

LOCATION: Allianz Park, Greenlands Lane, London

REFERENCE: 16/8173/FUL

Received: 23/12/2016

Accepted: 30/12/2016

WARD: Mill Hill

Expiry: 31/03/2017

APPLICANT: Mr Gordon Banks

PROPOSAL: The demolition of existing West Stand and erection of new permanent spectator stand with seating for 3,053 spectators incorporating changing and storage accommodation and ancillary hospitality lounge/restaurant, hospitality suites, and bars. Ancillary education accommodation and shared accommodation and circulation space. Formation of a new permanent means of access for pedestrians and emergency vehicles off Greenlands Way and the laying out of the land in front of proposed West Stand for landscaping and community use. The retention of the existing East Stand and extension of the existing reception area. The erection of ancillary accommodation for storage of athletics and matchday equipment and also a new ticket office and toilet block within the existing Stadium boundary together adaptation of the existing means of enclosure. The retention of existing demountable stands to north, east and south of the exiting pitch during the rugby season . The laying out of a garden for community use to the rear of the existing East Stand. Use of the existing car parking area to the south of existing stadium to provide parking for spectators on matchdays and permanent parking for stadium users and visitors at other times. The resurfacing of the existing permeable area of event parking to the rear of Cophall Cottages for use by media vehicles and spectator coaches on matchdays and for Middlesex University staff at other times. Provision of extended demountable spectator stands to the north and south of existing pitch to increase total stadium capacity to no more than 15,000 spectators for one event each year.

RECOMMENDATION 1: The application being one of strategic importance to London and also due to its location within the Metropolitan Green Belt must be referred to the Mayor of London and also the Secretary of State. As such any resolution by the committee will be subject to no direction to call in the application being received from the Mayor of London or the Secretary of State.

RECOMMENDATION 2:

Subject to Recommendation 1 above the applicant and any other person having a requisite interest in the site be invited to enter into a Deed of Variation varying the extant section 106 Agreement dated 30 March 2012 pursuant to planning permission H/00928/11 in accordance with the amendments proposed under this planning application.

An additional contribution of £30,000 is required for the widening of the footpath through the car park of the Copthall Leisure Centre. The applicant is also required to carry out a pedestrian and cyclist signage review for the route between Allianz Park and Middlesex University. and enter into a highway agreement under S278 with the highway authority to implement agreed works prior to occupation. Works to be implemented 3 months post occupation.

RECOMMENDATION 3:

That subject to Recommendation 1 and 2, the Chief Planning Officer approve the planning application reference 16/8173/FUL under delegated powers and grant planning permission subject to the following conditions and any amendments to the wording, additions or deletions of the conditions considered necessary by the Chief Planning Officer.

Conditions:

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

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

2. The Development hereby permitted shall be carried out in accordance with the following approved plans – unless agreed in writing with the Local Planning Authority: WMA Plan refs 7347-100 Rev P9; 7347-101 Rev P5; 7347-102 Rev P4-2; 7347-103 Rev 6; 7347-104 Rev P8; 7347-105 Rev P6; 7347-106 Rev P2; 7347-107 Rev P2-2; 7347-111 Rev P1; 7347-112 Rev P2; 7347-113 Rev P1-2; 7347-114 Rev P1; 7347-116 Rev P1; 7347-200 Rev P3; 7347-201 Rev P7; 7347-202 Rev P6; 7347-300 Rev P3; 7347-301 Rev P4; 7347-302 Rev P2; 7347-303 Rev P2; and Aspect Plan Refs; 5418.ASPD001 A; 5418.PP.ASPD002 A; 5418.PP.ASPD003 A; and 5418.PP.ASPD004 A.

Reason: For the avoidance of doubt and in the interests of proper planning, and to ensure that the development is carried out in accordance with the assessments undertaken and operates in compliance with Policies CS NPPF and CS1 and Policy DM01 of the Barnet Local Plan (2012).

Parameters of Consent

3. The Development hereby permitted shall not exceed the thresholds and parameters assessed under this application including:
 - A maximum permanent spectator capacity of no more than 10,500 persons at the Stadium;
 - A maximum of 700 car parking spaces provided on-site – including 79 spaces for disabled users and 15 electric charging spaces; and
 - A maximum of 650 car parking spaces provided in off-site parking locations as set out in the Stadium Travel Plan.

Reason: To ensure that the proposed development does not exceed the parameters assessed and operates in compliance with Policies CS NPPF, CS1 and Policy DM01 of the Barnet Local Plan (2012).

4. The Stadium shall not be open to or used by visiting members of the public before 07:00 and after 23:00 on any day without the prior written approval of the Local Planning Authority.

Reason: To ensure that the development is carried out in accordance with the assessments undertaken under this application and operates in compliance with Policies CS NPPF, CS1 and Policy DM01 of the Barnet Local Plan (2012), and to protect the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Barnet Local Plan and Policy 7.15 of the London Plan 2011.

5. No more than 16 professional rugby 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 does not exceed the parameters assessed under this application and operates in compliance with Policies CS NPPF, CS1 and Policy DM01 of the Barnet Local Plan (2012).

6. Prior to use of the Stadium for the Major Rugby Event (i.e. requiring a temporary increase in capacity to 15,000 spectators) a Travel Action Plan (or equivalent) shall be submitted and agreed in writing with the Local Planning Authority.

Reason: To ensure that the development does not exceed the parameters assessed under this application, and is operated in accordance with the agreed mitigation to ensure compliance with Policies CS NPPF, CS1 and Policy DM01 of the Barnet Local Plan (2012).

7. In addition to the 16 professional rugby matches allowed under Condition 5, no more than 2 other 'Major Events' shall be held at the Stadium site in each calendar year and, in accordance with the Stadium Management Plan, each

should be the subject of a Travel Action Plan submitted to and agreed with the Local Planning Authority.

Reason: To ensure that the development does not exceed the parameters assessed under this application and operates in compliance with Policies CS NPPF, CS1 and Policy DM01 of the Barnet Local Plan (2012).

8. At no time shall Stadium be used for the purposes of the playing or spectating of professional or semi-professional football matches.

Reason: To ensure that the development is carried out in accordance with the assessments undertaken and operates in compliance with Policies CS NPPF, CS1 and Policy DM01 of the Barnet Local Plan (2012).

9. The Stadium shall not be used for the purposes of accommodating an amplified music concert – other than music directly associated with a Major Event.

Reason: To ensure that the development is carried out in accordance with the assessments undertaken and operates in compliance with Policies CS NPPF, CS1 and Policy DM01 of the Barnet Local Plan (2012), and to protect the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Barnet Local Plan and Policy 7.15 of the London Plan 2011.

10. Not more than 1,212 m² of floor space in the East Stand shall be used for purposes falling within Use 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. The B1 floorspace hereby approved shall be ancillary to the primary use of the Stadium and shall only be used only by Saracens Rugby Football Club and the Saracens Sport Foundation unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development does not exceed the parameters assessed under this application and operates in compliance with Policies CS NPPF, CS1 and Policy DM01 of the Barnet Local Plan (2012).

11. Not more than 200m² of floor space in the East Stand shall be used for purposes falling within Use Class A1 (of the Schedule to the Town and Country Planning (Use Classes) Order 1987). 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 ensure that the development does not exceed the parameters assessed under this application and operates in compliance with Policies CS NPPF, CS1 and Policy DM01 of the Barnet Local Plan (2012).

12. Not more than 3,806 m² 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). 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 ensure that the development does not exceed the parameters assessed under this application and operates in compliance with Policies CS NPPF, CS1 and Policy DM01 of the Barnet Local Plan (2012).

13. Not more than 3,696 m² of floor space at the Stadium shall be used for purposes falling within Use Class D1 (of the Schedule to the Town and Country Planning (Use Classes) Order 1987), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification. The D2 floorspace hereby approved shall be ancillary to the primary use of the Stadium and shall be used only by Middlesex University and/or the London Sports Institute for educational purposes unless agreed in writing by the Local Planning Authority.

Reason: To ensure that the development does not exceed the parameters assessed under this application and operates in compliance with Policies CS NPPF, CS1 and Policy DM01 of the Barnet Local Plan (2012).

Management and Control of Operations

14. Prior to the occupation of the development a new Stadium Management Plan, Stadium Travel Plan and Local Area Management Plan shall be submitted to the Local Planning Authority and will need to be approved in writing prior to First Occupation of the Proposed Development.

Reason: To ensure that the development does not exceed the parameters assessed under this application and operates in compliance with Policies CS NPPF, CS1 and Policy DM01 of the Barnet Local Plan (2012).

15. Prior to the occupation of the development, a revised Community Development Plan detailing the provisions for community use of the Stadium and its facilities

shall be submitted for approval to the Local Planning Authority. Once approved, the Stadium should operate in accordance with this Plan (or any future revisions agreed with the Local Planning Authority).

Reason: To ensure well managed access and appropriate availability of facilities to the community in accordance with Policy CS10 of the Barnet Local Plan (2012) and Policy 3.16 of the London Plan 2016.

16. Prior to the occupation of the development, the Biodiversity Mitigation and Management Plan setting out the measures to enhance and promote biodiversity on the site shall be submitted the Local Planning Authority. Once approved, the measures shall be implemented in full in accordance with the approved details prior to occupation of the proposed development and then maintained in accordance with the provisions of the S106 Agreement.

Reason: To ensure that the development represent high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with Policies DM01 and DM16 of the Barnet Local Plan (2012) and Policies 5.11 and 7.19 of the London Plan 2016

17. The Proposed Development shall be operated in accordance with the Stadium Travel Plan and Stadium Management Plan implemented and enforceable in accordance with the S106 Agreement.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with Policies CS9 and DM17 of the Barnet Local Plan (2012).

18. The Proposed Development shall operate during Major Events in accordance with the Local Area Management Plan (LAMP) which will be implemented and 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 CS9 and DM17 of the Barnet Local Plan (2012).

19. The Proposed Development shall be the subject of a programme of Comprehensive Monitoring and Review which will be implemented and enforceable in accordance with the Section 106 Agreement.

Reason: To ensure that the development does not exceed the parameters assessed under this application and continues to operate in accordance with the assessments undertaken.

20. An Operational Waste Management Strategy shall be submitted to the Local Planning Authority and approved in writing prior to First Occupation of the Proposed Development. The Development shall then be operated and managed in accordance with the approved Strategy unless agreed in writing with the Local Planning Authority.

Reason: To ensure that the development operates in compliance with Policy CS14 of the Barnet Local Plan (2012).

21. The Proposed Development shall comply with the recommendations contained in the External Lighting Report submitted with the Planning application and shall not be varied without the written approval of the Local Planning Authority. 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.

Reason: To ensure that the development is carried out in accordance with the assessments undertaken and operates in compliance with Policies CS NPPF, CS1 and Policy DM01 of the Barnet Local Plan (2012) and to safeguard the amenity of the locality and ensure that any protected species present are not adversely affected by the development in accordance with Policies DM01 and DM16 of the Barnet Local Plan (2012).

22. The Proposed Development shall be operated in accordance with the Noise Management Plan required by the provisions the S106 Agreement and only varied when agreed in writing with the Local Planning Authority. 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 that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Barnet Local Plan (2012) and 7.15 of the London Plan 2011.

Design Details

23. Prior to the commencement of above ground works details and appropriate samples of the materials to be used for the external surfaces of the buildings, and any hard surfaces shall be submitted to the Local Planning Authority. The Development shall be implemented in accordance with such details as approved.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS5 and DM01 of the Barnet Local Plan and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

24. Prior to the occupation of the development details of the means of enclosing the Stadium including gates, new turnstiles and upgraded turnstiles as well as other security measures shall be submitted for approval to the Local Planning Authority. The Development shall be implemented in accordance with such details as approved.

Reason: In the interest of community safety in accordance with Policy CS12 and DM02 of the Barnet Local Plan (2012) and with Policy 7.3 of the London Plan.

25. Prior to the occupation of the development details of the Closed Circuit Television System to be installed and other appropriate security measures shall be submitted for approval to the Local Planning Authority. The Development shall then be implemented in accordance with the details then approved.

Reason: In the interest of community safety in accordance with Policy CS12 and DM02 of the Barnet Local Plan (2012) and with Policies 7.3 and 7.13 of the London Plan.

26. Prior to the occupation of the development details of the proposed fire vehicle and delivery vehicle access to the Proposed Development shall be submitted to and agreed by the Local Planning Authority. The Development shall then be implemented in accordance with the details then approved.

Reason: In the interest of highway safety in accordance with Policy CS9 and Policy DM17 of the Barnet Local Plan (2012) and Policy 7.13 of the London Plan 2016.

27. Prior to the occupation of the development details of the fire hydrants to be installed shall be submitted approval by the Local Planning Authority (in consultation with the London Fire and Emergency Protection Authority). The Development shall be implemented in accordance the approved details.

Reason: In the interest of community safety in accordance with Policy CS12 and DM02 of the Barnet Local Plan (2012) and with Policy 7.13 of the London Plan.

28. In accordance with the Energy & Sustainability Strategy accompanying the application, the Proposed Development hereby approved shall achieve BREEAM 'Very Good' level of environmental performance. Before the development is first used the developer shall submit certification of the selected generic environmental standard.

Reason: To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and Policies 5.2 and 5.3 of the London Plan 2016.

29. The construction of the proposed development shall be carried out in accordance with the Drainage Strategy accompanying the application and shall not be varied without the written consent of the Local Planning Authority.

Reason: To ensure that the development provides appropriate drainage infrastructure and to comply with Policy CS13 of the Barnet Local Plan (2012),

the Sustainable Design and Construction SPD (April 2013) and Policies 5.13 and 5.14 of the London Plan 2016.

30. The construction of the Proposed Development shall be carried out in accordance with the Flood Risk Assessment accompanying the application and shall not be varied without the written consent of the Local Planning Authority.

Reason: To ensure that the development complies with Policy CS13 of the Barnet Local Plan (2012), the Sustainable Design and Construction SPD (April 2013) and Policies 5.12 of the London Plan 2016.

