal cycles. Each of these is discussed in turn below and has been reviewed by officers and are considered to be acceptable forecasts. The capacity of public transport has been examined, especially Mill Hill East which is the nearest tube to the site and has a lower frequency of trains at weekends.

9.1 Saracen's Match Day Coach Service (13%)

9.1.1 Saracen's coach strategy will be based on a similar initiative operated by Charlton Athletic football club, and also draws on information relating to initiatives by Brighton FC (Seagull Travel). Through applying the various key assumptions in the spreadsheet modelling process it is predicted that 1,210 passengers will take advantage of the service and that 34 coaches using 7 designated routes will be required to cater for the demand. In all it is estimated that 13% of spectators will travel by this mode.

9.1.2 The applicant's consultants identified a potential catchment for these services of 4,654 spectators based on the databases for home matches (3,500 season ticket holders) at Vicarage Road and the rest from information held in the Wembley fixture database.

9.1.3 The seven routes proposed are:

- Amersham service (6 coaches)
- Aylesbury service (6 coaches)
- Milton Keynes service (6 coaches)
- Letchworth Garden City service (4 coaches)
- Bishop Stortford service (4 coaches)
- Southend service (3 coaches)
- North West London boroughs service (5 coaches).

However, the precise details as to coach numbers and routes will be reviewed before the SRC first home match under the Comprehensive Monitoring and Review Programme. Adjustments may need to be made in the light of demographic information based on actual ticket sales to ensure that the coach services are appropriately targeted to cater for the fans expected to travel to the Stadium and the appropriate concentration of coach services and capacity to accommodate them.

9.1.4 SRC recognise that the coach facility must be made attractive to potential users and that the closer the routes to a spectator's home address are, the greater the probability of use. In order to promote patronage the intention is to provide a series of pick-up points along each proposed coach route as demand dictates.

9.1.5 The TA states that the coach network will also serve as transport for the amateur rugby clubs, 'Junior clubs' many of which are situated close to the proposed routes. This potential demand is identified as additional to the assumed 13% coach mode share and is expected to add 2-3% to the total. To manage the level of demand, extra coaches will be provided where

necessary. However, this additional potential demand has not been incorporated into the modelling, in effect making the estimate of coach travel a reasonably conservative one, and adding to the overall robustness of the modelling work.

- 9.1.6 The all-weather pitch “Redgra” area in Copthall Stadium has been identified as the location for the on-site coach park. This coach parking area is to be available for all Saracen home matches and up to 34 spaces are proposed. Part of the same area has also been allocated for outside broadcasting unit (OBU) parking for televised matches, up to the size of 500 square metres. TA Figure 7.2 sets out the proposed arrangement. The management of the use and allocation of all spaces is covered in the LAMP (See Section 16).
- 9.1.7 TA Figures 7.4 and 7.5 set out the proposed arrival and departure routes which are concentrated on the strategic routes of the A1, A41 and M1. Coach routes will generally avoid residential streets, except for the short section of Page Street south of Champion’s Way. However, following safety concerns expressed by TfL regarding the use of the Greenlands Lane turn off the A1 by coaches, the coaches’ entry route to the stadium has been amended and coaches are now proposed to use Holders Hill Road – Pursley Road – Page Street circuit to approach the stadium. All routes will be controlled through the LAMP which will instruct and inform coach drivers to adhere to the pre-agreed, planned and approved routes. Traffic flow predictions include coach movements and the application clearly states that no coaches will exit the stadium via Champion’s Way and head north along Page Street.

9.2 Shuttle Buses

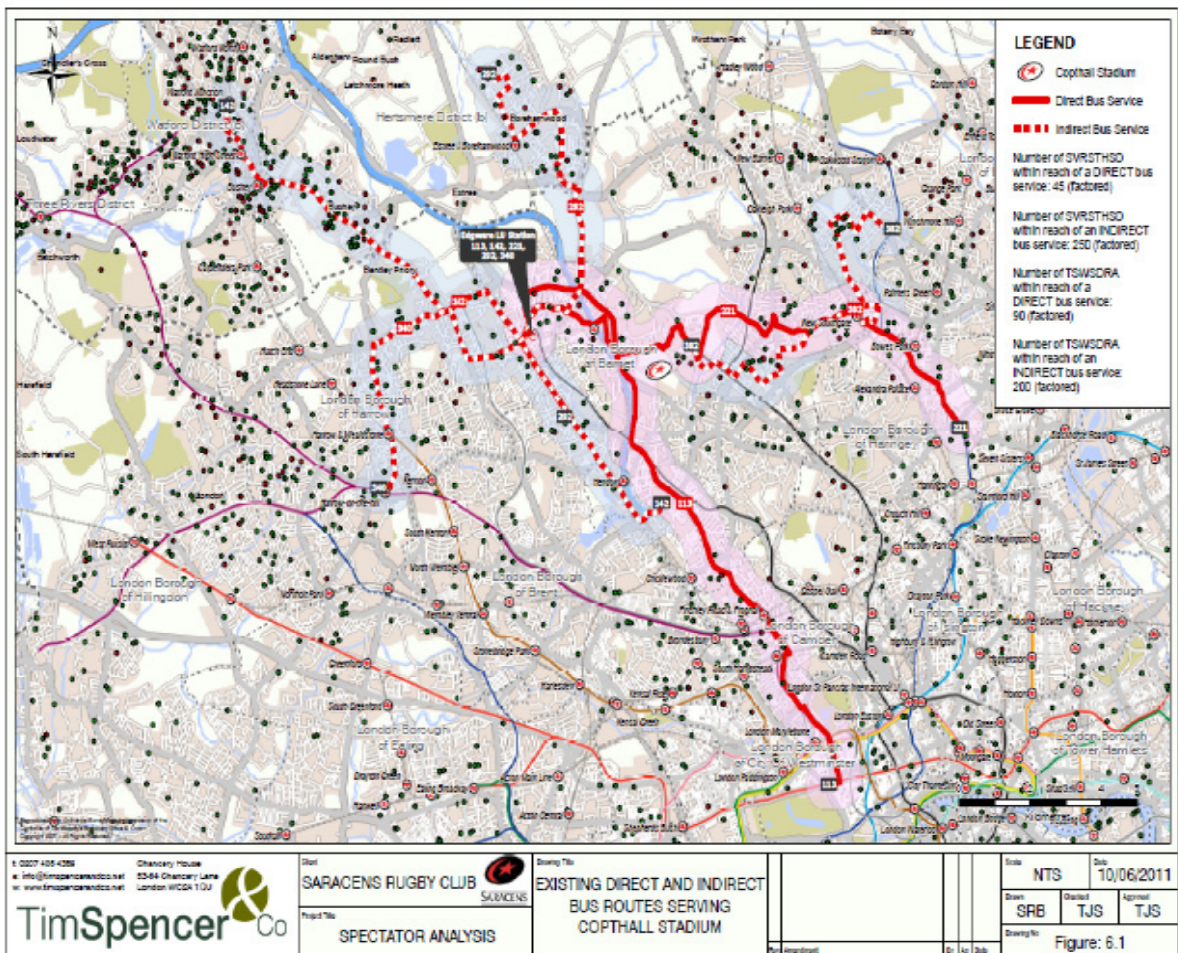
- 9.2.1 The provision/co-ordination of public transport and non-car measures forms a key part of the applicant’s strategy in achieving a 12% trip rate by car driver. The applicant has formed a partnership with Arriva Buses to develop a shuttle bus strategy including various service pattern options. The applicants expect that the shuttle bus will cater for more than 20% (this equates to 15% shuttle buses and 5% scheduled buses) of final journeys to the stadium. The core proposed shuttle bus service is proposed to interchange at key rail and tube services close to the site, namely Edgware, Mill Hill Broadway and Mill Hill East. An extension from Edgware to Canons Park on the Jubilee line is also under consideration (subject to consultation) as is the use of Colindale as a possible alternative to Edgware, although the latter is preferred as it is a town centre and the bus station provides a good interchange with a significant number of bus services covering a wide area across North West London.
- 9.2.2 The applicant has looked at patronage of similar shuttle bus operations where 5% of supporters (assuming the stadium is full) use the facility and the concept of shuttle bus services for large events is a tried and tested measure. Similar facilities operate at Twickenham stadium for a nominal charge. At Copthall it is envisaged that 8 – 10 vehicles will be introduced in two stages (three hours before the match and a full service an hour before kick-off). Dwell times at stops for pre-match supporter pick up will be minimal as the shuttle buses will be free on production of a valid match ticket, and only supporters with tickets (and SRC staff) can use the shuttle.

The agreed basis for the Shuttle Bus forecast is as follows;

- 100% of interchange movements at Edgware LUL station;
- 50% of users of Mill Hill Broadway Thameslink station are assumed to use the Shuttle Bus service or 221 bus service to reach the stadium area, at Pursley Road;

- 25% of the users of the Northern Line spur to Mill Hill East LUL station are assumed to use the Shuttle Bus service rather than walk to the stadium area.

9.2.3 Figure 6.1 of the TA (reproduced below) is an overlay illustrating how supporter home addresses relate to bus services that can connect to the shuttle bus interchanges as well as to the stadium itself via the 221 bus. As expected, based on the existing stadium, a higher density of potential use is shown in the north-west area from the site towards Watford.



9.2.4 Discussions with TfL regarding shuttle bus stops at the interchanges are ongoing but a pick-up and set-down point west of the 221 bus stop on Pursley Road (by the Leisure centre footpath) has been selected as the stadium shuttle bus stop. This location has space nearby for eight buses to wait by the southern kerbside after the match before loading and taking supporters towards Edgware. A single bus can also pick up on the northern side of the road to take supporters in the opposite direction post match to Mile Hill East. Agreement has not yet been reached with TfL on certain shuttle bus details at the time of writing this report, which has prevented them giving an ‘in principle’ approval. However council officers have sought advice from a public transport expert who was of the opinion that the proposal was generally workable in practice. The applicants envisage the proposed shuttle bus service, combined with the Sunday frequency of the 221, will have sufficient capacity to accommodate the key demand, predicted at 850 spectators

wishing to travel westbound towards Mill Hill Broadway and Edgware in the peak hour after the match (ten shuttle buses and five 221 buses).

- 9.2.5 The details of shuttle bus operations are to be agreed and set out in the LAMP (see Section 16), and include turning and waiting areas for shuttle buses, service frequency, crowd security and management and pick-up points. As with other transport measures, the details of this service will be subject to close monitoring and possible adjustment under the Comprehensive Monitoring and Review Programme in order to ensure that the STP measures fully and effectively achieve the objectives of the STP.

9.3 Rail Use (13.5%)

- 9.3.1 The overground rail system is the most accessible and convenient mode for the majority of SRC supporters who predominantly live outside Greater London. Mill Hill Broadway Station is part of the Thameslink network linking Brighton to Bedford and covers a large segment of the catchment area for SRC supporters. In particular Harpenden, St Albans, Leagrave and Radlett will all be useful supporter departure points. The Thameslink network is also expected to be attractive for many supporters travelling from south London. Mill Hill Broadway has a 30 minute train service frequency at weekends and is included as one of the shuttle bus pick up and set down points.

- 9.3.2 The TA estimates that 5.5% of spectators will travel from the north and 8% from the south and sets out a detailed market catchment analysis which has been applied to the available supporter databases in order to derive these forecasts. It expects a large element of 'park and ride' outside the immediate area around the Stadium and cites the example of the Emirates Stadium and Tottenham Hotspur which have park and ride proportions of up to 38%. No train capacity issues have been identified for match days due to the low level of background passenger levels and high capacity of the trains. Detailed discussions are yet to be formalised with the rail provider in terms of joint working with the applicant, including potential travel marketing initiatives, but these will be considered as part of further work on the STP before it is approved in accordance with the proposed planning conditions and obligations.

- 9.3.3 Contingency plans in the event of rail disruption and incidents need to be in place and this will also be subject to further discussions. The TA notes that other sporting venues have been able to plan appropriately for scheduled disruptions including the use of bus replacement services. In any event the STP 'Contingency Planning' section sets out a strategy for dealing with disruptions and proposed Condition 68 requires such measures to be part of the Stadium Travel Plan submitted for approval.

9.4 Underground Travel (19%)

- 9.4.1 The TA forecasts that, in keeping with the experience of other sporting venues such as Tottenham Hotspur, Chelsea, Millwall and Arsenal, the proportion of car use by supporters who live in areas south of the venue is on average, significantly lower than for supporters overall when all routes are considered (12% versus 43%). SRC supporters travelling from south of the Thames will have to negotiate a series of underground connections but it is expected that the Northern line stations of Edgware and Mill Hill East will be used. The TA forecasts that 25-30% of arriving tube users will use Edgware. Edgware is also on the proposed shuttle bus route.

9.4.2 Information on passenger use of both tube stations has been obtained from LUL for weekday off peaks which is considered comparable to Saturdays and Sundays. Mill Hill East has recorded an off-peak use of 91 trips per hour and Edgware 546. The TA therefore considers that the proposed peak hour (5-6pm) post match trips of 1,017 at Mill Hill East and 340 at Edgware can be accommodated, as the numbers are modest in terms of tube train capacity (over 900 passengers per train, and a service frequency of 15 minutes). The future capacity has also taken into account any weekend passenger demand from the Inglis Barracks site which may add an extra 15 trips.

9.4.3 It is acknowledged that the platforms may have more capacity than the trains during the peak hour and the applicant proposes to develop passenger management strategies at both stations as required with the appropriate other organisations as part of the LAMP.

9.5 Pedestrians (5%)

9.5.1 The applicants are strongly promoting walking, either as the sole mode, or as part of public transport trips in the strategy to reduce car travel to the stadium. A pedestrian audit of routes has been submitted. This has been used to inform the type of improvements proposed for the pedestrian environment within the stadium and around the site, and contributions by the applicant totalling £60,000 have been agreed and will be set out in the Section 106 Agreement. The key assumption is that of those using Mill Hill East tube 75% of spectators will walk and the other 25% will use the shuttle bus service. For the longer walk to Mill Hill Broadway rail station 50% are expected to use the shuttle bus and 50% walk. Eight buses are planned to wait on Pursley Road to cater for the surge in demand post match and these will be used to take supporters to Mill Hill Broadway and Edgware. Two buses will wait in one of the local schools and will then pick up on the other (north) side of Pursley Road and take supporters to Mill Hill East.

9.5.2 Forecast of post match pedestrian flows are set out in the TA, table 4.1. Generally, it is expected that whilst pre match flows will slowly build up, the post match peak period flow will be more than 3 times higher. For example, in the first five minutes after the match it is expected 1,750 pedestrians will leave the site, followed by another 1,400 in next 5 minutes.

9.5.3 The routes that will carry most of the pedestrian flows in the vicinity of the site are expected to be Champions Way for supporters walking to Barnet College and Mill Hill Broadway (423 people), Pursley Road from the Leisure Centre footpath to Dollis Junior school (326 people), and the footpath from the Barnet Leisure Centre itself that links to Pursley Road and connects to Mill Hill East tube, and the shuttle bus stops that are proposed on Pursley Road (682 people).

9.5.4 The main directions for pedestrians leaving the site are therefore expected to be towards the shuttle bus collection points, Mill Hill East tube, Barnet College, Mill Hill Broadway Station, and the off-site school car parks, in addition to the local walking trips.

9.5.5 Pedestrian links have been assessed for the peak 5 minutes post match using an established (Fruin) methodology which uses detailed guidance on the level of service standards and associated crowding conditions (Fruin levels range from A to F where F is the highest level of congestion). Champions Way was identified as D (restricted walking speed), and the Leisure Centre footpath in direction of Pursley Road as E (shuffling forward,

limited overtaking and close to capacity). Pursley Road between the Leisure Centre and Dollis Junior School, which has also been identified for footway surfacing improvement has been identified as level B/C (conflicts with others moving in the same direction, increasing difficulty in passing others).

9.5.6 The link from Pursley Road in the direction of Mill Hill East Underground has been categorised as A/B (free movement, crossing conflicts easily avoided and sufficient space for the expected flow of pedestrians), and an upgrade of the footpath along the former Sanders Lane is proposed, with a £10,000 contribution having been agreed.

9.5.7 There are no other locations where the scale or intensity of pedestrian activity will have any impact on residential amenity. Details of various minor pedestrian management measures within the site are set out in the LAMP (see Section 16).

9.6 Bus only (5.5%)

9.6.1 This is based on detailed analysis of spectators living in close proximity (at 640 metres) to services, coupled with the likelihood to travel by that mode. The bus catchment population of SRC supporters is assumed to grow by 3.5 times as a result of the relocation to Barnet based on the propensity of local residents to attend SRC games. This forecast is independent of and additional to the forecast use of the substantial SRC Matchday Shuttle Bus service that is proposed as a high frequency overlay of the western half of the 221 bus route.

9.7 Cycle (3%)

9.7.1 The target modal split for cycling is based on the repeatedly observed low probability to cycle to a major sporting event. This assessment is supported by catchment area analysis which shows the very substantial 'in-scope' numbers that could decide to cycle with encouragement. With time this proportion is likely to increase quite significantly but the starting position is a low level of cycle use in NW London. In Hertfordshire the SRC match attendance rate is 3 per 1,000 residents whereas in Barnet at present it is only 1 per 1,000 residents. Therefore substantial growth in numbers of SRC spectators living in close proximity to the Copthall Stadium is expected. The outer limit of the cycle catchment area extends from Hertsmere to Islington and Enfield to Harrow. There is extensive cycle parking available at the local schools.

9.7.2 TfL are recommending a modal split of 5% for cycling however, 3% is considered to be a more realistic initial target figure for Barnet, although this can be revised in accordance with the Comprehensive Monitoring and Review Programme taking account of trends in re-focusing the fan base.

9.8 Motorcycle (2%)

9.8.1 The modal split for Motorcycles (also known as powered two wheelers) is based on the repeatedly observed low probability to travel by motorcycle to major sporting events. This is supported by mode split analysis for other stadia which shows that despite substantial 'in scope' numbers that could decide to motorcycle with encouragement the outcome is less than might be expected;

9.9 Taxi (3%)

9.9.1 This figure is based on the probability to travel by taxi to a major sporting event. This is supported by catchment area analysis which shows substantial 'in-scope' numbers that may decide to travel by cab. The drop off and pick up area will be to the immediate south west of the stadium;

9.10 Car Driver (12%) and Car Passenger 24% (total 36%)

9.10.1 This prediction is based on the residual of the demand forecasting exercise – an output not input. Car occupancy of 3 per vehicle is based on existing characteristics at Vicarage Road. The previous transport consultants (Waterman Boreham) predicted 70% car use on the basis of the existing situation at Vicarage Road in Watford. The latest version of the TA did not agree with this forecast due to the negatives of car travel including unpredictable delays and congestion, difficulty of finding a parking space and possibility of a parking fine coupled with not being able to consume alcohol before and after the game. Remote car parking was not considered attractive because of the long walk times and often complex routes.

9.10.2 It is intended that there will be locally managed and controlled on-street car parking, over a wide area, with the details being the subject of later public consultation, which will eliminate all of the convenient on-street car parking locations (see Section 14).

9.10.3 Traffic flows on Page Street, on a Saturday or Sunday afternoon with an SRC match will be little different from a standard PM peak hour on a weekday evening. Remote rail-based park and ride activity is a common feature of matchday travel into London from the 'home counties'. At the Emirates Stadium 50% of spectators leave home in their cars yet only 12% arrive in the same vehicles. They park up at railway stations outside London and travel into the city by train – just like they would do if they commute to work.

10.0 Off site Highway Improvements

10.1 As a result of the work outlined in section 6 above the applicant has offered to contribute to funding the off-site traffic signal upgrade at the A1 Fiveways junction (SCOOT scheme). At the time of writing this report the need for and the amount of the contribution was yet to be agreed with TfL (see above).

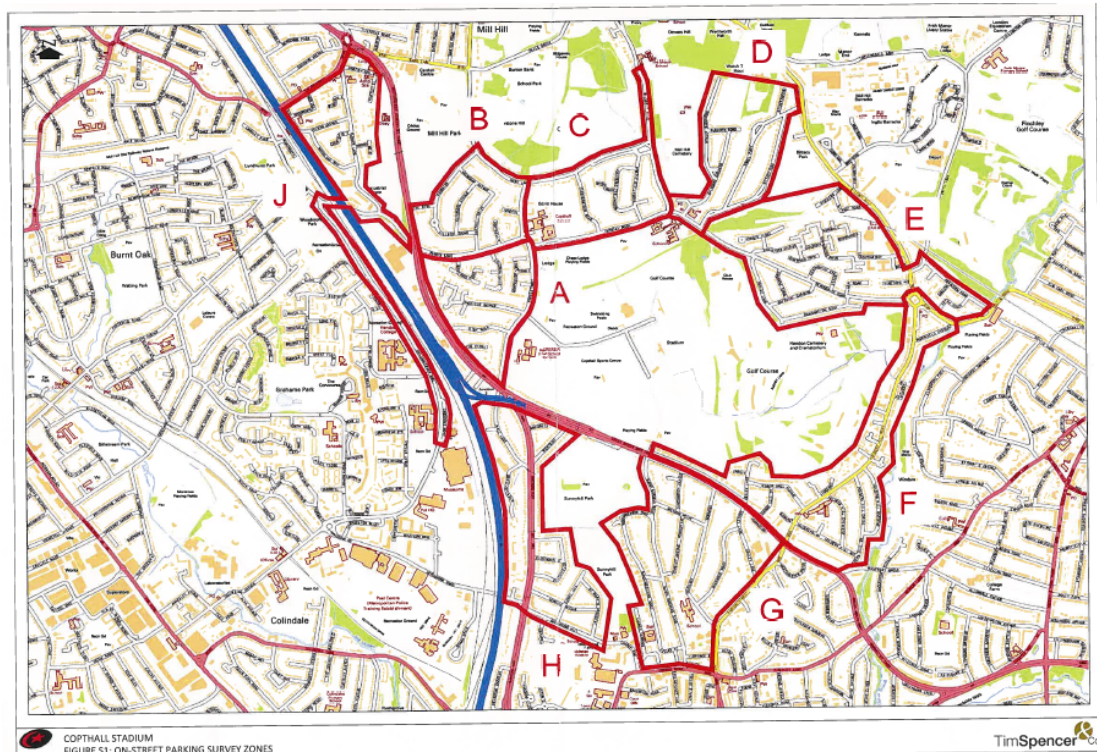
10.2 An improvement scheme to help facilitate the safe and efficient access and egress of coaches at the A1/Greenlands Lane junction was being examined by the applicant, but following a Road Safety Audit of a number of design options concerns were expressed by TfL and this option is not being pursued at the current time. Officers consider that the proposed scheme is worthy of further investigation and intend to re-engage with TfL on this matter in due course as it would considerably reduce the additional running of coaches along borough roads.

10.3 The application has submitted an assessment of the pedestrian environment surrounding the site, known as a PERS assessment. This highlights a number of improvements that are required in the local area including dropped kerbs on key pedestrian routes, improvements to the footway on Pursley

Road at the pedestrian entrance to the site where the shuttle bus stops are proposed, improvement to the footway linking Sanders Lane to Mill Hill East Station and improved pedestrian signage. There is also expected to be some new permanent direction signage, as well as measures associated with the SMPCS (see section 14). These measures will be implemented either through the LAMP or through various agreed Section 106 contributions to improve the pedestrian environment, comprising £35,000 to relay the footway along Pursley Road in the vicinity of Shuttle Bus stopping area, £10,000 for an upgrade of the footpath along the former Sanders Lane and £15,000 for PERS related improvements (dropped kerbs, as referred to above).