31. All extraction and ventilation equipment to be used in the Proposed Development shall meet the specifications set out in the Plant Noise Assessment Report submitted with the application and can only be varied with the written approval of the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Barnet Local Plan (September 2012) and 7.15 of the London Plan 2016.

32. The Proposed Development shall comply with the recommendations contained in the Environmental Noise Survey and Plant Noise Assessment Report submitted with the Planning application.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Barnet Local Plan (2012) and Policy 7.15 of the London Plan 2016.

29. The level of noise emitted from the fixed plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property. If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2011.

Landscaping & Maintenance

33. All hard and soft landscaping shall be carried out in accordance with Aspect Plans 5418.PP.ASPD001A, ASPD001E, ASPD002, ASPD003 and ASPD004 and shall be completed within the first planting and seeding season following completion of the development or occupation of the new buildings, whichever is sooner. The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Reason: To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with Policies CS7 and DM16 of the Barnet Local Plan (2012) and Policy 7.5 of the London Plan 2016.

34. Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which, within a period of 5 years from the completion of the development, dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased, shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to, any variation.

Reason: To ensure that the proposed landscaped areas are retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with Policies CS7 and DM16 of the Barnet Local Plan (2012).

Management of Construction

35. The construction of the proposed development shall be carried out in accordance with the Construction Management Plan submitted as Appendix 6 of the Environmental Statement accompanying the application and shall not be varied without the written consent of the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with Policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and Policies 5.18, 7.14 and 7.15 of the London Plan 2015.

36. In order to minimise damage to trees and hedges the development shall be carried out in strict accordance with the provisions of the with the Construction Management Plan submitted with the application and the Tree Protection Plan contained in Appendix 8.2 of the Environmental Statement.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policies CS5, CS7 and DM01 of the Barnet Local Plan (2012).

37. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reasons: In the interests of good air quality with regard to London Plan policies 5.3 and 7.14, and in accordance with Barnet Council's Sustainable Design and Construction SPD.

Highways

38. Before the development is occupied details of petrol and oil interceptors to new car parking areas provided on the site shall have be 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 2015.

39. Before the development is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012

40. Before the development is occupied a Car Parking Management Scheme shall be submitted to and agreed in writing by the Local Planning Authority.

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 London Borough of Barnet's Local Plan Policy CS9 of Core

Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

41. Before the development hereby permitted is occupied; details of cycle parking and cycle storage facilities in accordance with the London Plan should be submitted to and approved by the Local Planning Authority and such spaces shall be permanently retained thereafter.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

42. Before the development hereby is occupied; details showing ingress and egress arrangements and pedestrian walkways shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full in accordance with the approved details.

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

43. Details of the proposed vehicular barrier system including the proposed maintenance agreement and required equipment shall be submitted to and approved by the Local Planning Authority prior to the occupation of the Development.

Reason: To control on site parking in the interest of highway and pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Informatives

1. A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.
2. In accordance with paragraphs 186 and 187 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

3. The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a £202,230 payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has therefore been assessed at this time as liable for a £315,360 payment under Barnet CIL.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: cil@barnet.gov.uk.

Relief or Exemption from CIL:

If social housing or charitable relief applies to your development or your development falls within one of the following categories then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.

You can apply for relief or exemption under the following categories:

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf
2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.
3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk

Please visit:

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil> for further details on exemption and relief.

4. The refuse collection point(s) should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Levelled access should be provided for the refuse collection personnel to collect the bins. The refuse collection personnel are not expected to push the bins on an inclined surface to safeguard their Health and Safety requirements. If the refuse vehicle is expected to travel over an unadopted road then the applicant will be expected to sign a Waiver of Liability and Indemnity Agreement indemnifying the Council. Alternatively, the dustbins will need to be brought to the edge of the refuse vehicle parking bay on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement.
5. The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance of the public highway in the vicinity of the site should the highway be damaged as a result of the construction traffic. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works.

6. The applicant is advised that due to the large number of schools and school children in the area that site deliveries during the construction period should not take place between 0800 hrs to 0900hrs and 1500 hrs to 1600 hrs. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development and Regulatory Services should be consulted in this respect.
7. The costs of any associated works to the public highway, including reinstatement works, will be borne by the applicants and may require the Applicant to enter into a 278 Agreement under the Highways Act 1980.
8. The applicant is advised that the development is located on or near a Strategic Road Network (SRN)/Transport for London Road Network (TLRN) and is likely to cause disruption. The Traffic Management Act (2004) requires the Council to notify Transport for London (TfL) for implementation of construction works. The developer is expected to work with the Council to mitigate any adverse impact on public highway and would require TfL's approval before works can commence.
9. The applicant is advised that Page Street is Traffic Sensitive Road; deliveries during the construction period should not take place between 8.00 am-9.30 am and 4.30 pm-6.30 pm Monday to Friday. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development and Regulatory Services should be consulted in this respect.

MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

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 and the development plan documents in the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application.

A number of other planning documents, including national planning guidance and supplementary planning guidance and documents are also material to the determination of this application.

National Planning Policy Framework

The 'National Planning Policy Framework' (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

In March 2014 the National Planning Practice Guidance was published (online) as a web based resource. This resource provides an additional level of detail and guidance to support the policies set out in the NPPF.

The Community Infrastructure Levy Regulations 2010:

Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Where permission to be granted, obligations would be attached to mitigate the impact of development are set out below.

London Plan 2016

The London Plan is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). In March 2016, the Mayor published (i.e. adopted) the London Plan 2011 consolidated with: the further alterations to the London Plan published in March 2015, the Housing Standards Minor Alterations to the London Plan published in March 2016 and the Parking standards Minor Alterations to the London Plan published in March 2016.

The London Plan policies (arranged by chapter) most relevant to the determination of this application are as follows:

Context and Strategy:

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

2.1 (London in its Global, European and United Kingdom Context)

2.2 (London and the Wider Metropolitan Area)

2.4 (The 2012 Games and Their Legacy)

2.6 (Outer London: Vision and Strategy)

2.7 (Outer London Economy)

2.8 (Outer London Transport)

2.15 (Town Centres)

2.18 (Green Infrastructure: The Multi-Functional Network of Green and Open Spaces)

London's People:

3.1 (Ensuring equal life chances for all)

- 3.2 (Improving Health and Addressing Health Inequalities)
- 3.6 (Children and young people's play and informal recreation facilities)
- 3.16 (Protection and Enhancement of social Infrastructure)
- 3.18 (Education facilities)
- 3.19 (Sports facilities)

London's Economy

- 4.1 (Developing London's Economy)
- 4.2 (Offices)
- 4.3 (Mixed Use Development and Offices)
- 4.5 (London's Visitor Infrastructure)
- 4.6 (Support for and Enhancement of Arts, Culture, Sport and Entertainment Provision)
- 4.7 (Retail and Town Centre Development)
- 4.8 (Supporting a Successful and Diverse Retail Sector)
- 4.12 (Improving Opportunities for All)

London's Response to Climate Change:

- 5.1 (Climate Change Mitigation)
- 5.2 (Minimising Carbon Dioxide Emissions)
- 5.3 (Sustainable Design and Construction)
- 5.4 (Retrofitting)
- 5.6 (Decentralised Energy in Development Proposals)
- 5.7 (Renewable Energy)
- 5.8 (Innovative Energy Technologies)
- 5.10 (Urban Greening)
- 5.11 (Green Roofs and Development Site Environs)
- 5.12 (Flood Risk Management)
- 5.13 (Sustainable Drainage)
- 5.14 (Water Quality and Waste Water Infrastructure)
- 5.15 (Water Use and Supplies)
- 5.16 (Waste Self-Sufficiency)
- 5.17 (Waste Capacity)
- 5.18 (Construction, Excavation and Demolition Waste)
- 5.20 (Aggregates)
- 5.21 (Contaminated Land)

London's Transport:

- 6.1 (Strategic Approach)
- 6.2 (Promoting Public Transport Capacity and Safeguarding Land for Transport)
- 6.3 (Assessing Effects of Development on Transport Capacity)
- 6.4 (Enhancing London's Transport Connectivity)
- 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure) 6.7 (Better Streets and Surface Transport)

- 6.9 (Cycling)
- 6.10 (Walking)
- 6.11 (Smoothing Traffic Flow and Tackling Congestion)
- 6.12 (Road Network Capacity)
- 6.13 (Parking)
- 6.14 (Freight)

London's Living Places and Spaces:

- 7.1 (Building London's Neighbourhoods and Communities)
- 7.2 (An inclusive Environment)
- 7.3 (Designing out Crime)
- 7.4 (Local Character)
- 7.5 (Public Realm)
- 7.6 (Architecture)
- 7.8 (Heritage assets and archaeology)
- 7.13 (Safety, security and resilience to emergency)
- 7.14 (Improving Air Quality)
- 7.15 (Reducing Noise and Enhancing Soundscapes)
- 7.16 (Green Belt)
- 7.18 (Protecting Open Space and addressing deficiency)
- 7.19 (Biodiversity and Access to Nature)
- 7.21 (Trees and Woodlands)

Implementation, Monitoring and Review

- 8.2 (Planning Obligations)
- 8.3 (Community Infrastructure Levy)

Mayoral Supplementary Guidance

The Mayor's Sports Legacy Plan (April 2009)

This plan aims to increase the number of people participating in regular sport or physical activity in the run up to the 2012 London Games as well as ensuring that an appropriate legacy follows the games.

Social Infrastructure (May 2015)

This SPG provides advice to Boroughs on planning for and determining applications for new health, education, community, cultural, play, recreation and sports facilities faith and emergency facilities.

Sustainable Design and Construction (May 2006)

The Sustainable Design and Construction (SPG) seeks to design and construct new development in ways that contribute to sustainable development. In terms of waste, the preferred standard seeks to provide facilities to recycle or compost at 60% of waste by 2015. The SPG also states that the siting of recycling facilities should

follow consideration of vehicular access to the site and potential (noise) impacts on amenity.

The Mayor's Climate Change Mitigation and Energy Strategy (October 2011)

The strategy seeks to provide cleaner air for London. This strategy focuses on reducing carbon dioxide emissions to mitigate climate change, securing a low carbon energy supply for London and moving London to a thriving low carbon capital.

Accessible London: Achieving an Inclusive Environment (April 2004)

The strategy sets out to provide detailed advice and guidance on the policies in the London Plan in relation to achieving an inclusive environment.

Planning for Equality and Diversity in London (October 2007)

This guidance sets out some of the overarching principles that should guide planning for equality in the London context.

All London Green Grid (March 2012)

This strategy provides guidance for designing and managing green and open spaces to bring about previously unrealised benefits. In doing so, we aim to encourage boroughs, developers, and communities to collectively increase the delivery of green infrastructure for London.

Relevant Local Plan (2012) Policies

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD which were both adopted on 11 September 2012. The Local Plan development plan policies of most relevant to the determination of this application are:

Core Strategy (Adopted 2012):

CS NPPF (National Planning Policy Framework – Presumption in favour of sustainable development)

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)

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 integrated community facilities and uses)

CS11 (Improving health and wellbeing in Barnet)

CS13 (Ensuring the efficient use of natural resources)

CS14 (Dealing with our Waste)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)
DM02 (Development Standards)
DM03 (Accessibility and Inclusive Design)
DM04 (Environmental considerations for development)
DM06 (Heritage and Conservation)
DM11 (Development Principles in the Town Centres)
DM13 (Community and education uses)
DM14 (New and existing employment space)
DM15 (Green Belt and open spaces)
DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

Supplementary Planning Documents and Guidance

The Council has a number of adopted Supplementary Planning Documents (SPDs) which provide detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet including generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards. They are material considerations for the determination of planning applications:

Local Supplementary Planning Documents and Guidance:
Sustainable Design and Construction SPD (April 2013)

Copthall Planning Brief

The Council adopted the Copthall Planning Brief following extensive public consultation in September 2016. The brief sets out the spatial strategy for the development of the wider Copthall site.

Local Supplementary Planning Documents:
Sustainable Design and Construction (April 2013)
Planning Obligations (April 2013)

Strategic Supplementary Planning Documents and Guidance:
Accessible London: Achieving an Inclusive Environment (April 2004)
Sustainable Design and Construction (May 2006)
Health Issues in Planning (June 2007)
Planning for Equality and Diversity in London (October 2007)
All London Green Grid (March 2012)

1.2 Key Relevant Planning History

Barnet Copthall 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 and the Barnet & District Athletic Club. Both clubs provide grass roots participation but the Shaftesbury Barnet Harriers also provides coaching and competition up to Olympic level.

In 1996 an application was made by Barnet Football Club and Newco Ltd (Reference W/00344/AB) to provide 'a new multi sports stadium complex for football, athletics and rugby as well as indoor training facilities and related development. The application was granted planning permission by Barnet Council although the decision was called in by the Secretary of State who refused consent in June 1999 following a public Inquiry.

In 2011 Saracens Rugby submitted a planning application in March 2011 (Reference H/00928/11).

The application proposed the following:

- the erection of new permanent spectator stand to the east of the athletics track for up to 2,856 spectators incorporating hospitality areas, restaurants and bar; ancillary offices and supporters' shop and indoor athletics training facility (1,536 sq metres).
- the erection of four new demountable spectator stands to accommodate up to 5,988 spectators on 16 match days between September and May;
- 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);
- a new artificial playing surface for rugby and community sport; the removal of all existing stadium floodlighting and its replacement with more sustainable floodlighting for the pitch and relocated athletics facilities;
- the removal of a hardstanding (used as an overspill parking area) to south east of existing stadium and its replacement with a new permeable surface to allow parking up to 568 vehicles on match days and for other major events at the Stadium;
- the creation of a new permeable surface on a disused all-weather playing surface to the rear of Copthall Cottages for coach and media vehicle parking during major events;
- the remodelling of the field events areas on land to the east of the proposed new East stand;
- the diversion of the existing culvert across the site and the 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;
- retention and reinforcement of existing landscaping (including existing hedgerows) and provision of additional planting along the eastern and southern boundaries; and
- the erection of new 20m high replacement mesh fence on boundary with existing 'Metrogolf' driving range.
- Noise from Helicopter on the 2nd April 2017
- Noise from fireworks on the 8th April 2017

Planning permission for the scheme was subsequently granted in March 2012 following the completion of a legal agreement.