11.0 On Street Car Parking Surveys

- 11.1 The applicants conducted approved parking surveys in September 2011 to estimate the level of on-street parking capacity available in the streets where the Saracens Matchday Parking Control Scheme (SMPCS) is initially proposed to operate. The parking surveys were undertaken on a Saturday and Sunday during the rugby season when matches would be played at the stadium and is expected to provide a representative picture of existing parking pressure pre and post match.
- 11.2 The survey was conducted in several areas and included both on-street parking and off-street parking spaces with the curtilage of the houses. This approach was seen as acceptable in attempting to identify potential parking areas and evaluating whether local residents could park conveniently if kerb side parking is unavailable or restricted.
- 11.3 Several areas have been initially surveyed as potential locations that could be impacted by match-related parking stress. The initial survey areas are shown in the plan below (areas labelled A to J):



- 11.4 The surveys showed that there is available parking capacity both on and off street and are summarised in the table below, which shows that the majority

of street or driveway locations in each area have occupancy levels between 40% and 60%; only the driveways in area C have greater than 60% occupancy. However, the SRC match day parking controls are still seen as important and will be designed to protect the residents, provide for local visitors and offer a significant deterrence to match day related car travel. SRC will underwrite all costs in order that none fall on local residents or the Council in relation to the making of necessary orders, administration and all other relevant costs, such as permits/vouchers, and this is covered by the Section 106 Heads of Terms appended to this report.

Saracens Parking Survey (Sunday 25th Sept (and 6th Nov for areas A - C))						
		Estimated Total Capacity	2pm Occupancy		4pm Occupancy	
			Number	Percentage	Number	Percentage
A	Road	433	233	54%	258	60%
	Driveway	666	302	45%	323	48%
B	Road	459	122	27%	132	29%
	Driveway	650	342	53%	327	50%
C	Road	530	233	44%	217	41%
	Driveway	542	308	57%	334	62%
D	Road	624	253	41%	277	44%
	Driveway	638	241	38%	275	43%
E	Road	1009	420	41%	452	44%
	Driveway	1141	572	50%	588	51%
F	Road	793	396	49%	443	55%
	Driveway	1105	544	49%	566	51%
G	Road	851	436	51%	416	49%
	Driveway	1077	544	50%	597	55%
H	Road	598	285	48%	302	51%
	Driveway	1092	567	52%	631	58%
J	Road	537	171	32%	140	26%
	Driveway	410	230	56%	229	56%

12.0 Off Street Parking Provision

12.0.1 The London Plan does not have a specific parking standard for stadia, stating that parking provision should be according to the usage of the sports facility. This means that each site must be assessed on its own merits, taking into account the impact on the local area. Specific guidelines for disabled space provision are contained in the publication Accessible Sports Facilities (2010). This recommends that disabled spaces should be 5% of total provision.

12.0.2 Part of the basis of the proposed STP is that parking restraint should operate in order to deter unacceptable levels of car travel in relation to SRC home matches. The applicant is intending to re-surface and enhance the existing overspill car park with reinforced grass so as to enable it to be used and enjoyed by the community for informal sports, leisure and recreation on non-match days. The 700 proposed on site car parking spaces include 70 wheel chair accessible disabled spaces, 130 Blue Badge disabled driver parking

spaces and 30 electric vehicle charging spaces. The 'block parked' area will be for operational parking and be 'Valet managed' by SRC Stewards (they will keep the keys and move the vehicles if need requires) There are also 300 proposed bicycle spaces, 125 powered two wheeler spaces and 34 coach parking spaces available for use on site on all SRC home match days and other (up to 2) major events days. The plan titled 'Revised car parking provision V5' shows the proposed parking layout for the Stadium, which is considered acceptable. The applicant has agreed licenses to use a further 650 parking spaces off-site within local educational establishments. These latter extra spaces would serve as overspill car park locations. The potential school sites are Dollis Infant School, Cophall School, Hasmorean Girls School and Barnet College.

12.0.3 The capacity of the proposed off-site locations are as follows:

- Dollis Infants/ Juniors (115)
- Cophall School (100)
- Hasmorean Girls (79)
- Barnet College (up to 359 spaces).

12.0.4 The applicants have recently indicated that they have obtained contracts for four of the sites for year one of opening. In order for these spaces to be considered as a viable off-site provision, the Council has stated that the contracts must be obtained for the long term. Whilst this cannot be in perpetuity, contracts should be secured for a minimum of five years and should existing venues not be available, alternative venues should be obtained before the contract expires. However, the proposed planning conditions and obligations will prevent SRC home matches from taking place at the stadium unless the parking scheme (including the off-site spaces) for off-site parking has been approved by the council before the tickets are sold for such matches in each season. The number of parking spaces will also be subject to review under the Comprehensive Monitoring and Review Programme in order to ensure that the objectives of the STP are fully and effectively achieved and adjustments may need to be made in the light of that process.

12.0.5 If the agreements are in place, the Council considers that based on the package of measures that the applicants are proposing for non-car travel to the site, the proposed parking provision would be sufficient.

12.1 Disabled Parking

12.1.1 200 disabled driver spaces are proposed in the stadium car park. 70 spaces are wider spaces specifically for wheel chair users and there are a further 130 Blue Badge disabled driver parking spaces. There will also be other disabled parking spaces available throughout the site and in the 'off-site' car parks as required.

12.2 Motorcycle (Powered Two Wheeler) Parking

12.2.1 125 parking spaces are proposed within the on-site parking area to cater for the 2% of spectators anticipated to travel by this mode.

12.3 Cycle Parking

12.3.1 200 spaces are provided for in the proposed scheme located within the on-site parking area. Cycle parking is also available in other car parks across the site and the off-site car parks to provide the 300 cycle parking spaces that are required to meet the target of 3%.

12.4 Operational Parking

12.4.1 The TA has proposed that allowance should be made for 100-150 operational spaces (depending on TV requirements). These would be used by a range of staff and visitors including players, media, TV staff, match day officials, early starting staff, senior SRC staff and corporate partners. The management of the operational car parking will be through the Off-street Car Parking Management Strategy which will in turn be subject to the Comprehensive Monitoring and Review Programme in order to ensure that the objectives of the STP are fully and effectively achieved.

12.5 Coach Parking and Parking for Outside Broadcasting Units (OBU)

12.5.1 The provision of coach parking is a key tool in the mitigation and management of traffic levels around the stadium and part of the STP initiative to promote the mode share targets. The London Plan contains no specific standard for coach parking but states that venues should provide parking to 'suit their individual demand to help reduce congestion and improve visitor safety'.

12.5.2 Coach and OBU parking will be managed in accordance with the Stadium Management Plan and in particular the LAMP (see Section 16) and there will also be planning conditions and obligations covering these parking arrangements. The TA does not include a provisional plan should coach demand exceed capacity on a match day but this is not likely to present undue difficulties because a higher coach travel mode will be likely to be reflected in lower car use. It would be appropriate for the applicant to investigate overflow coach parking arrangements and information for drivers of coach parking facilities in the local area prior to approval of the STP under the proposed planning conditions so as to have a contingency plan should the need for additional coach parking arise.

13.0 Off-Street Car Parking Management Strategy

13.1 All off-street car parking on and off site will be managed by an Off-Street Car Parking Management Strategy and on street parking will be controlled by the SMPCS (see next section). This will be subject to approval under Condition 79 and enforcement under the conditions and planning obligations and it will also be subject to review under the Comprehensive Monitoring and Review Programme in order to ensure that the objectives of the STP are fully and effectively achieved and adjustments may need to be made in the light of that process.

13.2 Match Days:

13.2.1 On SRC home match days, all designated car parks will be available. The applicants have submitted an Off-Street Car Parking Management Strategy as part of the STP and LAMP that sets out how the car parks will be accessed, allocated and managed. It suggests that the strategy will operate

in a similar manner to airport parking where car parks are monitored and closed by Stewards when they reach full capacity. All parking spaces will be allocated when tickets/season tickets are purchased and vehicles will not be able to park in any of the designated parking spaces without having pre-booked. Travel information issued with the tickets and also available on the Club's web site will indicate the best routes for accessing the relevant designated car parks so as to minimise risks of congestion on local roads.

13.3 Non Match days and other Major Events

13.3.1 Limited information has been supplied regarding the impact of non-match day event activities. The TA draws on the earlier TA prepared by consultants Waterman Boreham (March 2011) which considered multi use activities on non-match days. Their conclusions (which have been carried through into the current TA) are that event attendances will remain of the same order as existing but enjoy enhanced facilities, and events will be held more frequently. However, the revised TA submitted in September 2011 was also informed by Section 9 and Appendix 3 of the Sporting Impact Study which estimates the increasing visits likely to be attracted to the Stadium, some 48,000 per annum, if the development is delivered in accordance with these proposals and the permission sought. Details are provided for athletic club training, school use of the stadium for athletics meetings and athletic club meetings and events the Saracens Community Coaches will play an important role in the first two of these and although further research will be required on the third area this is provided for through the provisions of the holistic STP which will include sections on all non-match travel associated with all activities at the Stadium. The vast majority of events, and the associated travel, are likely to be outside the weekday peaks and the STP will contain sustainable transport measures in order to ensure that the objectives of the STP are fully achieved in respect of all such activities. The holistic STP will be subject to review under the Comprehensive Monitoring and Review Programme in order to ensure that the objectives of the STP are fully and effectively achieved and adjustments may need to be made in the light of that process.

13.3.2 The range of non-match day events is, at present, a matter of judgement (as outlined above in relation to the Sporting Impact Study), and may vary significantly. Nevertheless, July 2011 surveys were undertaken during some local events in an attempt to gain a picture of the demand and impact on the local highway network. This information will be used to inform and update the non-match day element of the STP and the LAMP. Evidence presented at the Barnet FC inquiry suggests that the capacity of the existing stadium is approximately 6,000, although information from the resident clubs suggests that in practice attendances at athletics events at the Stadium do not exceed 2,000 - 2,500.

13.3.3 A major event can take place on a non SRC home match day. It has been agreed that an event attracting (or likely to attract) over 5,000 visitors (including competitors, spectators and other visitors) are considered to be a 'major event'. For such Major Events the STP measures will need to be tailored specifically to the character, timing and demographics relevant to the specific events and there will be bespoke STP measures drawn and adapted from the measures for SRC home match days as explained in Appendix B to the draft STP, but with such other appropriate measures as may be necessary to achieve the objectives of the STP. The number of such other major events will be limited in the proposed planning conditions to a maximum of 2 per annum. Other community events at the Stadium will also be subject to STP measures as outlined in Appendices C/D/E to the draft STP

and will be focused on achieving the objectives of the STP in relation to such events. All such events will be addressed as appropriate in accordance with the Comprehensive Monitoring and Review Programme in order to ensure that the objectives of the STP are fulfilled for all activities at the Stadium, including the achievement of the relevant modal split targets and minimising adverse impacts on local communities and the transport network.

- 13.3.4 The applicants will be required to limit the number of parking spaces on non match days due to lower demand from events on the site. The car parks regularly used by the existing activities will continue to be available. The intention is that the re-surfaced overspill car park will not be available for such events and activities so that the area will be available as the “the Southern Recreation Area” for informal community sports, leisure and recreation. If other events require more off-street car parking, a strategy for its provision must be included in the bespoke STP measures to be submitted under Condition 6, in accordance with the Off-Street Car Park Management Strategy and/or the LAMP (as appropriate), but such provision should always be consistent with the objectives of the STP in relation to encouraging sustainable transport and minimising adverse transport impacts on local communities and the transport network. It is by no means to be assumed that such parking will be provided on the Southern Recreation Area for Major Events other than Saracens Home Matches and it is unlikely that it will be on that area for Non-major Events because alternative arrangements will need to be considered before that area is used as a last resort.