In May 2013, an application (Reference H/01946/13) was made to allow the conversion of some of the ancillary office accommodation in the East Stand for use by the London Sports Institute (LSI) of Middlesex University. This application was approved in July 2013 and duly occupied by the LSI.

Also of note in relation to the current application an application was submitted by Saracens in July 2015 (Reference 15/06804/CON). The application sought permission for the installation of a revised surface treatment on the south car park – namely 'grasscrete' – in order to mitigate problems experienced during use of this parking area on matchdays; this application was approved in November 2015 and works on the northern half of the car park were duly installed.

1.3 Pre Application Consultation undertaken by the applicant

The application is accompanied by a Statement of Community Involvement which details the Applicant's consultations with the local stakeholders and the community prior to the submission of the application. Consultations were held with all existing users of Allianz Park including Shaftesbury Barnet Harriers (SBH), Barnet and District Athletics Club (BDAC) and Saracens Supporters Groups (SSG), local groups including the Mill Hill Preservation Society (MHPS), Mill Hill Neighbourhood Forum (MHNF), Mill Hill Residents Association (MHRA), Copthall Community Sports Group (CCSG), Mill Hill Observatory and the Copthall Consultation Group (CCG) along with Sports England and UK Athletics. Pre application discussions also took place between Council Officers and the GLA and the scheme was presented to Members at the Pre Application Planning Committee Meeting on the 7th November 2016. A Public exhibition was also held on the 10-12 November at Allianz Park.

1.4 Public Consultations by the Council and Views Expressed

Public Consultation

As part of the consultation exercise 696 letters were sent to neighbouring occupiers on the 2nd February 2017. The application was also publicised through site notices and a press notice was published as a departure in the Barnet Press on 9th February 2017. The consultation process carried out for this application is considered to have been entirely appropriate for a development of this scale and nature.

As a result of the consultation, a total of 5 responses were received with 4 and 1 letter of support.

Specific Comments were also received from Shaftesbury Harriers Athletics Club and Barnet & District Athletic Club making representations on the proposals.

The comments received from members of the public have been summarised as follows:

Summary of main points raised by members of the public in objecting to the scheme.

Concerns relating to traffic impact of 15,000 spectator match. Resident's permits have been misused by persons attending matches and as such no space for genuine visitors to park.

These permits should be more strictly monitored to check for miss use.

Site is on Green Belt Land and paragraph 89 of the NPPF requires buildings that replace present buildings to be in the same use and not materially larger. The new stand is substantially larger and includes space for Middlesex University and the Saracens Sports Foundation and as such is contrary to Green Belt Policy.

Proposed stand should be reduced in height so it is no larger than existing stand

Site has a low PTAL of 0 and requires walking along dark paths resulting in security issues.

Proposed upgrading of paths to allow for cyclists would be detrimental to the character of existing paths and detrimental to walkers.

Green Belt in area is losing its character and should be protected.

Impact on local residents from parking restrictions.

Provision of car parking for events by other bodies such as Hasmorean for private gain.

Increased car use and pollution.

No need for further expansion which will not benefit local residents.

Summary of points raised in letters of support.

Proposal will demolish the eyesore which is the West Stand and enhance the appearance of the area to the benefit the wider Copthall Area and Barnet.

Shaftesbury and Barnet Harriers Athletics Club

SBH have been the resident athletic club at the site since it was built in 1964 and are of the view that such a substantial investment should not result in an overall detrimental athletics provision and currently are concerned that not all these issues have been satisfactorily addressed.

They wish to ensure three matters are respected in relation to this application

1. The proposals ensure the stadium continues to be fit for purpose to athletic meetings? Will it be clear to those coming to the Stadium it still serves athletics as well as rugby
2. SBH involvement in the Stadium is at least no worse off following the development?
3. Athletics opportunities during construction are acceptable

During the past three months SBH has been in dialogue with SRC during which these matters have been addressed. Several of SBH's concerns have been

accepted and are recorded in writing whilst others are still pending. The purpose of this paper is to set these out and where relevant to ensure these agreements are endorsed on drawings, specifications, conditions or by way of a new Section 106 agreement. If any of these matters are still in dispute SBH seek a meeting between LBB, SRC and SBH before these proposals go before Committee. SBH welcome the statement that SRC are committed to carry out existing obligations under the current Underlease and S106 agreement. SBH would expect LBB to repeat the existing conditions of the existing S 106 in the new S106 forming part of the new planning permission. One specific amendment relates to a revised drawing which we understand still has to be submitted to LBB in relation to sight lines to be achieved in the new West stand.

We have considered the SRC proposals under four headings-

1. Existing clubhouse. This is subject to an updated Underlease between SRC and SBH dated 3 July 2015. A copy of this is attached as Appendix A. During the past four years SRC have used this as a Ticket office and Middlesex University as a "Strength and Conditioning" centre under a Licence dated 14 September 2015. A copy of this is attached as Appendix B. SRC and Middlesex University have agreed to abide by the conditions of that Underlease & Licence. Specifically this includes-
 - 1.1. SRC will engage an architect at their (reasonable) cost to space plan the existing Clubhouse once SRC and MU have vacated.
 - 1.2. SRC will carry out repairs as necessary to the structure of the building including re-roofing, fascia boards, gutters, down pipes and external fabric
 - 1.3. In accordance with the current sub- Underlease obligations SRC will carry out necessary repairs to the building and any making good required due to our use of the clubhouse as a Ticket office. SRC will engage a building surveyor (at SRC cost) to survey and confirm the works required.
 - 1.4. SRC will include a connection to the stadium foul water drainage system as part of the west stand redevelopment works which will allow for future club and small meeting catering to replace the existing west stand catering provision.
 - 1.5. Those using the Clubhouse will also have 24/7 use of the new toilet block on the internal face of the Southern boundary as shown on the planning drawings. These replace those in the existing West stand which were part of the Underlease provisions and which have been taken out of use by SRC over the past 18 months.
 - 1.6. SRC confirm that they will meet all obligations within the sub- Underlease in relation to the repair and maintenance of the building and in relation to the defects created by the removal of the ticket office facility. In addition to these Underlease obligations SRC will, as a gesture of goodwill contribute a further sum towards a refurbishment of the interior of the clubhouse.
 - 1.7. The structural engineer engaged by SRC for the design of the new west stand will carry out a survey of the demise prior to any works commencing to or in the vicinity of the clubhouse.

However SBH look to LBB to agree to the SRC amended drawing which provides an opening (suitably branded for athletics) in the new perimeter wall for SBH to gain access 24/7 as has existed by agreement with all parties over the past 35 years. SBH are concerned as to the proposed relocation of

the SRC plant area being adjacent to the clubhouse but located elsewhere as in previous designs and that this area is dedicated to SBH.

2. Provision of facilities in the new West Stand.

2.1. SBH will have sole use of two rooms on the Ground floor at the SE corner of the West stand, one for their office and the other as a storeroom denoted as athletic store on drawings (storage of SBH kit etc). These are replacements for the existing facilities SBH have in the existing West stand. The new office to have power, telephone and broadband. Size & position of these two rooms to be finalised with SRC.

2.2. SBH will also have the use of a third office which will be available for SBH by arrangement with SRC, in line with the other 'additional facilities', obligations and conditions in relation to their use as detailed within SBH current sub- Underlease. This is located adjacent to the athletic store and will be used on athletic match day general administration, such as issuing of numbers, team managers meetings, and officials' briefings.

2.3. Provision of photofinish room. In addition one of the boxes adjacent to the photofinish room to be allocated to SBH during the summer for athletics events. Please note that there is an operational need to separate photofinish officials from results and announcing team. This room to have power and ability to connect into stadium PA system.

2.4. Note- once the West Stand has been constructed and is in use SRC can confirm that there will be the ability for SBH to have a double ended photo facility. As agreed at a SRC/SBH meeting this would be in the form of an Electrical and Data point. The points would be provided at either end of the stand on the terrace area of the second floor for SBH to plug your equipment into.

2.5. Access to a physio room during athletic training sessions.

2.6. In addition to these facilities SBH will still also be able to use the main Café area on the third floor of the stadium and have the benefit of the additional facilities like the media room and reception areas (by arrangement) as agreed at SRC/ SBH meetings.

However still to be agreed- Details concerning the use by SBH elite athletes use of the new strength and conditioning facility to be provided by Middlesex University. This concept was agreed as part of the Licence agreement SBH/ SRC/ Middlesex University (Appendix B). SRC advise that this use is subject to further negotiations with Middlesex University and Security. SRC anticipate that once the new Stand is completed the West Stand will be open between 8.00am and 10.00pm Monday to Friday and 9.00am to 5.00pm on non-match day weekends. SBH would seek to have 24/7 access.

3. Use during construction works-

3.1. SBH strongly disagree with the loss of amenity during the rugby season for the construction period of the West Stand, being the reduction to 2 lanes for athletics training. A minimum of 4 lanes must be provided in accordance with the existing S106 Agreement. SRC response being we have endeavoured to keep the disruption to all users of the stadium to a minimum during the build period, but in this instance, we are unable to provide the 4 lanes during the rugby season with the size of the site needed for the contractor and the need for the Rugby set up during the season to comply with the PGB standards. SBH do not accept that a better solution cannot be found.

3.2. SRC will ensure provision of operation photo finish equipment during the build period.

4. Other issues to be re-stated in the Section 106 agreement are-

4.1. Ticket pricing

4.2. Maintaining the athletics facilities as a UK Athletics Class "A" status for events

4.3. Usage of Facilities

Barnet & District Athletic Club.

We work closely with the host club at Allianz Park, Shaftesbury Barnet Harriers (SBH) and Saracens (SRC) and have been aware of these plans for some time and are broadly supportive of them. We have used the track & associated facilities alongside SBH for at least 40 years for sessions and have at times been disappointed to see the largely dismissive approach of SRC to the Athletic Stadium in recent years. Whilst their actions are largely in line with the original S106 agreement, we feel these have breached the general spirit in which this was drawn up to protect Athletic use at the site. This new West stand does nothing to enhance the original Athletic stadium facilities for athletic spectators or participants/officials hosting events. There appears to be room within the scope of the design to include a better defined athletics hub in the area of the SBH Clubhouse facility but this has been sidelined to ensure rugby needs are served fully.

We share the stadium on Tuesday and Thursday evenings with several groups of our Athletes and Coaches holding sessions at the track (and indoor facility) throughout the whole year.

In particular on a Tuesday evening, there can be a large number of groups of mixed abilities, ages, experience and speeds sharing the track space.

During the Rugby season (S106 period September to May) when the track is reduced to 4 lanes in places due to the SRC temporary stands, this is already a potential Health & Safety issue. Sessions already have to be closely managed by both Club's coaches to ensure the safety of our Young people in particular.

We have serious concerns at the proposal to reduce the track space in parts to 2 lanes during these works as this will pose an even greater risk to the safety to all athletes and particularly the Young athletes and those that are less experienced & as such to avoid potential injuries the plans should be reviewed to ensure 4 lanes min are retained.

Officer Comment

All of the above representations have been taken into account in the officer assessment, which form part of the officer assessment below.

Elected Representatives.

No comments received.

Consultation responses from neighbouring associations other non-statutory bodies.

Mill Hill Preservation Society

The site is a 'brownfield site' in the Green Belt with planning permission for a community based sports stadium for rugby, athletics and community activities. This proposal is very much a continuation of what exists already but with a significant intensification of the Middlesex University (MU) functions. The existing West Stand is old and no longer fit for purpose and MHPS agree it needs to be replaced. The London Sports Institute (part of MU) is in part of the East Stand and it is proposed that this expands into the new West Stand alongside the School of Health and Education (SH&E). We struggle to understand how this later function, that includes midwifery, mental health, complimentary health and social work, relates to the understandable symbiotic relationship between a professional sports team and a degree in sports-related activities. Whilst there is an argument for sports facilities in the Green Belt we could find no reference in the NPPF to educational facilities having a similar preference. We can see no 'very special circumstances' for the inclusion of the SH&E.

The development could be considered as 'inappropriate' and there is harm to the Green Belt by virtue of its effect on the openness of the site. We have considered the very special circumstances listed. We accepted that there were considerable benefits related to the East Stand application, and that these benefits have been proven and will still apply to the site with the West Stand. We realize that replacing the dilapidated stand with new is a worthwhile exercise but we do not see it as a 'very special circumstance', more as an intensification of activity within the Green Belt.

We welcome the proposed review of the stadium travel plan, and the proposed one-off bespoke match day Travel Plan, and that MU student parking controls will be the same as for the Hendon Campus. We believe that transport issues can be improved but that the increase in the capacity number from 10,000 to 10,500 will be manageable and that the use of the stadium for an annual one-off match day with up to 15,000 supporters will not present a significant problem given there is no plan to increase cars usage. We have no objections to the main car park having year round

use for organised events. We believe that a wide pedestrian route is required along Greenland Lane where it passes in front of the new West Stand. Currently, fans leaving the stadium on the south side walk along Greenlands Lane sharing it with traffic to reach Champions Way. This is unacceptable.

On the East Stand we were particularly concerned that the end glazing panels to the stadium had vertical elements (to better blend into the background from a distance), and we appreciate that the design for the West Stand follows this. Materials for the West Stand should be sympathetic to the East Stand. The seating colour also concerned us and the East Stand solution with the multi-tone colours does help the mass of seating to blend into the environment. We hope this detail will also be followed in the West Stand. Finally, we resisted any advertising being incorporated into the building fascias on the East Stand as this was inappropriate to the Green Belt setting. The same applies to the west stand and we expect the Council will keep a tight control on advertising issues.