14 Saracens Matchday Parking Control Scheme (SMPCS)

- 14.1 The applicants recognise that some formal parking control is required to provide effective mitigation of the transport impacts of the major events at the Stadium. This will take the form of some legal restraint (Parking Restrictions) and is termed in the TA the Saracens Matchday Parking Control Scheme (SMPCS) which will be designed to discourage car travel to the site and prohibit on-street parking in the adjacent streets. This measure is promoted as a key element in the strategy to promote modal shift.
- 14.2 The details for the proposed Parking Restrictions are not yet finally agreed but they will be approved following the statutory consultation process to be conducted by the Council if the members resolve to grant planning permission for the proposed development. Current proposals include either yellow line only restrictions to operate during major events or yellow line restrictions with a complementary CPZ within local roads around the stadium for the benefit of residents and visitors. The ‘Match Day’ restriction specifically relates to the Saracen matches but restrictions may also need to apply to other major events at the stadium and it is proposed that the Traffic Regulation Orders will be drafted so as to apply as such. The extent of the proposed SMPCS area (shown on the plan in Section 11) has been identified as approximately 503 hectares and includes approximately 4,671 households. Car ownership levels for the households are representative of Barnet in that it is estimated that approximately 83% of properties have access to at least one car. The proposed parking restriction zone will generally extend for approximately 1.25 km from the Stadium.
- 14.3 The proposed areas will be subject to consultation. Nine areas (A-J on the plan in section 11) have initially been identified as part of the SMPCS. These areas contain between approximately 269 and 1,145 households comprising approximately 4,671 and 11,327 residents.

- 14.4 The TA acknowledges the possibility of parking overspill onto the area south of the A1 and close to the existing Hendon (HC2) CPZ (area G) and accepts that this area may be part of the SMPCS. An opportunity to co-ordinate restrictions south of the A1 as part of the Middlesex University redevelopment has been discussed with the Council but not yet agreed. The Council has however agreed to undertake parking surveys in area G as part of the possible extension to HC2 in due course to help inform what action might be appropriate.
- 14.5 The applicant has carried out surveys around Copthall Stadium during the rugby season in order to obtain a more accurate picture of on and off street parking numbers, and a summary of the results are tabulated in Section 11. This data will inform the detailed design of the proposed SMPCS. The controls will be designed for a major event with a capacity of up to 10,000 spectators. The proposed scheme will be innovative as there is no comparable scheme in London for a stadium of the same size.
- 14.6 The proposed SMPCS will be subject of monitoring and review for several years following occupation of the stadium and the principles reinforced in the Section 106 Agreement.
- 14.7 Parking control measures and any subsequent parking permits/vouchers will be fully funded by the applicant as a direct contribution through the Section 106 Agreement, and will have due regard to the objectives of the STP and the LAMP in relation to SRC home match days and other major events. In the meantime the applicant has agreed to pay £20,000 to LBB to fund start up activities immediately after any resolution to grant.
- 14.8 The applicants are confident that the SMPCS will be effective in helping to achieve a target of 36% of travel by car (based on a 12% car driver mode) and the officers agree with that judgement on the basis of the extensive “carrot and stick” package of STP Measures proposed. The TA cites less effective schemes, such as at Tottenham Hotspur which has much smaller parking control area than that proposed for Copthall development and has to date achieved a 43% car use.

Residents Permits/Vouchers

- 14.9 As a consequence of Match day parking restrictions, it is likely that resident’s permits/vouchers will be required. The applicants have agreed to underwrite the costs of providing permits/vouchers for the affected residents. As stated above, all proposals for a Parking controls/CPZ will be subject to public consultation and statutory processes but the Council has made it clear that the scheme must be in operation prior to SRCs first home match. The proposed conditions and Section 106 Agreement will be on that basis.
- 14.10 As stated earlier, none of the costs associated with measures for implementation or administration of the parking controls will be borne by the local residents or the Council.

Enforcement of the SMPCS

- 14.11 The proposed match day parking control scheme is to be implemented by LBB contractors and within the overall control of LB Barnet’s statutory powers. The applicants have agreed to contribute to the enforcement of the scheme which will be by LBB. The funding arrangement will be set out as part of the Section 106 Agreement.

Type of Parking Controls

- 14.12 The level of parking controls suggested will be subject to full consultation and the types of controls could vary and include a CPZ. Low key measures including matchday yellow line controls to manage 'waiting and loading' arrangements will be needed. The initial area of streets identified for such proposed yellow line changes are Page Street, Pursley Road, Bunn's Lane, Holders Hill Road, Bittacy Rise and 'main entry streets' to the match day controlled parking areas if required.
- 14.13 The extent and duration of the controls, whether yellow line or yellow line and a CPZ, would be short and designed to manage match day parking only. A waiting restriction scheme is already in place in Barnet at the Underhill Stadium which operate 'flip down' plates to indicate the parking restrictions on Match Days.

Signs and Lines

- 14.14 Subject to consultation, it is proposed to create a perimeter signage scheme on all approach roads to the stadium. The signs would state the nature of the match day parking controls. The signs would be reinforced by repeater message signs on streets within the cordon but these would be kept to a minimum to reduce the amount of street clutter. All scheme related signage will incur a commuted sum payment towards future maintenance costs, and amounts will be agreed as part of the full Section 106 Agreement, should permission be granted.
- 14.15 The TA envisages that the enforcement officers could log and maintain a list of repeat offenders and contact the club to assist with parking compliance. It is not clear how this could be managed in practice as the role of the local authority is to issue on the spot fines only.

Identifying available Parking

- 14.16 The applicants are keen to stress that any CPZ for match day / major event purposes will be subject to public consultation to determine what might be appropriate across the zone. However, officers and TfL consider it absolutely essential that there are appropriate parking management measures in place as part of the holistic transport strategy.

15.0 Stadium Travel Plan (STP)

- 15.1 Two separate Travel Plans were originally submitted, one for SRC match days and one for non-match day events. However, as requested by the Council and TfL, the applicant has now provided a single holistic draft STP covering both Match Days / Major Events and Non-major events. The Stadium Travel Plan should be a stand-alone strategic level document capable of being monitored on a regular basis. The Stadium Travel Plan will be compliant with ATTrBuTE (a scoring system that assesses the effectiveness of the plan) and the relevant 2011 TfL Guidance or any subsequent guidance.
- 15.2 The detailed STP continues to be developed in negotiations with the Council and TfL. The initial drafting that has been undertaken means that the document is at an appropriate stage in the planning process. As the

development will lead to a new use(s) at the Stadium, key sections will remain 'interim' until survey work is completed both before and after the first SRC home match and / or Major Event in accordance with the Comprehensive Monitoring and Review Programme. The Draft STP will apply under the Section 106 Agreement until the initial full STP is submitted to and approved by the Council in accordance with proposed Condition 67 prior to Saracens' First Occupation of the Stadium and will be revised within four months of the first SRC home match in accordance with the Comprehensive Monitoring and Review Framework, taking account of data emerging during the initial Saracens Home Matches. There is to be power under the Section 106 Agreement for the Council to require urgent additional measures to be introduced or funded by Saracens if and to the extent that issues on the local transport networks require and justify such urgent measures. Saracens will provide a deposit or bond of £125,000 to be used by the Council in the event of Saracens' default in providing the STP Measures (including these urgent measures). If sums are disbursed by the Council from that fund or bond then Saracens will be obliged to top it up to that level each year for at least 5 years on the anniversary of first occupation and then subject to review for the next 5 years.

- 15.3 SRC will be required to appoint a suitably qualified and experienced Stadium Travel Plan Co-ordinator. The Travel Plan Co-ordinator will develop, publish, promote and implement, review, monitor and report on the Stadium Travel Plan. The Travel Plan Co-ordinator will be in post for a minimum of 10 years following the implementation of permission and should continue after that if necessary in the light of the information emerging from the Comprehensive Monitoring and Review Programme. The cost of the Travel Plan Co-ordinator will be funded by the SRC and they will also liaise with the other facilities within the site on their Travel Plan initiatives.
- 15.4 A 'Travel Plan Steering Group' would also be set up under the Section 106 Agreement by SRC and the Travel Plan Co-ordinator. The Steering Group will assist in the further development, management and implementation of the STP and the Comprehensive Monitoring and Review Programme. The Steering Group will comprise a range of stakeholders as the STP will have wide-reaching effects and strategies may span across many areas of interest. The Steering Group offers an opportunity for the sharing of knowledge, experience and perspectives, valuable information and contacts in order to meet the Modal Split Targets.
- 15.5 The Stadium Travel Plan will be drafted to include a range of potential Travel Contingency Measures which may be required in order to address the consequences of any service interruptions on the public transport network or traffic problems arising due to works on the transport network which may delay or restrict transport services to and/or from the Stadium on SRC Home Match Days (and/or other Major Events days and/or Non-major Events days). In the event that planned works or other contingencies on the network or other disruptions to transport services become likely or occur without prior notice then SRC will submit to the Local Planning Authority for written approval a Travel Contingencies Plan to address such matters in a manner which will ensure that (insofar as is reasonably practicable in all of the relevant circumstances) the STP Objectives are fully and effectively achieved for so long as such service disruption or problems are likely to occur and shall take all steps and measures necessary to implement a Travel Contingencies Plan.

15.6 In order to ensure the objectives of the STP are met a 'Monitoring Contribution' is required for monitoring the objectives of the STP. A contribution of £50,000 has been agreed and will be included as part of the full Section 106 Agreement should permission be granted.

15.7 The Stadium Travel Plan initiatives should be updated and reviewed annually for at least ten years after the full occupation of the site in accordance with the Comprehensive Monitoring and Review Framework and Condition 8.

16.0 Local Area Management Plan (LAMP)

16.1 The applicants have submitted a LAMP to control and manage the impact of activities on a SRC Match Day or other Major Event days. Initially, it seeks to regulate SRC matches and other major events that attract 5,000 spectators and above but may be extended to cover other smaller events should that prove necessary.

16.2 The LAMP is intended to cover operational activities external to the proposed stadium to manage the impact within the wider Cotphall site and the surrounding road network. The LAMP will be approved under condition 74 and enforceable through the Section 106 Agreement should permission be granted. The cost of funding the measures and initiatives in the LAMP will be fully covered by SRC (or the other major event organisers).

16.3 A variety of agencies are involved in ensuring that the LAMP functions effectively. These include SRC, the Police, LB Barnet, TfL (London Buses and London Underground), British Transport Police, Rail operating companies, contracted shuttle bus operator, and freeholders of the sites used for overspill parking on match days. A full list of organisations and individuals is at the end of the LAMP.

16.4 The LAMP will be agreed with the Local Planning Authority and the Travel Plan Co-ordinator. It is intended that at least 40 days notice will be given before the first scheduled SRC fixture or major event and the actions within will be progressed in accordance with the specified details.

16.5 The LAMP deals with match and major event day operational and management arrangements for the public realm in and around the stadium and covers the following:-

- Saracens Matchday Parking Controls,
- Parking and on-site movement and operation of the coaches and outside broadcasting units,
- Management of shuttle buses,
- Crowd management,
- Major Event day car parks,
- Traffic management,
- Street cleansing,
- Communications and
- Other management activities.

16.6 LAMP - Saracens Matchday Parking Controls

16.6.1 The SRC Matchday Controls have been detailed in Section 14 above. The STP and LAMP confirm the commitment to provide free residents permits (or vouchers) within the matchday control scheme / CPZ which will be enforced

by LBB. SRC will under the Section 106 Agreement fund entirely the cost of implementing and enforcing the controls.

16.6.2 The LAMP lists the operational measures involved in notifying the local community that a match is taking place. For example special signs will be posted at least 10 days before a match and removed by 8.30pm post match.

16.7 LAMP - Management of the Coaches and Outside Broadcasting Units

16.7.1 A key measure in the plan is the management of coaches and OBUs including the stewarding of coaches and organising the parking area that has been set aside for up to 34 coaches (Figure 3.1 in the TA). The LAMP states that OBU's will only arrive and depart from the site by Champions Way. TA Figure 3.3 details the coach routes which follow the main strategic or local distributor roads which are suitable for coaches, including as noted earlier coaches inbound from the M1 being routed via Holders Hill Road, Pursley Road and Page Street.

16.8 LAMP - Management of the Shuttle Bus Service

16.8.1 The management of shuttle bus services is to be based on an annual contract with an operator (currently Arriva Buses). The station drop off / pick-up points are proposed at Edgware tube, Mill Hill Broadway train and Mill Hill East tube interchanges, although these may be expanded to optionally include others such as Colindale Station and, subject to consultation, Canons Park Station. The footway along a stretch of Pursley Road will be upgraded as part of the Section 106 package to improve the waiting area for spectators (shown in Figure 4.2 in the TA). Stewards will also be present at this location to manage crowds and ensure they board the shuttle buses in an orderly and efficient manner.

16.8.2 At present, discussions on shuttle bus service details are ongoing with Arriva and TfL. The logistics of scheduling, details of interchange arrangements with tube and train services and turnaround and layover locations are all still to be fully agreed. For example, TfL are concerned with waiting shuttle buses in Mill Hill Broadway and Edgware town centre locations which experience weekend shopping and congestion at the same time as shuttle buses are proposed to be in operation. However it is anticipated that this will be addressed through the use of on-street bus stops. Through the proposed Conditions and Section 106 Agreement (if permission is granted) all costs will be borne by SRC. A possible option is to have a temporary traffic order that would suspend parking bays to facilitate the service. Again, the costs of temporary orders would be borne by the applicant. The shuttle bus standing arrangement and locations may also be required for major events on non-match days (albeit at a lower provision).

16.8.3 The proposed route for the shuttle bus is also being examined (by the applicant and Arriva) and measures including testing the routes are under consideration.

16.9 LAMP - Street Cleansing

16.9.1 Street Cleansing will be undertaken by LBB, on the Copthall site and the roads surrounding the stadium after each home Match and the cost will be met by the applicant.

16.9 LAMP - Other Management Issues

16.9.1 On SRC Match Days, stewards will cover other issues such as, crowd management, management of the Match Day / Major Event day car parks, and local traffic management. And these are included in further detail within the LAMP.

16.9.2 Communications and the public address system, lighting and CCTV are also incorporated into the LAMP.

16.10 The LAMP is a living document and will be updated and amended to ensure that the impact of the surrounding highway network is kept to a minimum. The Travel Plan Co-ordinator will also input into the changing requirements of the LAMP as required.

17.0 Refuse and Servicing

17.1 Refuse/recycling vehicles will require regular access to the site and the existing road layout and access can accommodate this requirement. A Waste Management Plan, condition 51, has been placed on the permission in order to facilitate safe refuse/recycling collection for this development. Condition 78 covers the Refuse and Servicing of the development. This also includes access for emergency Services.

17.2 Servicing and delivery will also be covered within the Stadium Travel Plan.

18.0 Construction Management

18.1 Due to the size and location of the development a Construction Management Plan (CMP) must be submitted to and approved by the local planning authority under Condition 12, prior to the commencement of any works within each phase of the development.

18.2 The CMP should also include limits on times of operation for the lorries and identify a designated safe route for them to ensure minimal impact on the public highway and to demonstrate how the operation and construction can be done safely. A Draft CMP has been submitted which is acceptable in principle in transport terms, subject to submission of a full CMP in due course.

18.3 Method Statements for Seasonal Transformation Works and Match Day Works, which are subject to separate conditions, deal with the transport aspects of the seasonal work on the demountable stands.

19.0 Section 106 Agreement

19.1 There will be a Section 106 (S106) Agreement attached to the development which will cover the development and implementation of the STP, measures within the LAMP, the SMPCS and the measures contained within these documents and these will be provided as direct delivery obligations to meet the on-going costs of the requirements.

19.2 Contributions have been agreed towards the following which will be in the Section 106 Agreement:-

- Improving the pedestrian environment and signage to the Site, including footway improvements along Pursley Road by the footpath to the stadium (£35,000), an improvement to the footpath along the former Sanders Lane

(£10,000), dropped kerbs at 15 locations (£15,000), pedestrian safety measures at Pursley Road / Page Street (£5,000);

- A £50,000 contribution towards STP monitoring.

A possible contribution may also be agreed with TfL towards the planned SCOOT scheme at Fiveways Corner and there will be full indemnity against the costs of making and enforcing the TROs to impose the parking restrictions and the enforcement of them, as well as the permit costs in relation to any CPZ and in the meantime a £20,000 payment has been agreed to fund LBB preparatory activities.

- 19.3 If further measures are required then it is intended through the S106 Agreement that the Council (in consultation with TfL) will be empowered to require them and SRC will provide a deposit or bond of up to £125,000 (to be topped up to that level annually in the event that the Council has to disburse monies from that deposit due to Saracens' default in the provision of such measures), by way of security to ensure that these measures are guaranteed to be delivered. The detail of the deposit or bond will be worked up as part of the full S106 Agreement. This bond or deposit will be provided for the first 5 years and (subject to review and possible adjustment or dispensation to reflect reduced risk) for another 5 years beyond that initial 5 year period.

20.0 Conclusions

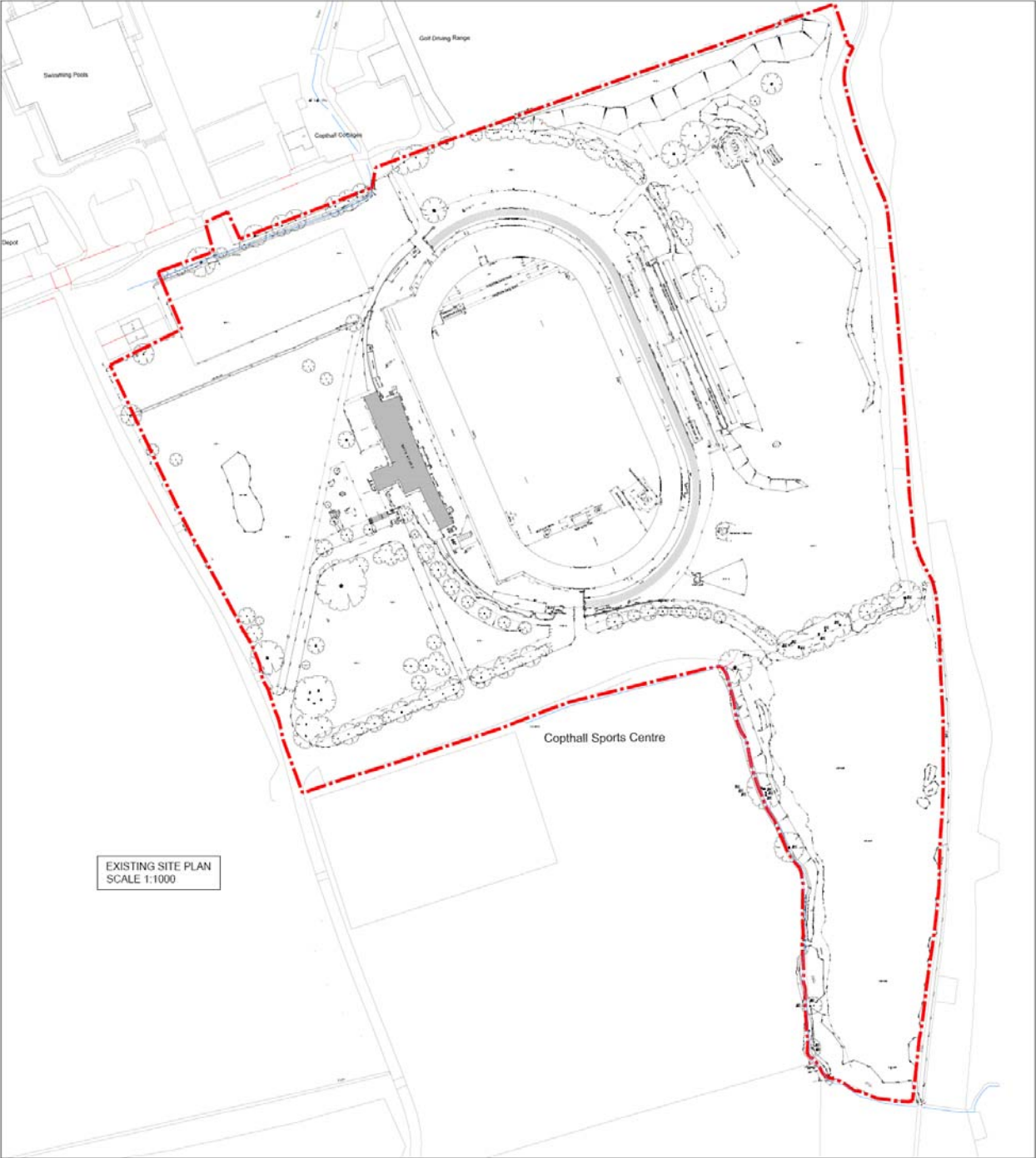
- 20.1 Officers have considered the traffic modelling and other information supplied by the applicant and the measures needed to ensure that the traffic impacts of the stadium in all modes of its operation are appropriately mitigated, particularly on SRC Home Match Days as it is more likely that significant impacts would occur on these days than at other times when the stadium is operating. For all activities at the stadium, there will be a holistic STP with travel measures tailored to minimise congestion and traffic impacts, as well as encouraging sustainable travel.
- 20.2 The key mitigation measures which are included in the STP and LAMP considered to be necessary on match days are as follows:
- Positive measures to encourage a re-basing of the SRC fan base so as to include a larger proportion of local residents who can more easily walk to the stadium or easily attend matches by non car travel modes
 - Strictly managed and limited off-street car parking at Copthall (where no additional car parking is proposed) and at four nearby educational establishments;
 - Supporter car parking restrictions in the surrounding areas will be introduced (funded by the applicant) subject to public/statutory consultation and will be on a basis which minimises inconvenience to the local communities and ensures that the permit/voucher costs do not fall on local residents or LB Barnet;
 - Shuttle Buses (fare included in the match ticket) to facilitate travel to the stadium from key public transport interchanges;
 - Incentives to use coaches on a minimum of 7 routes from certain key supporter locations;
 - Other incentives to encourage the use of non car travel;
 - Improvements to local pedestrian links and provision of secure cycle parking;
 - A contribution towards the planned TfL enhancement of the operation of the traffic signals at Fiveways (Page Street/A1/A41)

- A programme of events to encourage fans to attend matches early and to retain visitors after the match so as to spread the peak flow of trips to a more even level.
- 20.3 For all activities at the stadium on non-match days, there will also be travel measures tailored to minimise traffic impacts, and encourage non car travel. As with the measures applying to SRC home matches, these travel measures will be effectively enforceable under the conditions and S106 Agreement and will be set modal split targets on the basis of the proposed effective sustainable transport measures, including the provision of the “SRC Community Coaches” for the purpose of assisting school children and students to access the stadium.
- 20.4 The S106 Agreement will include stringent provisions to ensure that performance of the STP is appropriately monitored and reviewed (through the Comprehensive Monitoring and Review Programme) so that it fulfils its objectives and if further measures are required then the Council (in consultation with TfL) will be empowered to require them and SRC will provide a deposit or bond by way of security to ensure that these measures are guaranteed to be delivered. The detail of the deposit or bond will be worked up as part of the S106 agreement.
- 20.5 It is accepted that the stadium is relatively inaccessible by public transport and this has necessitated particular care in the design of the STP which therefore covers all aspects of travel to and from the stadium, including existing activities, employee trips and servicing and deliveries, as well as trips generated by SRC’ home matches. To the extent that it is improving the sustainability of the existing 35,000 estimated existing trips to the Stadium, this is a positive transport benefit of the scheme.
- 20.6 Having carefully considered all transport aspects of the submission, but particularly the TA and the current versions of the STP and LAMP, and having regard to the progress to date on the Conditions and the Heads of Terms for the S106 Agreement, including the framework of control and the Comprehensive Monitoring and Review Programme, officers consider that the proposal is acceptable in transport terms. This is subject to the necessary transport conditions in the proposed Conditions Appendix and the proposed planning obligations as outlined in the Section 106 Heads of Terms contained in Appendix 1 to this report.. Some of these conditions have been referred to in this Appendix and elsewhere in this report.