Our submitted report includes greater detail than this summary. Should this planning application be approved, MHPS will expect the applicant to be bound through planning conditions to provide all the community benefits that have been offered as part of the application package, and by a 106 Agreement to deliver full landscaping of the site, and to fund improvements to, and the better management of, the wider landscape of Copthall including meadows, hedgerows and tree stock.

Mill Hill Neighbouring Forum

Given the evidence of the last four years, and having talked in detail with the management of Saracens, we firmly believe that the enhancements to local sports and recreation opportunities and also the health and well-being benefits promised for residents can and will be delivered. Additionally, we note:

- The scale of the new stand mainly reflects modern safety standards and the needs of spectators. With just 16 matches a year much of the internal space would be much underutilised without another permanent occupant. The proposal to extend the Middlesex University London Sporting Institute (LSI) facilities therefore seems logical.
- The LSI is already active in the community. As well as working with the Saracens Sports Foundation, it works with the Tottenham Hotspur Foundation through projects such as Shape up with Spurs as well as Dementia Club UK, Fitness Cancer (Macmillan), Fan Active and GP Referral Scheme (Fusion).

- The building footprint will increase by around two thirds. However, the increased use of permeable surfaces, replacing impermeable tarmac and surfaces, will ensure that the total “hardstanding footprint” is no larger than current stadium footprint.
- The requested increase of the maximum attendance to 15,000 is proposed for just one match a year. This seems reasonable, given the position of Saracens within the European game.
- We note that Saracens have listened to comments made by the MHNF and others about car parking in front of the new stand and welcome the decision to remove such proposals.
- We also welcome proposals to limit car parking availability outside of match days, especially on Champions Way and Greenland’s Lane, both of which are narrow and where parking is unsuitable. We also welcome the ban on any Middlesex University students parking on site.

For all the reasons set out above we think the case for “very special circumstance” has been positively made and are **supportive** of it.

We do consider, though, that there are three issues which should be reviewed before any final decision is made.

1. As we have already said the proposed new West Stand will have a footprint which is 67% bigger than the current stand. At a height of 20 metres the new West Stand will be taller than the existing stand. The scale and height of the new stand will be somewhat offset by the reduced footprint and lower land position of the new Copthall Leisure Centre which will be built adjacent to Allianz Park. In this context, we note paragraph 8.8 of the planning statement

“though the new West Stand will undoubtedly be more visible within this immediate area, it will continue to form part of a collection of existing buildings already developed in this part of Copthall”

However, we do think that the new West Stand proposals should include an assessment of the impact on views and openness across the Copthall site at all times of the year. The Design and Access statement shows some computer-generated simulations of the new West Stand which, on the whole, suggest the scale of the building blends into the landscape. These simulations are shown only in summer when trees are a full foliage. We think the same set of views should be shown when the leaf cover is at a minimum to ensure that the views and the impact across the whole Copthall site are acceptable during the Winter months.

2. We would also like to see strengthened the commitment to improve pedestrian and cycling access to the site especially from Hendon where Middlesex University have their main campus. We think the Council should

agree a clear plan with a timetable and funding agreed with the University and the Club to improve existing routes and create new routes.

- As an example, the subway under the A1 which connects Sunny Hill Park (and the main Middlesex University campus) to the Copthall estate needs considerable improvement.
 - Similarly, the walking and cycling paths within the Copthall site itself need resurfacing and clear route maps need to be provided.
 - These, and similar improvements, should be agreed and timetabled in as part of any agreed development plan for the proposed new West Stand.
 - This will help both minimise the impact of students accessing the LSI and also be of benefit to the local residents in providing improved access across the Borough with a beneficial impact to health and well-being, as well as providing a safer “non-road” environment for users.
3. We would like to see a firm commitment to incorporate the floodlights within the West Stand structure as soon as the necessary technology advances permit. The existing tall freestanding floodlights should then be dismantled and the light spill as seen from many locations in Mill Hill would be significantly reduced

Summary

We believe that the proposed new West Stand could provide considerable additional community uses, support the health and well-being of local residents and aid the development of the Copthall site into a first-class sports and recreational site for the whole of Barnet (and beyond) to use for many years to come.

We recognise the impact of the development on green belt land, but do consider that the positive aspects outlined in the application outweigh this and that the case for “very special circumstances” has been broadly made.

Assuming a satisfactory outcome to the three points we make on pages 3 and 4 of this response, the Mill Hill Neighbourhood Forum would **support** the planning application.

Hendon and District Archaeological Society

This is a comment on behalf of the Hendon and District Archaeological Society. Although in view of the desk-based assessment submitted with the application and the fact that the site is not in, though it is close to, an Area of Special Archaeological Significance, we do not suggest an archaeological condition. But since with as large a project as this there is the possibility that items of archaeological interest will be found, we ask that this be drawn to the attention of the developers, and they be asked to keep HADAS informed.

Consultation Responses from Statutory Consultees

Strategic issues summary

Land use: very special circumstances have been demonstrated to justify the expansion of sports facilities on the previously developed site on **Green Belt**. Additional CGI visuals should be provided in addition to further information on materials and lighting strategy (paragraphs 17-26).

Recommendation

That Barnet Council be advised that the application does not comply with the London Plan, for the reasons set out in paragraph 46 of this report; but that the possible remedies set out in that paragraph could address these deficiencies. The application does not need to be referred back to the Mayor if the Council resolves to refuse permission, but it must be referred back if the Council resolves to grant permission.

Conclusion

46 London Plan policies on principle of land use, sport facilities on Green Belt, community use, urban and inclusive design, sustainability and climate change, and transport are relevant to this application. The proposed development broadly complies with the London Plan. However, there are few issues that must be addressed as set out below:

- **Principle of land use/sport facilities on Green Belt:** very special circumstances have been demonstrated that could outweigh the harm that may be caused to the Green Belt. However, CGI visuals from agreed key points, and details on materials and lighting should be submitted.
- **Community use:** A detailed community use plan should be developed in a form that can be secured through condition.
- **Sustainability and climate change:** The carbon savings exceed the target set within Policy 5.2 of the London Plan. However, clarification is required related to waste water heat reclaim modelling, site heat network and the energy centre, and the inclusion of photovoltaic panels.
- **Transport:** Existing controls to the public access car parking should be reviewed. Prevention of non-car (HGV, shuttle bus and coaches) vehicles from using the Greenland Lanes access should be retained. The detailed design of cycle parking should be secured. A travel strategy, with measures to mitigate the impact of the additional spectators, should be secured. More information is required before the construction methodology can be considered acceptable. A full construction management plan and delivery and servicing plan should be secured.

Transport for London

Transport for London make the following comments:

Proposal

The proposals are for the complete demolition of the existing West and construction on a new stand with a capacity of 3,053, a net increase of 179 seats. The new stand will also provide 3696sqm of University teaching facilities. The proposals also involve landscaping around the site. The stadium will operate in two distinct periods match-day and non-matchday

Site Description

The site is located on Greenlands Lane which is a borough road. The nearest section of the Transport for London Road network (TLRN) is the Great North Way 500m to the south whilst the nearest section of the Strategic Road Network (SRN) is 4.3km to the south west at the Hyde. The nearest bus route is the 113 approximately 500m to the north on Pursley Road. A further 8 bus routes are within 1.5km, with the majority connected via Hendon.

Mill Hill East Underground Station is 1km to the East serving the Mill Hill Branch of the Northern Line and Mill Hill Broadway rail station is 2.5km north-west of the site.

Due to the distance from public transport the site records a Public Transport Accessibility Level (PTAL) of 0 which indicates a very poor level of accessibility.

Access

Vehicular access

The applicant has identified that vehicles can access the site from Champions way to the west and Greenlands Lane to the south which is accessed via the A1 and restricted to left turn in/left turn out only. In a previous application, at this site, a planning obligation was included in the Section 106 agreement to ban non-car (HGV, shuttle bus and coaches) vehicles from using the Greenland Lanes access. TfL expects the same obligation to be included and require approval of this obligation in the drafting of any Section 106 agreement. Pedestrians and Cyclists will also have access the site via Champions Way or Greenlands Lane which TfL have no objection to.

Car Parking

The site currently has 694 parking spaces over four different locations with 79 designed to blue badge standards and 15 fitted with Electric Vehicle Charging Points. No additional car parking proposed in this development which is welcomed and the application seeks to introduce parking controls for the different car parks.

Public Access carpark

The public access car park comprised of 52 parking spaces to the south west of the stadium serves the recreation fields to the west. TfL acknowledge that this makes it difficult to control students and staff who park and support measures to encourage more sustainable transport options.

Redgra parking area

The applicant proposes to resurface the 'Redgra' car park, which TfL has no objection to.

Cycle Parking

The proposals will include an additional 70 cycle spaces to the existing 40 spaces to provide 110 cycle spaces overall. The London plan states that there should be a minimum 1 long stay cycle space per 4 staff and 1 space per 20 FTE students and 1 short stay space per 7 FTE students for D1 University uses. The Transport assessment indicates that there will be around 400 students and 50 staff per day and therefore the provision of cycle parking complies with London plan standards and is welcomed.

TfL finds the design of cycle parking broadly acceptable; the plans indicate that cycle parking can accommodate non-standard cycles and the provision of showers and changing facilities is welcome however the applicant should identify the type of stand to be used.

Impact Assessment

The applicant has submitted a multi modal impact assessment for the non-match day use based on survey data from the existing students that attend Allianz Park. TfL find the methodology acceptable and are content that the development will not have a material impact on the transport network.

Special Match day circumstances

Depending on how the Rugby Club perform there could be a scenario where the stadium's capacity is increased to 15,000. No additional car parking is proposed which TfL welcomes, furthermore TfL support the applicant's efforts to promote coach travel from airports' the use of shuttle buses and have no objections with the proposed arrangements subject to any agreement with the Council.

Freight

TfL require the applicant the applicant to identify where servicing will take place from on site and the number of servicing movements expected on site, this should be included in a Delivery and Servicing Plan (DSP) secured by condition.

The applicant has submitted a Construction Management Plan which is welcomed. Before TfL can deem the construction methodology acceptable the plan should illustrate vehicle routing, with use of the TLRN restricted to off peak hours; a site plan including the loading area and number of deliveries on site. Due to the location TfL expects all contractors to be FORS certified. A full CLP should be secured by condition.

Guidance on producing a DSP and CLP is available at: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/freight>

Community Infrastructure Levy

In accordance with London Plan policy 8.3, *Community Infrastructure Levy*, the Mayor agreed to commence CIL charging for developments permitted on or after 1

April 2012. It is noted that the proposed development is within LB Barnet, where the Mayoral charge is £35 per square metre Gross Internal Area (GIA). The levy will raise £300 million towards the delivery of Crossrail. Further details can be found at:

<http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>.

Travel Planning

The existing stadium currently has a Travel Plan however it is considered unclear and difficult to use, the applicant therefore intends to develop a new Travel Plan in co-ordination with the Council, which TfL have no objection to.

The University will adopt the existing Travel Plan which TfL have no objection to.

Summary

In order to comply with the London Plan TfL request the following:

- A planning obligation in any Section 106 agreement to ban non car vehicles from using Greenlands Lane
- Full details regarding the design of cycle parking
- Delivery and Servicing Plan and Construction Logistics Plan secured by condition

Sports England

Sport England has considered the application in light of the National Planning Policy Framework (particularly Para 74) and Sport England's Playing Fields Policy, which is presented within its Planning Policy Statement titled 'A Sporting Future for the Playing Fields of England' (see link below):

www.sportengland.org/playingfieldspolicy

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless one or more of the five exceptions stated in its policy apply.

Having assessed the application, given that the current arrangement with the temporary seating at the site would continue and the proposed west stand would not encroach onto the running track, Sport England is satisfied that the proposed development meets the following Sport England Policy exception:

E2 - The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use.

This being the case, Sport England **does not wish to raise an objection** to this application.

The absence of an objection to this application in the context of the Town and Country Planning Act, does not in any way commit Sport England or any National Governing Body of Sport to support for any related funding application.

UK Athletics

In addition to consultation with both National Governing Bodies, we welcome the extensive engagement that has taken place between the applicant - Saracens Rugby Club (SRC), and the resident athletics club - Shaftesbury Barnet Harriers (SBH); and note that throughout the design development phase SRC have continually demonstrated a commitment to both listening to and acting upon the feedback and requirements of SBH.

Clearly there are challenges in meeting the differing facility demands of the two main venue sports at Allianz Park: Track & Field Athletics and Rugby Football and, as the governing body for athletics, we are happy that the final plans submitted strike an acceptable balance and therefore support the application.

From an athletics perspective the new development supports the delivery of a number of our core strategic facility objectives:

1. The creation of modern, vibrant training facilities that cater for the full range of club activity.
2. Modern, functional social provision that supports and enhances the “athletics experience.”
3. Facilities offering a mixed economy that supports long term sustainability.
4. High quality competition venues capable of hosting both traditional track and field fixtures and increasingly popular event specific competitions (e.g. Jumps and Throws Festivals). Note: UK Athletics and England Athletics are currently working closely with SRC and SBH with a view to hosting major domestic athletics fixtures at Allianz Park from 2018 onwards.

Highways England

Highways England has been appointed by the Secretary of State for Transport as the strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this particular case, the M1.

Following the review of the planning application documents, we would require a condition that would implement additional measures to reduce the potential impact on the M1 and its on and off slips, particularly on match days with the proposed increase in the number of spectators (~15,000). This is to be agreed with the local authority in consultation with Highways England.

Accordingly, we formally request that your authority refrains from determining this application until such time as we have received and considered this and any subsequent requested information. Once we are able to adequately assess what, if any, mitigation may be required for the Strategic Road Network we will provide you with our final formal response.

If, in the meantime, your authority wishes to determine the application, please let us know and we will provide you with a formal response based on the then available evidence.