Appendix 11

Site location plan

APPENDIX 11: SITE LOCATION PLAN



Appendix 12

Photographs and photomontages

Appendix 12: Photographs and Photomontages

Aerial Photograph of Site



Existing Site Photographs











Existing and Proposed Illustrative Photomontages



Viewpoint 1 - Existing



Viewpoint 1 - Proposed



Viewpoint 2 - Existing



Viewpoint 2 - Proposed



Viewpoint 3 - Existing



Viewpoint 3 - Proposed



Viewpoint 4 - Existing



Viewpoint 4 - Proposed



Viewpoint 16 - Existing



Viewpoint 16 - Proposed



Viewpoint 17 - Existing



Viewpoint 17 - Proposed

LOCATION: Barnet Curriculum Centre, Byng Road, Barnet, Herts, EN5 4NS
REFERENCE: B/04065/11 **Received:** 29 September 2011
WARD(S): High Barnet **Accepted:** 05 October 2011
Expiry: 04 January 2012

Final Revisions:

APPLICANT: Noah's Ark Children's Hospice

PROPOSAL: Demolition of existing buildings and erection of single storey building plus lower ground floor for use as a children's hospice (Class C2) and a new single storey countryside centre with roof terrace. Development to include the provision of 26 car parking spaces (including 4no. disabled spaces and 2no. mini bus spaces), a cycle, bin and re-cycling storage area, 3no. equipped play areas, new drainage pond, new footpath adjacent to Byng Road, new fencing and hard and soft landscaping including timber walkways.

RECOMMENDATION: Approve Subject to Conditions

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

NAH-PA-S101, NAH-PA-P101, NAH-PA-S102, NAH-PA-S103, NAH-PA-P105, NAH-PA-P106, NAH-PA-P107, NAH-PA-P121, NAH-PA-P122, NAH-PA-P123, NAH-PA-P131, NAH-PA-P132, Planning, Design and Access Statement, Appendix 1 - Policy Statement, Appendix 2 - Statement by Noah's Ark Hospice, Appendix 3 - Third Party Responses to Open Evening, Appendix 4 - Statement by FOBBC, Stage C Report by Hilson Moran Rev.01, Drainage Strategy by Morrish and Partners T149/DSC/DS1 dated September 2011, Transport Statement by Rowland Bilsland Traffic Planning dated 23rd September 2011, Tree Report by ACD dated 13th February 2009, Arboricultural Method Statement by ACD dated 23/09/2011, Arboricultural Implications Assessment by ACD dated 23/08/2011, BARK16932-01A, BARK16932-03D, Amended Protected Species Assessment & Survey dated June 2011, Landscape Design Report 128-P-Report Revision A by AREA, 128-P-01 revision B, 128-P-20 revision B, 128-P-21 revision B, 128-P-22 revision A (date received 29-Sep-2011).

Reason:

For the avoidance of doubt and in the interests of proper planning.

2. This development must be begun within three years from the date of this permission.

Reason:

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

3. Before the development hereby permitted is occupied the car park shown on Drawing No NAH-PA-P101 shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason:

To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area.

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

Reason:

To ensure that the work is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access and the amenities of adjoining occupiers and the health of any trees on the site.

5. Before the development hereby permitted commences, details of the materials to be used for the external surfaces of the building(s), the tree top walkways, hard surfaced areas, including the car park and footpaths and the gabion wall including any crushed material from the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the visual amenities of the locality, ensure a satisfactory appearance to the development and to ensure that only inert material is being used.

6. The premises shall be used for a Children's Hospice only and no other purpose (including any other purpose in Class C2 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

Reason:

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

as a children's hospice constitutes a very special circumstance which means the proposal is acceptable in principle in green belt terms.

7. The Environmental Centre building hereby permitted shall only be used/and occupied in connection with the nature reserve on which it is located and for no other purpose unless first agreed in writing by the Local Planning Authority.

Reason:

To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area and for no other purpose unless first agreed in writing by the Local Planning Authority.

8. Before the development hereby permitted is brought into use or occupied the site shall be enclosed except at the permitted points of access in accordance with details previously submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway.

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

Reason:

To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.

10. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days unless previously approved in writing by the Local Planning Authority.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

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

Reason:

To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties.

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

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

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties.

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

It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved measures shall be implemented in their entirety before (any of the units are occupied / the use commences).

Reason:

To ensure that the amenities of neighbouring premises are protected from noise from the development.

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

Reason:

To ensure a satisfactory appearance to the development.

15. All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

Reason:

To ensure a satisfactory appearance to the development.

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

Reason:

To ensure a satisfactory appearance to the development.

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

Reason:

To safeguard the health of existing tree(s) which represent an important amenity feature.

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

Reason:

To safeguard the health of existing tree(s) which represent an important amenity feature.

19 No siteworks or works on this development shall be commenced before a method statement detailing precautions to minimise damage to trees including full details of the raised timber boardwalk construction and installation of boundary fencing within protected areas and in accordance with Section 7 of British Standard BS5837: 2005 *Trees in relation to construction - Recommendations* is submitted to and approved in writing by the LPA and the development shall be carried out in accordance with such approval.

Reason:

To safeguard the health of existing trees which represent an important amenity feature.

20. No development or other operations shall commence on site in connection with the development hereby approved until a detailed tree felling / pruning specification has been submitted to and approved in writing by the local planning authority and all tree felling and pruning works shall be carried out in full accordance with the approved specification and the British Standard 3998: 2010 *Recommendation for Tree Works* (or as amended).

Reason:

To safeguard the health of existing trees which represent an important amenity feature.

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

Reason:

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

22. The days and hours of operation of the Environmental Centre hereby permitted shall be agreed in writing by the Local Planning Authority before the building is first occupied. The premises shall not operate outside of the days and hours as approved unless first agreed in writing by the Local Planning Authority.

Reason:

To ensure the amenities of neighbouring residents are not prejudiced.

23. Before the development is occupied a full Travel Plan shall be submitted and to and approved by the Local Planning Authority. This should include the appointment of a Travel Plan co-ordinator. No development shall take place until details of the arrangements to meet the obligation for monitoring the development to ensure the objectives of the Travel Plan are met.

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

24. No siteworks or works on this development including demolition or construction work shall commence until a Demolition and Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved demolition and construction management plan.

Reason:

To safeguard residential amenity and the health of trees of special amenity value and in the interests of highway safety in accordance with Policy M11 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

25. No siteworks or works on this development including demolition or construction work shall commence until details of proposed mitigation measures following on from the findings outlined in the Amended Protected Species Assessment & Survey by ELMAW Consulting are submitted to and approved in writing by the Local Planning Authority. Any mitigation measures shall be carried out in accordance with details and timescales as agreed by the Local Planning Authority.

Reason:

In the interests of ecology and nature conservation and to ensure that protected species are not adversely affected by the proposed development.

26. No works in connection with the development hereby permitted, including any site preparation works, shall commence until a Landscape Management Plan for the site for a period of 20 years including long term design objectives, management responsibilities and maintenance schedules and provisions to safeguard ecological interests in line with the recommendations outlined with the Amended Protected Species Assessment & Survey by ELMAW Consulting dated June 2011 have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented, managed and maintained in accordance with the provisions of the Landscape Management Plan.

Reason:

To safeguard local biodiversity, ensure a satisfactory appearance and setting for the proposed development and to ensure that it enhances the visual amenity of the area.

27. Development shall not begin until drainage works including provision of Sustainable Drainage Systems (SUDS) to provide attenuation of surface water on-site, including living roofs, permeable paving and swales have been carried out in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that the foul and/or surface water discharge from the site shall not be prejudicial to the existing sewerage system and the amenities of the area and surface water run off is dealt with in a sustainable manner.

28. The development is required to meet the 'Excellent' standard in the BRE (Building Research Establishment) EcoHomes assessment (or equivalent standard Code for Sustainable Homes assessor) to demonstrate that the development satisfactorily achieves the 'Excellent' (or equivalent Code for Sustainable Homes) rating.

The application is required to submit, and have approved in writing by the Local Planning Authority, a certificate by a licensed EcoHomes assessor (or equivalent Code for Sustainable Homes assessor) to demonstrate that the development satisfactorily achieves the 'Excellent' (or equivalent Code for Sustainable Homes) rating.

Reason:

To ensure that the development is sustainable and complies with Strategic and Local Policies.

29. The non-residential development is required to meet the following generic environmental standard (BREEAM) and at a level specified at Section 6.11 of the adopted Sustainable Design and Construction Supplementary Planning Document (June 2007). Before the development is first occupied the developer shall submit certification of the selected generic environmental standard.

Reason:

To ensure that the development is sustainable and complies with Strategic and Local Policies.

INFORMATIVE(S):

1. The reasons for this grant of planning permission or other planning related decision are as follows: -

i) The proposed development accords with strategic planning guidance and policies as set out in The Mayor's London Plan: July 2011 and the Adopted Barnet Unitary Development Plan (2006).

In particular the following policies are relevant:

Adopted Barnet Unitary Development Plan (2006): GSD, GEnergy, GBEnv1, GBEnv2, GBEnv4, GBEnv5, GGreenBelt, GParking, GCS1, ENV2, D1, D2, D3, D5, D6, D11, HC5, O1, O2, O3, O6, O7, M2, M3, M11, M12, M13, M14, CS10, CS11.

Core Strategy (Publication Stage) 2010:

CS1, CS5, CS7, CS10.

ii) The proposal is acceptable for the following reason(s): -

It is considered that very special circumstances have been demonstrated to justify granting planning permission for the proposed development. The proposed hospice would replace existing old and derelict buildings on the site which themselves do not fall within the range of uses that are generally appropriate in the Green Belt. Whilst the hospice is larger than the buildings it replaces, this would not be so significant as to detract from the openness or character of this part of the Green Belt. Indeed the design and appearance of the proposed development would enhance this part of the Green Belt and its siting would, compared to the existing allow for wider open public views through and around the site.

The proposal would maintain the existing nature reserve and the provision of a new environmental centre would facilitates its continued existence and wider community use.

The proposal would not adversely affect the amenities of neighbouring residents, nor traffic and road safety in the locality.

It is considered to accord with the aforementioned policies and therefore recommended for approval.

2. Any details submitted in respect of the Demolition and Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.
- 3 Any new crossovers will be subject to detailed survey by the as part of the application for crossover under Highways Act 1980 and would be carried out at the applicant's expense. Any street furniture, road markings or parking bays affected by the proposed works would be relocated at the applicant's expense. An estimate for this work could be obtained from London Borough of Barnet, NLBP, Building 4, 2nd Floor, Oakleigh Road South, London N11 1NP
4. The applicant advised that if the development is carried out, where possible, the applicant should seek to provide appropriate pedestrian visibility splays at either side of the vehicular crossover.
- 5 This grant of consent confirms no rights for any work to be undertaken to trees adjacent to and on the site included in the Tree Preservation Order. If any treatment is proposed, an application would be required in accordance with the Tree Preservation Legislation, and should be accompanied by a BS5837 tree survey.

You are reminded that damaging, or causing or permitting damage to, a protected tree is a criminal offence that may result in liability for a heavy penalty and appropriate precautions should be taken to ensure that no damage is caused during development works.
6. The applicant is advised that if bats are found to be present on the site, a European Protected Species (EPS) mitigation licence issued by Natural England may be required prior to any works taking place.

1. MATERIAL CONSIDERATIONS

National Planning Policy Guidance/ Statements:

PPS1 - Delivering Sustainable Development
PPG2 - Green Belt
PPS9 - Biodiversity and Geological Conservation
PPG13 - Transport
PPG24 - Planning and Noise

The Mayor's London Plan: July 2011

Various including 3.17, 5.2, 5.3, 5.6, 5.7, 5.11, 5.13, 7.1, 7.2, 7.4 and 7.16.

Relevant Unitary Development Plan Policies:

GSD, GEnergy, GBEnv1, GBEnv2, GBEnv4, GBEnv5, GGreenBelt, GParking, GCS1, ENV2, D1, D2, D3, D5, D6, D11, HC5, O1, O2, O3, O6, O7, M2, M3, M11, M12, M13, M14, CS10, CS11.

SPD - Sustainable Design and Construction

Corporate Documents:

Three Strands Approach – Approved September 2004 (Protection, Enhancement and Growth).

A Sustainable Community Strategy for Barnet 2006-2016.

Core Strategy (Publication Stage) 2010

The Planning and Compulsory Purchase Act 2004 reformed the development plan system replacing the Unitary Development Plan (UDP) with the Local Development Framework (LDF). The LDF will be made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Until the LDF is complete, 183 policies within the adopted UDP remain. The replacement of these 183 policies is set out in both the Core Strategy and Development Management Policies DPD.