Should the Council disagree with our final recommendation, it will need to advise and consult with the Secretary of State for Transport, in accordance with the requirements set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2015, by contacting the Department for Transport via transportplanning@dft.gsi.gov.uk

Historic England (Archaeology)

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

The site does not lie within an archaeological priority area.

The submitted Archaeological Desk Based Assessment (CGMS, December 2016) identifies that the projected line of a Roman road crosses the eastern half of the site on a north-south alignment. There is therefore the potential for evidence of the road to survive within the site. It is clear however, from the submitted assessment and development plans, that the proposals would not impact upon this alignment. Further to this, archaeological survival in the location of the proposed new west stand will have already been heavily impacted by the construction of the existing west stand, while the proposed new 'Saracens Store', ticket office and new toilet facilities are too small scale to result in a significant impact at this location.

No further assessment or conditions are therefore necessary.

Natural England

No objections raised in relation to statutory nature conservation site, reference made to standing advice in relation to protected species.

Metropolitan Police

The Metropolitan police would expect this development to achieve the Secured by Design accreditation covering areas of potential concern including:

1. Public spaces in and around the development, places where people can gather and how these can become managed space.
2. Levels of permeability in to the site, either vehicular or pedestrian that cut through to the internal private space from external public space. Particularly the stand alone athletics building planed on the West aspect of the site. This planed requirement for a separate un-supervised access point with the potential for 24 hr access is aggravated with multiple key holders. This back door in to the development is a real concern for police and may damage the effectiveness of any security strategy.
3. Management of existing pedestrian and vehicular routes in to the public areas of the site (park aspect)
4. Increase of licensed premises for the sale of alcohol within the design for the west stand.

London Fire Brigade

The Brigade is satisfied with the proposals.

Internal Consultation responses

Transport and Highways

No objections raised subject to attachment of suitable conditions and the applicant entering into a S106. Detailed comments are incorporated into the officer comment below.

Scientific Services

No objections raised subject to attachment of suitable conditions.

2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

2.1 Site Description and Surroundings

The proposed application site comprises the existing stadium at Allianz Park. It includes the existing East and West Stands, the permanent parking area to the immediate south of the Stadium, together with matchday parking areas to the south and north west of the Stadium, as well as the area of landscaping in front of the existing West Stand. The boundary of the proposed application site is identical to

that of the existing planning consent for Allianz Park that was granted in March 2012 (Ref: H/00928/11).

The application site has a total area of 10.52 hectares and forms part of the wider Barnet Cophall Sports Complex - an extensive area of open space used for organised sport and recreation as well as more casual leisure use. This wider area is bounded by the A1 Great North Way to the south, Holders Hill Road to the East, Devonshire Road, Oakhampton Road and Ashley Road to the North East, Pursley Road to the North and Page Street to the West.

Immediately adjacent to the application site to the north are Cophall Cottages and beyond these the Cophall Leisure Centre (including swimming pool, gym and fitness centre) and the Council's 'Greenspaces' Depot. Planning Permission has been granted for moving the Greenspaces Depot and the Planning Committee has resolved to grant planning permission for the erection of the proposed leisure centre subject to approval by the Mayor of London and the Secretary of State. Also to the north of the application site is the Metro Golf Driving Range (including ancillary American Golf retail outlet and cafe) and, north of the existing Leisure Centre, the Powerleague 5-a-side all-weather football pitches as well as the Chase Lodge Playing Fields.

To the west of the application site are various sports pitches used for both football and cricket. Beyond this is the Hasmorean Girls School where a further planning application to incorporate the Hasmorean Boys School onto a single, expanded site has been resolved to be granted by Barnet's Planning Committee subject to approval from the Mayor of London and the Secretary of State.

The application site and, indeed, the whole Barnet Cophall Leisure complex is designed Metropolitan Green Belt within which National, Strategic and Local Planning policies place strict restrictions on the development of land.

2.2 PROPOSED DEVELOPMENT

The proposed development entails the extension and development of the existing Community Stadium at Allianz Park and the rationalisation of certain elements of the existing consent for the site. Full Planning Permission is being sought for:

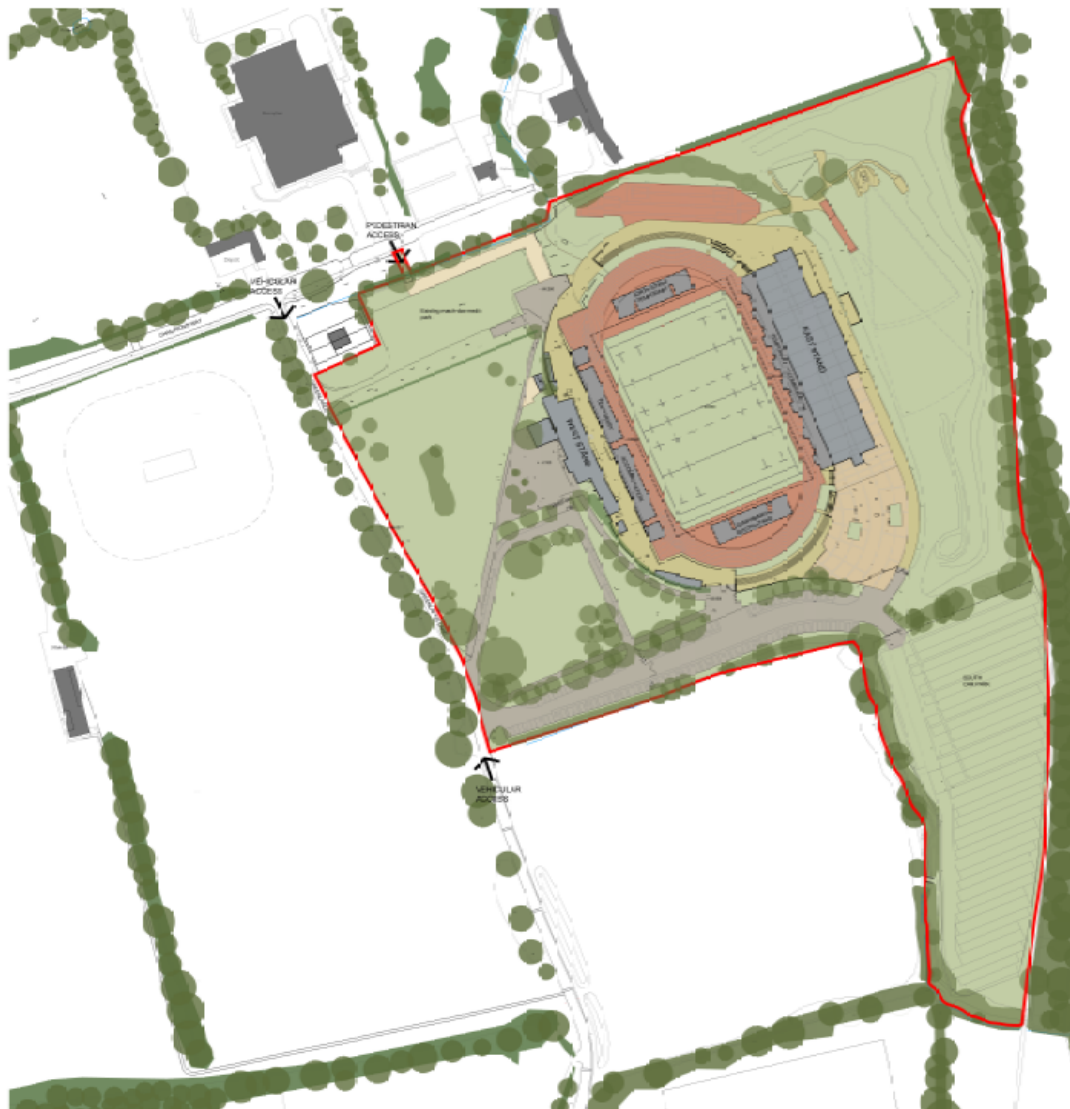
Extension to existing Community Stadium (under Class D2 of the Town & Country Planning (Use Classes) Order 1987 (as amended)) – comprising:

- (i.) the demolition of existing West Stand and erection of new permanent spectator stand with seating for 3,053 spectators – incorporating:*
 - (a) changing and storage accommodation (comprising 1,456 sq.m GIA - under Use Class D2);*
 - (b) ancillary hospitality lounge/restaurant, hospitality suites, and bars (comprising 2,336 sq.m GIA - under Use Class A3 and A4);*

- (c) *ancillary education accommodation (comprising 3,696 sq.m GIA under Class D1); and*
- (d) *shared accommodation and circulation space (comprising 1,681 sq m GIA under Use Class D2);*
- (ii.) *the formation of a new permanent means of access for pedestrians and emergency vehicles off Greenlands Way and the laying out of the land in front of proposed West Stand for landscaping and community use;*
- (iii.) *the retention of the existing East Stand (permitted under permission Ref: H/00928/11) and extension of the existing reception area to provide an additional 30 sq m GIA under Class D2;*
- (iv.) *the erection of ancillary accommodation for storage of athletics and matchday equipment and also a new ticket office and toilet block within the existing Stadium boundary (comprising 224 sq metres GIA – under Use Class D2);*
- (v.) *the retention of existing demountable stands to north, east and south of the exiting pitch during the rugby season (previously permitted under permission Ref: H/00928/11);*
- (vi.) *adaptation of the existing means of enclosure of the Stadium (including retrospective consent for existing entrances located to the south west and south of existing Stadium);*
- (vii.) *The laying out of a garden for community use to the rear of the existing East Stand;*
- (viii.) *Use of the existing car parking area to the south of existing stadium to provide parking for spectators on matchdays and permanent parking for stadium users and visitors at other times;*
- (ix.) *The resurfacing of the existing permeable area of event parking to the rear of Copthall Cottages for use by media vehicles and spectator coaches on matchdays and for Middlesex University staff at other times; and*
- (x.) *Provision of extended demountable spectator stands to the north and south of existing pitch to increase total stadium capacity to no more than 15,000 spectators for one event each year.*

A summary of the existing and additional floorspace for each land use is shown below:

Use Class/type of use	Existing gross internal floorspace (sqm)	Gross internal floorspace to be lost by change of use or demolition (sqm)	Total gross new internal floorspace proposed (including change of use) (sqm)	Net additional gross internal floorspace following development (sqm)
A3- Restaurants and cafes	1,470	0	2,336	2,336
B1 (a)-Office (other than A2)	596	0	616	616
D1-Non-residential institutions	616	616	3,167	1,986
D2-Assembly and leisure	5,869	1,181	3,167	1,986
Total	8,551	1,797	9,815	8,018



Replacement Stand - External

The development proposed to replace the existing West Stand and the demountable seating provided in front of it, which have the capacity to hold 792 and 2,382 spectators respectively giving a total capacity of 3,174, with a new stand that would have a capacity to hold 3,353 spectators. All other seating and standing capacities would remain unchanged as follows:

- East stand (permanent) – 2,735
- East Stand (demountable) – 1,584
- East Stand (pitch side standing) – 300
- North Stand – 1102
- South Stand – 1102

Hence the proposal will increase the capacity of the ground in rugby mode from 9,997 spectators to 10,176 spectators, an increase of 1.8%. The application seeks to allow an increase in spectator capacity up to a maximum 10,500.

A significant part of the proposal is to provide a facility that meets current design standards, including standards for evacuation. From a supporters' perspective, new stand will increase the space between the tiers of seats and this will improve the comfort level for spectators.

Replacement Stand - Internal

Internally the West Stand would provide accommodation as follows: **Ground floor:** changing, medical, warm up, and communications/media rooms associated with rugby fixtures and rugby use, rooms associated with use of the stadium for athletics, together with 1,551m² of teaching floorspace for use by Middlesex University together with ancillary space (reception, toilets etc.); **First Floor:** 2,145m² of teaching floorspace for use by Middlesex University together with ancillary space (toilets etc.); **Second Floor:** 548m² dual use rugby hospitality/Middlesex University dining space together with match day spectator concourse areas/breakout spaces with kiosks and toilets; **Third Floor:** Hospitality suites with ancillary areas (seating for which is included in the external seating numbers), which on weekdays will form part of the Middlesex University lecture space;

The Middlesex University use would provide 3,696m² of new teaching floorspace, plus ancillary space providing for reception, catering and welfare facilities.

Two main uses are proposed by the University for this space, these being:

- to accommodate its London Sports Institute's undergraduate and post graduate courses (elements of which are already held at Allianz Park); and
- to accommodate School of Health and Education courses.

Following the redevelopment all the Middlesex University teaching space would be provided in the new West stand and the existing teaching space in the East stand would be converted to event storage and to provide a new base for the Saracens Pioneers.

Increase Stadium Capacity to 15,000 Spectators for One Event Per Year

The Rugby Club is seeking the option for the stadium capacity to be increased to 15,000 for one of its permitted 16 matches in the circumstance whereby it progresses to a home fixture quarter-final in the European competition, as happened in the 2015/16 European Champions Cup with a home fixture against Northampton Saints although this did not exceed 10,000 this season LBB allowed a one off event on 2nd April 2017 against Glasgow Rangers.

Amended Plans dated 4th April 2017

As a result of further consideration the applicant provided amended drawings reducing the seating terrace in the proposed West Stand by 340mm in order to improve the site lines for Athletics. This also results in a slightly lowering of the height of the roof line of the new West Stand.

As this amendment involves a reduction rather than an increase it was not considered necessary to undertake a formal reconsultation in relation to these plans although these are the plans under consideration for the determination of the application.

3. PLANNING CONSIDERATIONS

3.1 Principle of Development

The National Planning Policy Framework (NPPF) states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. Development that accords with an up-to-date Local Plan should be approved.

Land Use

The application site and, indeed, the whole Barnet Copthall Leisure complex is designated Metropolitan Green Belt within which National, Strategic and Local Planning policies place strict restrictions on the development of land. The land is also public open space for which the public have the right of access and enjoyment. The area of the site the subject of the current application is also identified as a Site of Local Importance for Nature Conservation

Relevant policies are set out in the National Planning Policy Framework (NPPF), London Plan Policies 7.16, 7.18 and 7.19 as well as Local Plan Policies CS7 of the Core Strategy and DM15 of the Development Management Plan. From the point of view of an assessment the impact of the proposal on the Green Belt and Public Open Space will be dealt with concurrently along with biodiversity and trees as these matters are interrelated. Other planning issues will be dealt with separately. It should be noted that all matters for and against a proposal fall into the balancing exercise which needs to take place in assessing green belt proposals.

Green Belt – Policy Context

National Policy

In relation to National Policy as outlined in the NPPF sets out government policy and guidance in relation to assessing applications within the Green Belt. Key paragraphs include the following:

‘(Paragraph 79) The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.’

‘(Paragraph 80) Green Belt serves five purposes:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.’

‘(Paragraph 81) Once Green Belts have been defined, local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.’

‘(Paragraph 83) Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.’

‘(Paragraph 85) When defining boundaries, local planning authorities should:

- ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;
- not include land which it is unnecessary to keep permanently open;
- where necessary, identify in their plans areas of ‘safeguarded land’ between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;
- make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development;
- satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and
- define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.’

‘(Paragraph 87) As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.’

‘(Paragraph 88) When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.’

‘(Paragraph 89) A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

- buildings for agriculture and forestry;
- provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.’

Open Space

‘(Paragraph 78) Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.’

Biodiversity

(Paragraph 118) When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

- if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- proposed development on land within or outside a Site of Special Scientific Interest likely to have an adverse effect on a Site of Special Scientific Interest (either individually or in combination with other developments) should not normally be permitted. Where an adverse effect on the site's notified special interest features is likely, an exception should only be made where the benefits of the development, at this site, clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the national network of Sites of Special Scientific Interest;
- development proposals where the primary objective is to conserve or enhance biodiversity should be permitted;
- opportunities to incorporate biodiversity in and around developments should be encouraged;
- planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss; and
- the following wildlife sites should be given the same protection as European sites:
 - potential Special Protection Areas and possible Special Areas of Conservation;
 - listed or proposed Ramsar sites; and
 - sites identified, or required, as compensatory measures for adverse effects on European sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites.

Regional London Plan Policies

Green Belt

Policy 7.16 (Green Belt) of the London Plan advises that:

'Strategic

A The Mayor strongly supports the current extent of London's Green Belt, its extension in appropriate circumstances and its protection from inappropriate development.

Planning decisions

B The strongest protection should be given to London's 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 secure the objectives of improving the Green Belt as set out in national guidance.'

Open Space

Policy 7.18 (Protecting Open Space and addressing deficiency) further advises in

relation to open space that:

‘Strategic

A The Mayor supports the creation of new open space in London to ensure satisfactory levels of local provision to address areas of deficiency.

Planning decisions

B The loss of 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 that this would be appropriate.’

Biodiversity

Policy 7.19 (Biodiversity and Access to Nature)

Strategic

A The Mayor will work with all relevant partners to ensure a proactive approach to the protection, enhancement, creation, promotion and management of biodiversity in support of the Mayor’s Biodiversity Strategy. This means planning for nature from the beginning of the development process and taking opportunities for positive gains for nature through the layout, design and materials of development proposals and appropriate biodiversity action plans.

B Any proposals promoted or brought forward by the London Plan will not adversely affect the integrity of any European site of nature conservation importance (to include special areas of conservation (SACs), special protection areas (SPAs), Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects. Whilst all development proposals must address this policy, it is of particular importance when considering the following policies within the London Plan: 1.1, 2.1-2.17, 3.1, 3.3, 3.7, 5.4A, 5.14, 5.15, 5.17, 5.20, 6.3, 6.9, 7.14, 7.15, 7.25 – 7.27 and 8.1. Whilst all opportunity and intensification areas must address the policy in general, specific locations requiring consideration are referenced in Annex 1.

Planning decisions

C Development Proposals should:

a wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity

b prioritise assisting in achieving targets in biodiversity action plans (BAPs), set out in Table 7.3, and/or improving access to nature in areas deficient in accessible wildlife sites

c not adversely affect the integrity of European sites and be resisted where they have significant adverse impact on European or nationally designated sites or on the population or conservation status of a protected species or a priority species or habitat identified in a UK, London or appropriate regional BAP or borough BAP. D

On Sites of Importance for Nature Conservation development proposals should:

a give the highest protection to sites with existing or proposed international designations¹ (SACs, SPAs, Ramsar sites) and national designations² (SSSIs, NNRs) in line with the relevant EU and UK guidance and regulations³

b give strong protection to sites of metropolitan importance for nature conservation (SMIs). These are sites jointly identified by the Mayor and boroughs as having strategic nature conservation importance

c give sites of borough and local importance for nature conservation the level of protection commensurate with their importance.

When considering proposals that would affect directly, indirectly or cumulatively a site of recognised nature conservation interest, the following hierarchy will apply:

1 avoid adverse impact to the biodiversity interest

2 minimize impact and seek mitigation

3 only in exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts, seek appropriate compensation.

Local Plan Policy

Core Strategy

Policy CS7 (Enhancing and protecting Barnet's open spaces) advises that:

'In order to maximise the benefits that open spaces can deliver and create a greener Barnet we will work with our partners to improve Barnet's Green Infrastructure.

We will create a greener Barnet by: protecting open spaces, including Green Belt and Metropolitan Open Land; enhancing open spaces, ensuring positive management of Green Belt and Metropolitan Open Land to provide improvements in overall quality and accessibility; ensuring that the character of green spaces of historic significance is protected; meeting increased demand for access to open space and opportunities for physical activity, by tackling deficiencies and under provision through:

- securing additional on-site open space or other open space improvements in the identified growth areas including 8 ha of new provision at Brent Cross– Cricklewood, 5.5 ha of new provision at Mill Hill East and 5 ha at Colindale
- improving access to open spaces particularly in North and East Finchley and other areas of public open space deficiency identified by Map 10. We will seek to improve provision in these areas of deficiency with the objective of increasing the area of the borough that has access to district and local parks in accordance with the London Plan criteria
- securing improvements to open spaces including provision for children's play, sports facilities and better access arrangements, where opportunities arise, from all developments that create an additional demand for open space. Standards for new provision are set out in DM15 – Green Belt and Open Spaces
- maintaining and improving the greening of the environment through the protection of incidental greenspace, trees, hedgerows and watercourses enabling green corridors to link Barnet's rural, urban fringe and urban green spaces • protecting existing Sites of Importance for Nature Conservation and working with our partners

including the London Wildlife Trust to improve protection and enhancement of biodiversity in Barnet

- ensuring that development protects existing site ecology and makes the fullest contributions to enhancing biodiversity, both through on-site measures and by contribution to local biodiversity improvements; and
- enhancing local food production through the protection of allotments and support for community food growing including the Mayor's Capital Growth Initiative.'

Development Management Policy

Policy DM15 Green Belt and Open Spaces advises that:

a: Green Belt/Metropolitan Open Land

- i. Development proposals in Green Belt are required to comply with the NPPF (paras 79 to 92). In line with the London Plan the same level of protection given to Green Belt land will be given to Metropolitan Open Land (MOL).
- ii. Except in very special circumstances, the council will refuse any development in the Green Belt or MOL which is not compatible with their purposes and objectives and does not maintain their openness.
- iii. The construction of new buildings within the Green Belt or Metropolitan Open Land, unless there are very special circumstances, will be inappropriate, except for the following purposes:
 - a. Agriculture, horticulture and woodland;
 - b. Nature conservation and wildlife use; or
 - c. Essential facilities for appropriate uses will only be acceptable where they do not have an adverse impact on the openness of Green Belt or MOL.
- iv. Extensions to buildings in Green Belt or MOL will only be acceptable where they do not result in a disproportionate addition over and above the size of the original building or an over intensification of the use of the site.
- v. The replacement or re-use of buildings will not be permitted where they would have an adverse impact on the openness of the area or the purposes of including land in Green Belt or MOL.
- vi. Development adjacent to Green Belt/MOL should not have a detrimental impact on visual amenity and respect the character of its surroundings.

b: Open Spaces

- i. Open space will be protected from development. In exceptional circumstances loss of open space will be permitted where the following can be satisfied:
 - a. The development proposal is a small scale ancillary use which supports the use of the open space or
 - b. Equivalent or better quality open space provision can be made.Any exception will need to ensure that it does not create further public open space deficiency and has no significant impact on biodiversity.
- ii. In areas which are identified as deficient in public open space, where the development site is appropriate or the opportunity arises the council will expect on site provision in line with the standards set out in the supporting text (para 16.3.6).'

Copthall Planning Brief

The Cophall Planning Brief supports the continued growth of Saracens Rugby Club. The Brief further advises that in relation to the Central area that 'Allianz Park Saracens Stadium is the principle focus for this area'.

In relation to the existing East stand and proposed rebuild the Cophall Planning Brief advises as follows:

'The Allianz Park Stadium is the principle focus for this area, and rugby and athletics use will continue to share facilities and the stadium will continue to act as a community facility. The development of the west stand may present an opportunity for Middlesex University to expand their facilities onto the site.'

'The existing West Stand was built in the 1970's and is showing its age. It has a limited capacity and does not comply with the highest standards of stadium design. Due to the limited height the stand is flanked by two floodlight towers, which are the most prominent features of Cophall and the only features visible from surrounding areas.'

'Any proposed development should be designed to ensure that there is no disproportionate increase in the floorspace over and above the existing structures, and that they sit as far a reasonably possible on the existing footprint.'

'Disproportionate increase will be judged on its own merits. The openness of Green Belt can potentially be maintained if built facilities are concentrated in this central area. Use of the undercroft space for economic growth, continuing community use of the stadium, reducing further car park hard standing.'

Assessment of application against the above policies

The principle of the use of the site as a Multi-Use Community Sports Stadium in this location is already established under the original planning permission H/00928/11 granted in March 2012, as is the use of the site by Middlesex University under planning application reference H/01946/13. The application is also in accordance with the recently adopted Cophall Planning Brief.

The main proposed use of the proposal for sporting purposes is included in the list of appropriate uses listed in Paragraph 89 of the NPPF. The development also involves the replacement of an existing building and development on previously developed land as also identified as appropriate under Paragraph 89. Paragraph 89 also states that while such developments may be acceptable in the greenbelt an assessment has to be made regarding whether the proposal has a greater impact upon the openness of the Green Belt and does not conflict with the purposes of including land within it.

The proposed new stand is built on a similar footprint to the existing stand, although it is materially larger in volume. The applicant acknowledges this and does not dispute that from the point of view of a policy assessment, the proposal should be

considered as a departure from policy constituting an inappropriate form of development in the Green Belt.

This does not necessarily mean that the development is unacceptable, however it does mean that the application needs to be justified under 'Very Special Circumstances'.

There is no statutory definition of what constitutes 'very special circumstances' and it is for the Decision Maker to decide that 'Very Special Circumstances' have been demonstrated which clearly outweigh any identified harm. In short what this means is that a balancing exercise should be made which considers the benefits of a proposal against any identified harm. Account can also be taken of any mitigation measures proposed. It is also noted that the various High Court decisions have held that the absence of material harm can in itself be considered as a 'Very Special Circumstance' from the point of view of assessing Green Belt applications.

3.2 Very Special Circumstances.

The supporting Planning Statement and Design and Access Statement outline what the applicant considers 'very special circumstances' weighing in favour of the application. These are as follows:

- The application involves the enhancement of existing recreation and education facilities already at Allianz Park. The stated benefits in relation to community sport, physical recreation, sports education and health and well-being could not, and probably would not be delivered anywhere other than on the application site.
- In seeking to replace the existing stand with a new facility that meets current design requirements, the applicant has sought to do so with regard to the constraints imposed by the site's designation as Green Belt. The design of the West Stand endeavours to strike a balance between its physical form and scale (which to a large degree is a function of the need to accommodate the required spectator numbers and providing adequate sightlines, etc.) and accommodating the ancillary uses that, in this instance, will enhance its utility in all its operational modes while also delivering additional benefits to the community.
- The proposals will greatly improve facilities for rugby, athletics and community sport at Allianz Park. In doing so, they will assist the further expansion of the work of the Saracens Sports Foundation within the community. Based on the Foundation's current plans for the new stand, expanding contract hours for participants and its priorities to target more socially deprived neighbourhoods, it is estimated that the Foundations' impact and social cost savings should rise from £1,033,488 during the year ending October 2016 to £1,550,488 within one year of the proposed development being fully operational. This would represent a further £517,000 of cost savings generated by the Foundation as a direct result of the proposed development.

- Much of the recent success of the London Sports Institute (LSI) is due to its location at Allianz Park and the opportunity this has afforded to work with elite athletes and professional support and use the facilities at the Stadium. Middlesex University's proposals for the new West Stand will allow it to now build on this success and, in doing so, expand the LSI's capabilities and make it a truly outstanding facility for sports education and research, with a capability to attract the best students and staff both nationally and internationally.
- The proposed introduction of the new health education facilities will further enhance both Allianz Park's and Cophall's role as a hub for sport recreation and community sport but also health and well-being.
- The potential benefits of the proposed development for organised sport and recreation, community outreach programmes, sports education and health education in Barnet and North West London - are uncontestable. However, it is important, at least in Green Belt policy terms, to recognise that but by providing these new facilities at specifically at Allianz Park they will complement the sporting, community and social benefits that Saracens, the SSF and the University are already delivering. In concert with the Council's plans for the Leisure Centre and the wider Cophall estate, they will help deliver, and expand, these benefits in the future, especially in relation to promoting community health and wellbeing. These benefits could not and probably would not be delivered anywhere other than at this location and this means there are, in this case, 'very special circumstance' that outweigh any potential harm to the Green Belt that might arise from the proposals and justify approval of the proposed development.

3.3 **Assessment of Applicant's 'Very Special Circumstances.'**

It is necessary for the Council to assess the applicant's identified 'very special circumstances', which in turn needs to be assessed against any identified harm as assessed below.