The Core Strategy will contribute to achieving the vision and objectives of Barnet's Sustainable Community Strategy and will help our partners and other organisations to deliver relevant parts of their programmes. It will cover the physical aspects of location and land use traditionally covered by planning. It also addresses other factors that make places attractive and distinctive as well as sustainable and successful.

The Council published its LDF Core Strategy Publication Stage document in September 2010. The document has been subject to three rounds of public consultation and is in general conformity with the London Plan: therefore weight can be given to it as a material consideration in the determination of planning applications.

Relevant Core Strategy Policies:

CS1, CS5, CS7, CS10.

Relevant Development Management Policies DPD:

DM01, DM02, DM03, DM04, DM14, DM15, DM16, DM17.

Relevant Planning History:

Site Address: Byng Road Curriculum Centre Byng Road BARNET Herts EN5
Application Number: N06302
Application Type: Full Application
Decision: Approve
Decision Date: 17/10/1979
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Single-storey extensions to provide workshop and staffroom.**

Site Address: Curriculum Centre Byng Road BARNET Herts
Application Number: N06302D
Application Type: Full Application
Decision: Approve with conditions
Decision Date: 27/10/1992
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Erection of single storey garage.**

Site Address: Environmental Studies Centre Byng Road BARNET Herts EN5
Application Number: N06302A
Application Type: Full Application
Decision: Approve
Decision Date: 23/09/1983
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Extension to provide storage accommodation.**

Site Address: Curriculum Centre Byng Road BARNET Herts
Application Number: N06302B
Application Type: Full Application
Decision: Approve with conditions
Decision Date: 21/05/1991
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Erection of demountable classroom. (Council Development Regulation 4 (5)).**

Site Address: Curriculum Centre Byng Road BARNET Herts
Application Number: N06302C
Application Type: Full Application
Decision: Approve with conditions
Decision Date: 07/01/1992
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Erection of demountable classroom at rear. (Council Development Regulation 4 (5))**

Site Address: Barnet Curriculum Centre, Byng Road, Barnet, Herts, EN5 4NS
Application Number: B/00942/09
Application Type: Full Application
Decision: Approve with conditions
Decision Date: 12/06/2009
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Demolition of existing buildings and erection of single storey building plus lower ground floor for use as a children's hospice (Class C2), erection of a single storey building for use as a countryside centre. (OUTLINE APPLICATION)**

Case Officer: Fiona Dinsey

Site Address: Barnet Curriculum Centre, Byng Road, Barnet, Herts, EN5 4NS
Application Number: 01345/09
Application Type: ES Screening Opinion
Decision: ES Not Required
Decision Date: 12/05/2009
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Environmental impact assessment screening opinion.**
Case Officer: Fiona Dinsey

Site Address: Barnet Curriculum Centre, Byng Road, Barnet, Herts, EN5 4NS
Application Number: 04360/11
Application Type: ES Screening Opinion
Decision: ES Not Required
Decision Date: 15/11/2011
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Environmental impact assessment screening opinion.**
Case Officer: Lisa Cheung

Consultations and Views Expressed:

Neighbours Consulted: 40 Replies: 1
Neighbours Wishing To 2
Speak

The objections raised may be summarised as follows:

- Substantial increase in traffic and the associated noise
- There is insufficient space for the rolling shift base turn over of staff
- Car park is too small
- Gross overdevelopment of the green belt
- Building will dominate the area
- Loss of privacy from walkways
- Noise from the site will disturb the wildlife which is already under pressure
- Appears to be no real purpose in a building on green belt land so that people can look at the trees and magpies

A formal letter of support has been received from Councillor Brian Coleman:

"I believe that the applicant's request to carry forward the demolition of exiting buildings and erection of a single storey building and additional lower ground floor for Class C2 use is correct, and does not pose a threat to the conservation area in which it is located. The provision of 26 parking spaces including disabled and mini bus spaces is more than adequate for the development.

I should also like to indicate my support for the new proposed countryside centre with roof terrace. The inclusion of new fencing and hard and soft landscaping with timber walkway's makes this a fully rounded application that will aesthetically add to the surrounding area. This application should be passed when it comes to committee, as it will improve a vital community resource"

Internal /Other Consultations:

- Traffic & Development -

The existing site consists of a number of buildings previously used as classrooms and ancillary buildings by the London Borough of Barnet Education Service as a Curriculum and Skills Training Centre. A part of one of these buildings is used by the Friends of Barnet Countryside Centre, from which they run local educational courses in association with the second element of the site which is open land.

The proposal is for demolition of existing buildings and erection of a new children's hospice building for 6 children and a countryside centre. A total of 26 car parking spaces and 2 mini bus parking bays, located at the front and at the rear of the proposed hospice building. Secure cycle parking for up to 12 cycles will be provided. Vehicle access will be via 2 existing vehicle accesses, one existing and one new crossover.

In addition to the hospice building and associated facilities, it is proposed to provide a separate Environmental Centre building consisting of classrooms/ offices /storage (gross floor area of 297 sq.m.) for use by the Friends of the Barnet Countryside Centre. This is to be located to the north of the rear car parking area although there are no car parking spaces associated with this facility except for possible use of the disabled space, if required. An additional 8 cycle parking spaces will be provided for the Environmental centre adjacent to that building. The Friends of Barnet Countryside Centre already runs activities at the site.

A previous consent has been given for outline application (B/00942/09) for a similar proposal at this site.

The applicant has provided details of predicted vehicle trips and expected number of staff and visitors on site for the proposed hospice. It is considered that an appropriate level of car parking spaces has been provided for the proposed use at this location and the expected number of trips is not expected to have a detrimental impact on the public highway.

It is expected that a major part of trips to the proposed hospice will be made using mini-buses linking the site to public transport facilities at the critical periods

Refuse collection and servicing will be from the car parking area at the rear of the building. Please include a condition to provide refuse details of refuse collection arrangements.

To encourage the use of sustainable forms of transport to the site, before the development is occupied a Travel Plan incorporating measures to reduce single occupancy car trips to the site and encourage non car modes such as walking cycling and public Transport shall be submitted to and approved by the Local Planning Authority. This should include the appointment of a Travel Plan Champion. In order to ensure the objectives of the Travel Plan are met a 'Monitoring Contribution' of £5,000 is required for monitoring the objectives of the Travel Plan.

- Environmental Health -

No objections. Recommend approval, subject to conditions

- Property Services -

We are fully aware of the proposals of the Noah's Ark Hospice and indeed the Council granted a long lease to the charity with full knowledge of the intention of the development. The proposals have this departments support.

- Greater London Authority -

The Mayor considers that the application complies with the London Plan, for the reasons set out in paragraph 46 of the above-mentioned report but asks that account be taken of the inclusive design comments made in paragraphs 24-27. Pursuant to Article 5(2) of the Order, the Mayor does not need to be consulted again, and your Council may therefore proceed to determine the application without further reference to the GLA.

London Plan policies on Greenbelt, biodiversity, design, access, sustainable development and transport are relevant strategic issues to this application. In general, the application complies with these policies, for the following reasons:

- **Green Belt:** The principle to provide a hospice building and new environmental countryside centre on previously developed Green Belt land is justified and supported as on the outline application. The very special circumstances demonstrated that the benefits outweigh the harm of the inappropriate development
- **Biodiversity:** The proposal complies with biodiversity policy 7.19 of the London Plan
- **Design:** There are no concerns with regards to the design of the scheme and its impact on the Green Belt is minimal as the development is sensitively designed and respecting of its context
- **Inclusive design:** There are concerns in relation to the tapering timber steps at the rear entrance to the environmental centre, the choice of seating in the courtyard and garden, and outward opening doors for the WCs. The Council should ensure these concerns are addressed if permission is granted
- **Sustainable development:** The proposal is acceptable and complies with energy policies of the London Plan
- **Transport:** Due to the size and scale of the proposal there are no strategic concerns

- Barnet & Chase Farm Hospitals -

No response received

- London Wildlife Trust - Barnet Borough Group

The London Wildlife Trust, Barnet Group are in favour of this application. And would like to make the following comments:

We feel this application fulfils the "very special circumstances" required to allow building in the green belt and that it will significantly contribute to the objectives of the green belt.

This development will provide North London's life-limited children and their families care and support from within the local community; give them access to wildlife and green space as well as providing improved environmental education facilities for the benefit of the wider community.

We believe the new planting, new habitat creation and the green roofs mitigate for the larger building footprint.

We feel the building style and materials are sympathetic to, and that the design integrates imaginatively with, the nature reserve and surrounding green belt

As amphibians and reptiles are found on the nature reserve we would expect to see exclusion fencing installed and maintained through the development period to protect them by preventing their encroachment into the working area

We would like to see wildlife friendly native species selected for new planting wherever possible

Our only concern is that the bat survey only considered the existing buildings and did not consider any of the trees that are scheduled to be felled. These need to be surveyed for bat roost potential.

- Barnet Countryside Centre -

We support this application. The commitment by Noah's Ark to provide a replacement base from which we will be continuing our work and provide us with a secured future, has to be adequate compensation for the temporary disruption to the reserve, the possible effect on the services we offer and the loss of some areas and planting. The sustainable design of the building will be inspiring in itself and a learning experience for all visitors.

Date of Site Notice: 13 October 2011

2. PLANNING APPRAISAL

Site Description and Surroundings:

The application site, which is Council owned, is located on the south western side of Byng Road and relates to previously developed land which is designated as Green Belt. There are schools and playing fields to the north east and south of the site and allotment gardens and open land further to the north.

The existing site consists of two parts. Firstly, to the south there are a number of buildings previously used as classrooms and ancillary buildings for a Curriculum and Skills Training Centre. Part of one of these buildings is used by the Friends of Barnet Countryside Centre (FoBCC) for local educational courses. The second element of this site is used by the FoBCC and is open land. The open land has been used and landscaped by the Hertfordshire Wildlife and Countryside Centre as an educational resource and is now occupied by the FoBCC who work in association with the London Wildlife Trust (LWT). This is designated in the UDP as of local importance to nature conservation. This part of the site is well treed, and some of the trees form two small wooded areas to the west of the site. The quality of the trees varies across the site.

The existing buildings are set around the main perimeter of the site with an open courtyard area in the centre. The site has a built appearance as viewed from the streetscene of Byng Road and from the adjoining footpath to the south. The surrounding residents clearly see the established built form on site as the buildings cover the main frontage. The buildings are concrete and brick built and there are also porta cabins and a large area of hardstanding. The existing buildings have a total floor area of 1100m².

The site levels fall from the south of the site to the north and present a difference of 3m. The main building fronting Byng Road is raised due to this levels decrease and is sited on a concrete slab to keep the building on one level.

Proposal:

The proposal is to demolish all existing buildings on site and erect a single storey building plus lower ground floor for use as a children's hospice (Class C2) and a new single storey environmental centre with roof terrace. The proposal also includes the provision of 26 car parking spaces (including 4no disabled spaces and 2no mini bus spaces), a cycle area, a bin and recycling storage area, 3no equipped play areas, new drainage pond, new footpath adjacent to Byng Road, new fencing and hard and soft landscaping including timber walkways.

This application follows the submission of an outline planning application in 2009 under planning reference B/00942/09 which was approved in June 2009.

This applications includes a number of changes from that previously approved in 2009 -

- The site area has increased in size from 0.7 hectare to 0.84 hectares. The increased areas are located to the north of the building as well as to the west, where a timber walkway extends into the adjacent meadow and to the north-west where a new surface water drainage pond is required to serve the proposed development
- 1. The size of the hospice building has increased by 376m² (18% increase) and the environmental building by 97m² (35% increase).

Childrens Hospice

The proposed hospice building is mainly single storey, however, it utilises the levels on site to create a lower ground floor on its northern side. The proposed building is arranged around an internal courtyard in a similar fashion to the existing buildings on site. The total floor area is proposed at 2071m² (including the increase from that previously approved).