The relevant national and international standing of Saracens Rugby Club within the field of Rugby Union is not in dispute being double European and English Premiership Champions. Similarly Shaftesbury Barnet Harriers competes as a team at a national level, winning the national UK Athletics title in 2012 and 2013. As such the provision of an enhanced stadium would have wider than local significance and as such can be attached moderate to high weight as a planning consideration.

Similarly the Community Benefits which the Stadium provides are well established. With the following activities being provided in accordance with the core use for Rugby Union and Athletics:

- hosting community rugby events involving local schools and clubs;

- leading a programme of rugby, athletics and cheerleading holiday camps, providing coaching and activity for local children during school holidays;
- running a sports club (Sarries Skills Club) for young people with severe autism;
- providing a programme of activity for local older people, to include weekly Nordic Walking, Pilates, Dance, Fitness and Touch Rugby sessions for people over 50;
- hosting over 40 sports day per year engaging over 15,000 local children and providing access to the facilities at Allianz Park; and
- contribution to the improved health & wellbeing of local residents by organising and hosting a series of running events for people all ages abilities from charity fun runs, to Zombie Evacuation Races, to the North London Half Marathon.

While these activities exist at present, the proposed expansion would allow an expansion of these activities as a result of the cost savings arising from the scheme as a result of the lower maintenance cost and greater income as a result of the upgraded stadium accommodation. It is therefore considered that these community benefits should be attached a moderate to high weighting in the planning consideration.

In relation to the London Sports Institute, Middlesex University is a key public sector partner of Barnet Council and the Success achieved to date, and hopefully will be achieved in the future by the London Sports Institute is to be welcomed and should also be attached a moderate to high weight.

3.4 Impact of Proposal on Green Belt, Open Space, Trees and Biodiversity

The applicant in their supporting planning statement assesses the proposal in relation to the criteria set out in paragraph 80 and 81 of the NPPF in regards to the five **purposes** of including land in Green Belts as well as the impact upon openness.

The sporting planning statement accepts that the Green Belt at Barnet Copthall fulfils the first two purposes in checking the sprawl of the surrounding area and in preventing the coalescence of Mill Hill, Finchley and Hendon. The applicant however considers that as the proposal is being built on a previously developed site, the proposal would not conflict with these aims. The applicant does not consider that the other purposes of the Greenbelt, preventing the Countryside from encroachment and preserving the special character and setting of historic towns as being relevant. The last purpose of assisting urban regeneration, by encouraging the recycling of derelict and other urban land is considered relevant in so far as the application involves the redevelopment of Previously Developed Land.

In terms of the Council's assessment of the above, the Council would agree that the first two grounds are relevant and that preserving the special character and setting of historic towns is not relevant. In relation to protecting the Countryside from encroachment it is acknowledged that the Inspector dealing with the Planning Appeal

for Barnet Football club did not consider this ground relevant to the Barnet Football Club decision. Nevertheless the characteristic of Green Belt in Barnet is in part due to the belt of green space running through the middle of Barnet and as such the Council would still consider this to be a relevant consideration. In relation to the last point regarding redevelopment of previously developed land, it is acknowledged that the site already contains buildings which means that a development would be treated more favourably than an application on a green field site.

In the case of the assessment of the proposal grounds 1, 2 and 3 are interrelated in that an assessment needs to be taken of the nature of the development and in particular the impact any increase in footprint and massing and the impact thereof on the Metropolitan Green Belt.

Purpose of Green Belt Policy

The NPPF defines 'The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence'.

Permanence

The principle of permanence involves the principle that once green belt boundaries are established they should only be altered in exceptional circumstances through the Local Plan Review process.

The current application involving an expansion of an existing stand in an existing facility would not result in the loss of any open space and as such would not affect the permanence of the Metropolitan Green Belt.

Openness

The definition of the meaning of openness has been discussed extensively in various High Court and one Court of Appeal Judgement. The High Court Decisions of *Heath and Hampstead Society V Camden* and *Timmins & Anor v Gelding*), concluded that the issue of openness as defined in the NPPF concerns 'the absence of buildings or development', not the degree to which a development would be visible and that all development is by definition harmful. This interpretation was subsequently varied to some extent by the Court of Appeal decision of *Turner v the Secretary of State* which concluded that openness has both a spatial and a visual aspect. The Court of Appeal did not disagree with the assumption expressed in the earlier High Court decisions that the Spatial aspect was more important.

In terms of the spatial aspect it is informative to compare the extent of the existing development of the site with that proposed under the current application.

Table 5: Comparison of Existing and Proposed Development 'Footprint'

	Existing	Proposed	Change
	Sq metres	Sq Metres	Sq Metres
Within Stadium			
Buildings	4,252	7,096	+2,844
Impermeable Hard Surfaces	7,115	7,116	+1
Permeable Hard Surfaces	1,542	2,860	+1,318
Track	9,302	8,634	-668
Remainder of Site			
Impermeable Hard Surfaces	9,231	5,926	-3,305
Permeable Hard Surfaces	2,070	4,079	+2,009
Soft Surfaces/Landscaping	71,699	69,500	-2,199
Total	105,211	105,211	

Proposed West Stand Floorspace

Uses	Use Class	Location	GIA (sq metres)
Changing Facilities, Athletics Accommodation, Medical Areas, Media Accommodation & Storage	D2	Ground Floor	1,327
		Third Floor	129
		Total	1,456
Ancillary Hospitality Lounge, Suites, Bars & Concourse (inc areas also used by MU)	A3 & A4	Second Floor	1,730
		Third Floor	606
		Total	2,336
Ancillary Education Accommodation	D1	Ground Floor	1,551
		First Floor	2,145
		Total	3,696
Communal Areas & Circulation Space	D2	Ground Floor	434
		First Floor	326
		Second Floor	316
		Third Floor	605
		Total	1,681
		Total	9,169

The new West Stand would provide a comparable level of spectator accommodation to that already provided by the existing permanent stand plus temporary demountable seating which is installed in front of the stands during the rugby season. However, in order to meet current design specifications, the new stand is physically larger and increases the built floorspace on the application site as a whole. However, this increase in built floorspace (of 2,844 sq metres) is offset to some degree by the proposal to introduce new permeable surfaces – both within the Stadium (+ 1,318 sq metres) and also in area surrounding it (+ 2,009 sq metres) including in the concourse/piazza in front of the new West Stand. These new permeable surface areas form part of the proposed sustainable drainage scheme for the development and will replace the existing hard surfaces including the existing roadway/parking area and hardstanding in front of both the west stand and at the hardstanding in front of the existing north western entrance to the Stadium.

In relation to the impact of the development on the quantity of soft surfaces is relatively limited as a percentage of the site (3%) and is compensated to some

extent by the landscaping improvements including the additional planting proposed around the Stadium.

Overall in conclusion while the footprint of the actual stand has increased this is predominately over a portion of the site currently covered partly in hardstanding and which is clearly part of the Allianz Park estate rather than the wider public Cophall area, and the proposal would not result in any additional land loss from public to private usage. The proposal would increase the overall amount of permeable areas and the limited loss of soft landscaped areas will be compensated by proposed additional planting. As such overall it is considered that the harm to the spatial characteristic of openness would be limited and should be attached a low weight.

Impact on Views

The applicant has provided a Landscape and Visual Assessment as part of their Environmental Statement as well as the Design and Access Statement. The images show a comparison of the existing stadium with the proposed plans. The images are taken from the north, south west, south east and west of the Stadium. The images include vantage points from within the Cophall Estate as well as from outside the complex.

The images show that the visibility of the new stand decreases the further distant from the Stadium. The images also show that in closer views where the stadium is visible the impact of the stadium is to some extent mitigated by existing landscaping surrounding the site, as well as the backdrop of the existing stadium.

The impact of the proposal is also mitigated by the detailed design of the stadium with the use of muted natural colours and vertical glazing panels which help to limit the visual impact of the proposal, as does the north south route between the two stands which host the demountable north and south stand seating areas. However in conjunction with the mitigation measures proposed under this planning application in particular in relation to the proposed landscaping, it is considered that the visual impact of the proposal upon the Green Belt would be of an acceptable level. Given this it is considered that a low to moderate level of harm would be caused in this regards.

Open Space

Cophall is categorised as a District Park which in terms of the open space hierarchy is ranked third highest in importance below Regional Parks and Metropolitan Parks but above Local Parks and Open Spaces, Small Open Spaces and Pocket Parks.

In relation to the description of a District Park, the London Plan advises that characteristically these provide: Large areas of open space that provide a landscape setting with a variety of natural features providing a wide range of activities, including outdoor sports facilities and playing fields, children's play for different age groups and informal recreation pursuits.

The NPPF, Policy 7.18 of the London Plan and Local Policies CS7 and DM15 makes clear that open spaces should be protected from development. Development should only be permitted when the use is ancillary to the open space or equivalent or better quality of open space provision will be made.

In the case of the application the proposals do not result in the loss of any existing public open space being confined to the existing Saracens curtilage and is in full accordance with the provisions of the adopted Copthall Planning Brief. The proposal is therefore considered acceptable in this regard.

The impact of the development upon trees, ecology and the biodiversity of the site and wildlife.

Biodiversity

The application is accompanied by an ecological and nature conservation assessment which considered the potential for any significant effects as a result of the proposed development on ecological features within the site as well as in surrounding land.

The submitted assessment utilised a combination of desktop research together with surveys of local habitat and fauna (paying particular to any the potential presence of any rare, notable or protected species such as bats, Badger, and Great Crested Newt).

The assessment advises that existing planting, trees, hedgerows and ditches have ecological value at the local level, whilst the existing buildings, hard-surfacing, amenity grassland and ornamental shrub planting provide habitat that offer limited opportunities for protected species.

Effects during demolition and construction

The assessment advises that the proposed development could affect habitats during construction works although through the implementation of a Construction Management Plan any impact on ecology could be mitigated to avoid any significant environmental impact, this includes for example limiting tree removal to outside bird nesting season.

Effects During Operation

Once operational, the assessment concludes that, provided the recommended safeguards and/or mitigation is put in place including the proposed landscaping and the installation of bat and bird boxes and insect blocks, the proposed development is unlikely to have a significant impact on any ecological designations, habitats of nature conservation interest or any protected species.

In summary the applicant's assessment of the residual impact is as follows:

Summary description of the identified impact	Importance of Receptor	Impact Magnitude	Significance and Nature of Effect	Additional Mitigation* (Compensation/Enhancements)
Construction				
<i>Statutory Ecological Designations</i> No likely effects	International	Negligible	Non-significant	None required
<i>Non-statutory Ecological Designations</i> Degradation of habitats from dust deposition	District	Negligible	Non-significant	Safeguarding measures including protective fencing, appropriate storage of materials, damping down of potential sources of dust and management of drains
<i>Retained habitats</i> Degradation of habitats from dust deposition and physical damage	Local	Minor (adverse)	Short-term, non-significant	Safeguarding measures including protective fencing, appropriate storage of materials, damping down of potential sources of dust and management of drains
<i>Bats – trees supporting roosting potential,</i> disturbance from lighting	Local	Minor (adverse)	Short-term, non-significant	Controls on temporary lighting and noise.
<i>Bats – foraging/commuting</i> Disturbance to bat foraging and commuting habitat from lighting	Local	Minor (adverse)	Short-term, non-significant	Controls on temporary lighting and noise.
<i>Badger</i> Construction hazards and disruption to commuting activity	Site (legislative importance only)	N/A (scoped out in terms of significant effects)	N/A (scoped out in terms of significant effects)	General safeguarding measures to minimise construction hazards. Controls on temporary lighting and noise.
<i>Birds</i> Loss of active nests and noise and visual disturbance	Local	Minor (adverse)	Short-term, non-significant	Clearance of potential bird nesting habitat outside of breeding season (or following nesting bird check), controls on temporary lighting and noise.
<i>Great Crested Newt</i> Risk of injury from clearance of 3.5m section of hedgerow (H2)	Site	Minor (adverse)	Short-term, non-significant	Provision of ecological supervision during removal of hedgerow section, preceded by a finger-tip search at the base of the hedgerow.
<i>Reptiles</i> Risk of injury from clearance of 3.5m section of hedgerow (H2)	Local	Slight (adverse)	Short-term, non-significant	Safeguarding measures to avoid killing or injury of reptiles, to include trapping and relocation or habitat displacement.
<i>Invertebrates</i> Dust deposition and pollution of waterbodies	Site	N/A (scoped out in terms of significant effects)	N/A (scoped out in terms of significant effects)	To benefit from mitigation in relation to habitats including damping down of potential sources of dust and management of drainage.
Operation				
<i>Statutory and Non-statutory Ecological Designations</i> No likely effects	International to District	Negligible	Non-significant	None required.
Loss of low value habitat, disturbance to bat foraging and commuting habitat from lighting	Local	Minor (adverse)	Permanent, non-significant	Sensitive lighting design. <i>New tree and shrub planting to provide additional foraging/commuting resource.</i>
<i>Badger</i> Loss of foraging areas and disturbance to commuting routes from lighting	Site (legislative importance only)	N/A (scoped out in terms of significant effects)	N/A (scoped out in terms of significant effects)	None required.
<i>Birds</i> Loss of nesting habitat, and disturbance from lighting and noise.	Local	Minor (adverse)	Permanent, non-significant	None required, although new tree and shrub planting will provide replacement nesting opportunities. <i>New habitat creation and additional nesting opportunities.</i>
<i>Great Crested Newt</i> Loss of small section of hedgerow H1 (~3.5m), resulting in slight reduction in sheltering opportunities.	Site	Minor (adverse)	Permanent, non-significant	None required, although new shrub planting will provide replacement sheltering opportunities.
<i>Reptiles</i> Loss of small section of hedgerow H1 (~3.5m), resulting in slight reduction in sheltering opportunities.	Local	Minor (adverse)	Permanent, non-significant	None required, although new shrub planting will provide replacement sheltering opportunities.
<i>Invertebrates</i> Loss of low value habitats, anthropogenic effects, changes to hydrological regime and risk of pollution events	Site	N/A (scoped out in terms of significant effects)	N/A (scoped out in terms of significant effects)	None required. <i>New habitat creation providing additional invertebra opportunities.</i>

* Measures shown in italics and shaded grey relate to compensation to offset potential adverse effects.