The buildings frontage, set back 15.4m from Byng Road has a width of 48m. This width is largely maintained for the building as it extends rearwards. The eastern boundary of the hospice building will be set off from Byng Road by approximately 13m. The building has a maximum depth of 38.2m, with a central courtyard. The building has been designed to reflect the position of existing buildings on the site. The building is set back over 20m at all points to its nearest residential neighbour, 99 Byng Road.

The building has an unusual roof form as it will be part flat with a number of mono pitched roofs which would pitch down to the central courtyard. There will also be a smaller mono pitched roof above the main entrance to the hospice building. The height of the building also varies as a result of the change in levels. From the front the building would have a height of 3.1m (not including the mono pitched roof above the main entrance which would then take the overall height to 4.25m. The height of the building then increases as it projects rearward to a maximum height of 6.4m (this height has been taken from the lowest ground level to the top of the roof) however the building still appears to be at single storey from the streetscene.

The hospice building will provide six en-suite bedrooms, two bereavement suites, accommodation for families, day care and sitting areas, nursing and treatment facilities, administrative offices, kitchens, staff room and general ancillary accommodation. A large, enclosed central courtyard is also proposed onto which the south west facing dining area, the children's day care spaces and the communal family rooms have access and views. The children's bedrooms have individual access onto private external patios and balconies.

'Tree top walkways are proposed to the west of the site from the new building to the group of trees in the north western corner as well as an open area of land to the west. The 'Meadow Jetty' has a maximum height of 0.8m above ground and projects out 16.3m. There would be a distance of approximately 34m between this walkway and the nearest residential property, No. 99 Byng Road. The 'Boardwalk' has a height of 2.9m and has a length of 16m. There would be a distance of over 48m between this walkway and No.99 Byng Road.

Environmental Centre building

An environmental centre building has been proposed to serve the FoBCC and LWT, retaining their provision and ensuring they are able to continue their work and stewardship of the Nature Reserve.

The building will be of single storey with a mono pitch roof and have a footprint of 272m². It would have a frontage width to Byng Road of 22.1m and a depth of 16.1m. The building would be set back from Byng Road by 5.9m and is located in an area of currently open land adjacent to Byng Road, 22m north of the hospice building. This

building will be accessed by a new pedestrian access. The building will provide a classroom with kitchen space, toilets, offices and storage area for machinery.

Parking and Access

The site has two existing access points serving vehicles and pedestrians. Two vehicular accesses are proposed, one for south car park, close to the main entrance to the hospice building and the other to the northern car park which is to the immediate north of the hospice building, on an area of land between the two new buildings. Pedestrian accesses are proposed along Byng Road, one providing access to the hospice and the other to the countryside building.

26 parking spaces and 2 mini bus spaces are provided on the site. 17 spaces including 3 disabled spaces are located in the south car park. 9 spaces are provided to the north, adjacent to the proposed countryside centre which will be for staff use only, one of which is for disabled use. In addition to these 9 spaces, there are two spaces proposed for mini-bus use. There is a secure gated cycle storage facility to the front of the building which can facilitate up to 12 cycles for use by both staff and visitors.

No parking is proposed for the environmental centre, aside from the disabled space as it is expected that all visitors will travel on foot, or by public transport.

Planning Considerations:

The application site is already a developed site set within this area of Green Belt land.

Whilst the proposed redevelopment of the site for a children's hospice does not fall within one of the defined 'appropriate' Green Belt uses, neither does the existing use of the site. It is therefore necessary to consider whether or not very special circumstances exist to justify the proposed children's hospice.

Noah's Ark Children's Hospice provide short breaks and palliative care to children who are 'life-limited.' The applicants advise that within its defined catchment area there are 350 life-limited children of which 94 live in the borough, the largest number within the catchment area of the charity. The nature of the hospice service is such that it also provides support to the wider family which takes the number of potential beneficiaries up to 1,000.

The charity currently does not have a hospice, the provision of such a facility would provide a range of facilities to families including:

2. Respite Care away from home
 - Medical Admissions
 - End of Life Care
 - Bereavement Support
 - Day care and support activities including counselling and complimentary therapies.

The nearest children's hospices to Barnet are Twickenham, Woodford Green and Luton. Noah's Ark claim that evidence from voluntary and statutory agencies working with Barnet families demonstrates that it is difficult to access these services. A number of sites have been identified for a new hospice in Barnet since 1999, but none have been successful. Byng Road is considered a suitable site for Noah's Ark who do not currently have a hospice in operation Noah's Ark run a range of community based services and there is wider policy support for the use with community policy and health policy.

The existing development/use establishes the site for a use which is not identified in the UDP as compatible with the Green Belt. The site is 'previously developed land' which has existing buildings and a large area of hardstanding. The site is not considered to be a Greenfield site and has a lawful D1 Use Class.

The overall floor space increase of the hospice building at 971m² represents a 53% increase compared to the existing buildings on site. However, as stated above, a large percentage of this increase has been achieved with the change in levels and creation of a lower ground floor area on the northern side. This has helped to ensure that there has been no major impact on the scale or height of the building in comparison to those existing on the site. The overall height increase is no more than 0.6m in parts as viewed from Byng Road, and this increase as well as footprint increases are not considered to compromise the openness and views of the Green Belt.

The increase to the built form is not considered disproportionate to that existing and is not considered to harm the open character of the Green Belt land nor its purposes and objectives. The majority of that proposed is achieved by utilising the footprints of existing buildings. Whilst the northern wall of the hospice projects 8m beyond the existing buildings on site this projection is more than compensated for by the fact that the buildings that exist along the southern boundary of the site would be removed and replaced by the parking area which creates a new open area 15.4m wide which adds to the openness of the site, increasing the space around the buildings, which is also increased by moving the building further off the boundary with Byng Road. Whilst this means that the new building will move further west, in part, it is not considered to harm the open character of the Green Belt land nor its purposes and objectives.

The proposed environmental centre represents an increase on the site. however, this building provides compatible use and facilitates the continued use of the site by the FoBCC and LWT. The environmental centre is located in an open area of the application site (to the north) which is designated as a site of Local Importance for Nature Conservation in the Barnet UDP. The proposed use serves a use of nature conservation and wildlife use so this complies with policy O2 of the UDP. The small scale of the building is considered to be acceptable and is not considered excessive. The new building will give a greater opportunity for wider community use of an important facility in Green Belt land.

Overall, the new buildings, replacing those on site will make a positive contribution to the streetscene of Byng Road as it is of a high quality design. The buildings are considered to respect the character of the surrounding area and will enhance the

existing site as it is currently under-used. The proposed buildings will be timber clad with some masonry construction for the lower ground floor. Green roofs are provided throughout to create a soft natural look which will compliment the adjacent Green Belt land.

Paragraph 5.3.3 of the Adopted UDP advises that the green belt has, amongst other things the following objectives:

- To provide opportunities for access to the open countryside for the urban population;
- To provide opportunities for outdoor sport and recreation near urban areas;
- To retain attractive landscapes, and enhance landscapes, near to where people live;
- To improve damaged and derelict land around towns;
- To secure nature conservation interests; and
- To retain land in agricultural, forestry and related uses.

It is considered that the proposal will meet these objectives.

Nature Conservation

The larger, undeveloped part of the site is a nature reserve, designated as a site of Local Importance for Nature Conservation and was created specifically for environmental education by the Council in 1975 from open land. It is managed by The Friends of Barnet Countryside Centre. The primary focus was to provide a site of high environmental educational value i.e. to contain different habitats in one area - woodland, meadow, ponds and hedgerow.

As part of this application, an amended Protected Species Assessment & Survey was submitted. The conclusions of this report indicated that the majority of the development footprint consists of buildings and hardstanding which has limited potential to support a diversity of wildlife, although a number of protected species are present. The condition of the buildings and the presence of bat droppings may suggest that the site may support day time roosting bats, however subsequent evening surveys failed to confirm this.

Surveys were also carried out in respect of Great Crested Newts but none were found.

The potential reptile habitat directly affected by the development is relatively minor but nevertheless the report recommends the precautionary approach with the potential habitats being carefully hand searched prior to any redevelopment and the erection of reptile exclusion fencing prior to works commencing.

The conclusion then goes on to state that no European Protected Species have been found extant on site and therefore such protected species are not implicated in the redevelopment of the site. Less protected species, common reptiles and nesting birds on site, but with the appropriate mitigation their presence need not be adversely affected by the proposals.

Bat, bird and butterfly surveys are regularly undertaken and bats are present on the

Nature reserve. Barnet beekeepers also have hives in the reserve.

The site is well treed and several of the trees have been identified in the Tree Report as being worthy of retention with a mature Corsican Pine in the northwest corner of the of high landscape and arboricultural value. The report recommends that appropriate conditions such as protective fencing, levels, services in relation to trees etc. should be imposed and indeed such conditions are contained in the recommendation.

The proposed hospice will be built almost entirely on the site of the existing curriculum centre buildings and hard surfaced courtyard area and as such impact on existing trees and the adjoining nature reserve will be limited. The recommended conditions will act as a further safeguard.

Parking/Access

The proposed number of parking spaces has been considered acceptable on Highways grounds when considering the number of users and staff at the site. Size standards have been met with regard to the turning space and the parking space. A number of conditions have been attached.

Boundary fencing which will adjoin the parking area to the south will also provide and acoustic advantage, reducing any noise generated by the parking area. As parking already exists on the site, a similar relationship to that existing will be re-created.

Impact on neighbouring occupiers

It is considered that the new building and use on the site will have an acceptable impact on neighbouring properties. The nearest residential unit is sited 20m away from the proposed building (no.99 Byng Road). All distance requirements have been met to ensure there is no loss of privacy to neighbours.

The use is not considered to generate an unacceptable level of noise and disturbance. Environmental Health have been consulted as part of the application and have suggested conditions to ensure the amenity of neighbours is not compromised.

In terms of the tree top walkways, whilst these are both above ground, they are located a sufficient distance away from the closest residential property to ensure that they will not result in overlooking or subsequent loss of privacy. Furthermore, the site is well treed and additional landscaping has been proposed to ensure that this proposal will not result in direct overlooking.

Impact on character and streetscene

At single storey the building is not considered to cause a sense of enclosure, nor is it considered to be overbearing. It is considered that the building will harmonise with the streetscene of Byng Road and respect the rural nature of the Green Belt land to the north.

As the building is set back further than the existing buildings on the site, the impact is considered to be lessened and the relationship to the streetscene improved.

Sustainability

The Noah's Ark Hospice is committed to ensure the proposed building functions sustainability and is energy efficient. The proposal incorporates a number of sustainable construction methods and energy efficient designs.

A sustainability appraisal has been submitted and the report states that the building proposes a ground source heat pump with solar hot water system. The building aims to minimise the carbon footprint and increase efficiency. A BREEAM 'very good' or 'excellent' score is anticipated and a condition has been attached to the permission relating to this sustainability requirement.

3. COMMENTS ON GROUNDS OF OBJECTIONS

Dealt with in the planning appraisal.

4. EQUALITIES AND DIVERSITY ISSUES

The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities. The concerns raised by the GLA are noted and it is recommended that a Disabilities Access Statement be submitted for approval prior to the development commencing to address these issues. The proposal will provide a range of facilities for the whole community and by its very nature will be accessible to all.

5. CONCLUSION

It is considered that very special circumstances have been demonstrated to justify granting planning permission for the proposed development. The proposed hospice would replace existing old and derelict buildings on the site which themselves do not fall within the range of uses that are generally appropriate in the Green Belt. Whilst the hospice is larger than the buildings it replaces, this would not be so significant such as to detract from the openness or character of this part of the Green Belt. Indeed the design and appearance as indicated would enhance this part of the Green Belt and its siting would, compared to existing, allow for wider open public views through the site.

The proposal would maintain the existing nature reserve and the provision of the new environmental centre building would facilitate its continued existence and wider community use.

The proposal would not adversely affect the amenities of neighbouring residents nor traffic and road safety in the area.

Accordingly, approval is recommended.

SITE LOCATION PLAN:
Herts, EN5 4NS

Barnet Curriculum Centre, Byng Road, Barnet,

REFERENCE:

B/04065/11



Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2011.
All rights reserved. Ordnance Survey Licence number LA100017674.