It is considered that the above adequately demonstrates that the proposal would not result in any significant ecological effects and will be adequately compensated for by the proposed mitigation measures.

Trees

Policy DM01 of the Adopted Barnet Development Management Policies advises that trees should be safeguarded. When protected trees are to be felled the council will require replanting with suitable size and species of tree where appropriate. High quality landscape design can help to create spaces that provide attractive settings for both new and existing buildings, contributing to the integration of a development into the established character of an area. The council will seek to retain existing wildlife habitats such as trees, shrubs, ponds and hedges wherever possible. Where trees are located on or adjacent to a site the council will require the submission of a tree survey with planning applications indicating the location, species, size and condition of trees. Trees should be retained wherever possible and any removal will need to be justified in the survey. Where removal of trees and other habitat can be justified appropriate replacement should consider both habitat creation and amenity value.

In relation to the application proposals the landscape, ecological and arboricultural assessments submitted in support of the application have identified a number of key landscape features within the context of the site. These include the established woodland belt that runs directly adjacent to the site's eastern boundary separating the site from Hendon Golf Club, areas of amenity grassland that establishes the immediate setting of the stadium, which is also characterised by groups of parkland trees and a singular hedgerow that extends within the application site from the existing West Stand. Further identified key vegetation includes the group of trees and tall ruderal planting identified within the Habitats and Ecological Features Layout within the ecological report that encloses the northern part of the application site. As such the proposals have sought to accommodate and enhance these key landscape features to ensure that the setting of the proposals has a degree of maturity from the outset and that biodiversity opportunities are recognised and wildlife corridors are maintained. These features will be protected during the construction period to avoid harm as a result of the construction work and use of heavy plant.

The proposal does involve the removal of some lower value trees in order to facilitate the development of the stand and associated infrastructure. In total in addition to category

'U' trees (which should be removed regardless of development proposals), the proposals necessitate the removal of:

- 9no. individual trees which are category B;
- 12no. individual trees which are category C;
- 4no. groups of trees which are category C, and;
- The partial removal (c.4m section) of one further category C group of trees.

In relation to trees to be retained, in the vicinity of the proposed Western Stand these comprise of:

2no. individual and 1no. group of trees which are category A;
35no. individual and 1no. group of trees which are category B, and;
22no. individual and 3no. groups of trees which are category C.

In addition to the retained planting, a comprehensive scheme of landscaping is proposed to reinforce and enhance these features and compensate for any tree loss.

The proposals will ensure that an appropriate setting for the new West Stand is provided and is detailed within the supporting planning documents. The landscape strategy for the site includes:

- Provision of new avenue tree planting to establish the new West Stand approach and main entrance into the stadium as a whole;
- New ornamental shrub planting to extend into the amenity grass area in front of the new West Stand to compliment the architecture of this new facility and the proposed new hardstanding areas, which will be further complimented by swathes of new bulb/ wild meadow and tree planting to enhance the existing vegetation structure;
- A new living green wall, to frame the new West Stand entrance and provide an increased sense of arrival;
- New wild meadow planting to enhance the existing ecological features and improve biodiversity as identified within the ecological assessment;
- Existing car park surfacing to be improved from what is currently mud to a reinforced seeded grass surface that is free draining, with improved parking facilities provided that will create a more coherent access strategy for the busy periods.
- New tree and ornamental planting to provide an enhanced and pleasant congregation area to the south of the new West Stand.
- New car parking facilities, sensitively treated with a reinforced grass surface, to provide a discreet natural finish that will assist in blending these areas into application site and wider setting

Overall the proposed planting scheme is considered an appropriate response, helping to soften the appearance of the proposal as well as improving the visual appearance of the landscape surrounding the stadium. The replacement tree

planting is also considered to adequately compensate for the trees which are proposed to be removed as a result of the proposal.

Impact of Proposal on Green Belt, Open Space, Trees and Biodiversity Conclusion

In conclusion, the application is considered to be broadly acceptable in Green Belt terms representing an appropriate form of development which not adversely affect the five criteria set out in the NPPF for assessing green belt applications and would also preserve the fundamental principles of Green Belt Policy in regards to their permanence and openness. The proposal would not result in the loss of any public open space. The proposal would also not result in any significant impact on nature conservation and while the proposal would involve the loss of some trees, these are generally lower value specimens which will be adequately compensated for by the replacement planting.

3.5 Sporting Operation and impact on existing uses including Athletics and Rugby

Overview

The applicant in their supporting planning documents advises that the proposed West Stand will provide a significant improvement to the facilities for both Rugby and Athletics. The stand has been designed in accordance with the appropriate Professional Games Board, RFU, Sports Grounds Safety Authority recommendations and 'Sport England Design Guidance Notes', these areas include, Professional changing accommodation, Community changing accommodation, Changing Places toilet Design for accessible use, Spectator facilities, Match-day facilities and Stadium management facilities.

In addition to designing to Sport England Standards a consultation was held with Keith Davies from UK Athletics, on the 1st December 2016 and design consultations with Shaftesbury Barnet Harriers representatives to review the facilities, sightlines and management requirements of the new stand. This scheme was met positively and viewed that the proposals would greatly enhance the existing facilities and athletics event experience of both spectators and athletes.

Specific facilities for Athletics

The applicant has provided a detailed response to the concerns expressed by Shaftesbury Barnet Harriers and advised that the proposal would provide the following improvements and facilities for Athletics Usage:

1. Once the new West Stand is complete, 8 lanes will be available on the home straight during all year round – including during the rugby season.
2. New modern changing rooms and toilets – that athletes will be able to use on training nights and for events;
3. 'Changing Places' toilet facilities for disabled athletes, other users or supporters who attend the stadium for an event;

4. A new Stadium Café – where athletes, other users and supporters can take refreshment. This will, for example, also provide a good place for parents to be able to wait whilst children attend training nights;
5. A dedicated new office for SBH opposite their existing clubhouse at the south end of the new West Stand. This accommodation is in addition to that which Saracens are already committed to provide under the existing lease arrangements (see below);
6. A dedicated internal storage area for SBH next to their offices at the south end of the new Stand;
7. A new external storage facility for athletics equipment and an equipment checking and weighing area within it;
8. Additional facilities, that can be used by arrangement for athletic events including:
 - the Saracens Foundation teaching room / matchday media accommodation;
 - hospitality boxes / meeting rooms on the third floor;
 - athletics officials' office;
 - Concourse areas to service events;
 - A welcoming reception area that can be used for 'meet and greet' area for events; and
 - New external toilets located at the south end of the track close to the SBH clubhouse;
9. Double ended photo finish to enable races to be reversed if wind conditions are difficult;
10. New sound system to improve announcements during events;
11. New and improved First Aid room and medical facilities; and
12. Access to a new large state of the art strength and conditioning gym run by MU to support the development of athletes. This will further enhance the existing relationship between MU and SBH at Allianz Park

The applicant has advised that some measures requested by Shaftesbury Barnet Harriers; such as retaining 4 lanes during construction (due to health and safety issues) or provide 24 hour access to the Middlesex University fitness suite (due to security issues) however the applicant is committed to minimising disruption during construction and to work towards a workable agreement in relation to access to facilities.

Sightlines

The quality of a sightline is often expressed as a 'C' value. The recommended 'C' value for spectators varies according to the sport, as does the choice of focal point. Because Allianz Park is a dual-purpose facility these key criteria have to be considered for both rugby and athletics and, in preparing the application scheme, Saracens needed to strike a balance between the different spectator requirements of rugby and athletics.

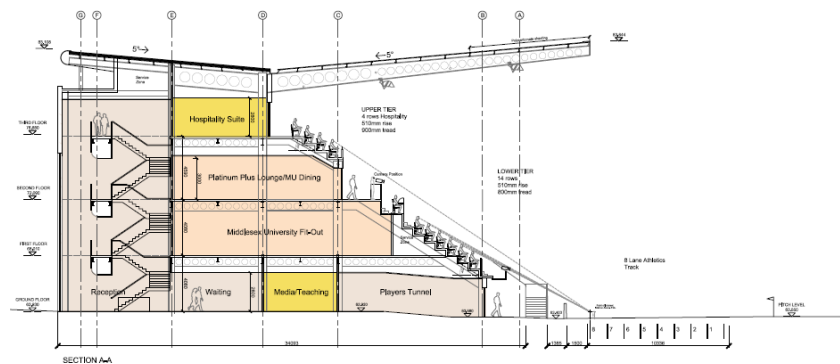
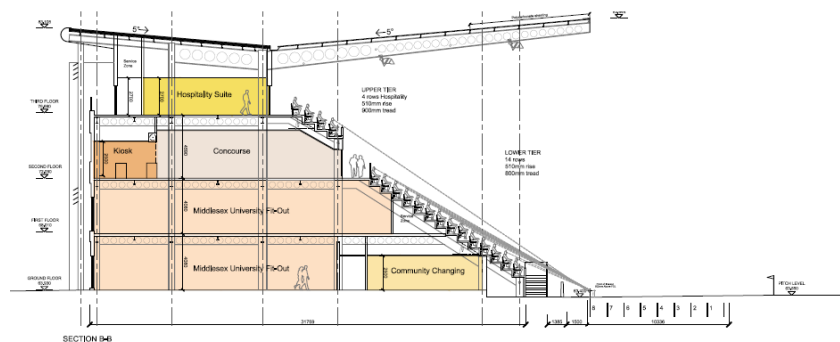
The design for the proposed West Stand offers a safe fully-covered seating terrace for up to 3,353 spectators on a rugby match-day, and up to 2,520 spectators during athletics events.

Although the sightlines for both rugby and athletics in the submitted scheme were designed in compliance with the recommendations of the Guide to Safety at Sports Grounds and BS EN 13200-1:2012, further detailed analysis has revealed that by *reducing* the seating terrace in the proposed West Stand by 340mm (the equivalent of essentially two step blocks on the terrace), the spectator viewing experience for athletics can be improved – achieving:

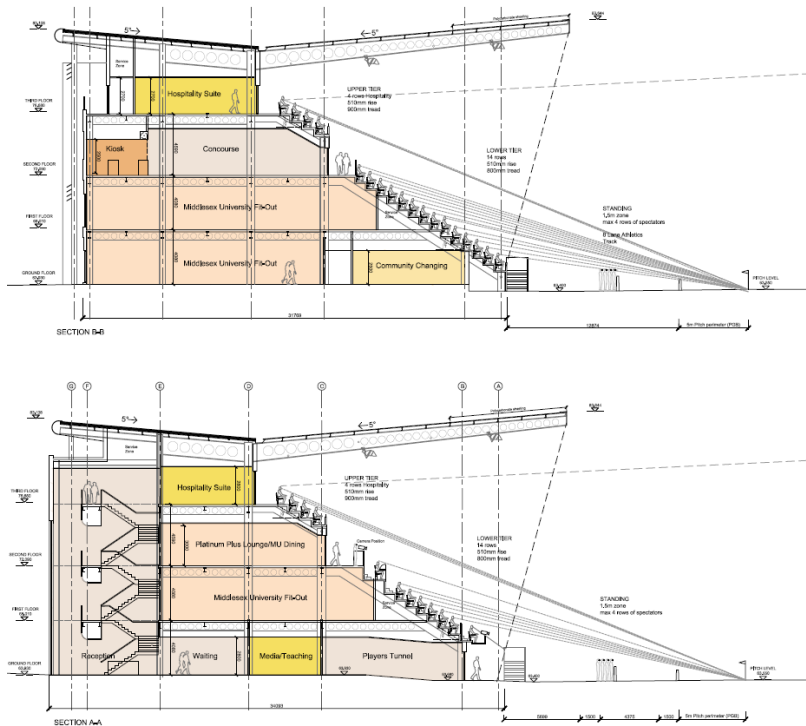
- A minimum C value of 120mm for 21% of the seats;
- A minimum C value of 90mm for 25% of the seats; and
- A minimum C value of 60mm for 42% of the seats.

In other words, this modest change to the submitted scheme will improve views for nearly 90% of athletics spectators in the proposed West Stand. This can be seen from the proposed diagrams.

Athletics Mode



Rugby Mode



As can be seen from the above it is considered that with the proposed amendments adequate spectator facility viewpoints will be provided for both Rugby and Athletics usage and it is considered that the proposal would result in improved facilities for both sports.

3.6 Design Assessment

Paragraphs 56-58 of the NPPF set out the importance of good design. This is reflected in Policy CS5 and DM01 of the Barnet Local Plan, which seeks to achieve a high quality design in all developments.

The proposed new West Stand is designed to represent an 'evocative architectural statement', the scale and form of which directly relates to its function as a major spectator venue and educational institution. A single tier all seated terrace with upper balcony to meet the sports requirement and the four storey height accommodation with high quality frontage, accommodating a range of ancillary uses that complement the principle use of the stadium.

The Stand has been designed so that the accommodation forms an active façade, creating a recognisable form and sense of arrival to the site. The four storey frontage to the Stand steps in and out along its length which aids to breaking down the stands form and mass. Areas of active frontage at lower levels connect the building and its users to the surrounding public realm.

A combination of bronze cladding, green walls and curtain walling creates a recognizable entrance to the building frontage. A series of decorative external columns form a colonnade either side of the main entrance.

The Stadium roof above the terracing is a simple pitched cantilevered structure. The main roof over the accommodation has been designed as a flowing element which floats over the building. Full height glazing at Level 4 adds to this, both externally and pitch-side, creating the visual effect that the roof is floating over the stand.

Materials

The selection of the materials for the new West Stand have been chosen to minimise visual impact and soften the building within its landscape. Bronze coloured cladding will frame the entrance and stair cores of the stand, combined with living green walls.

Timber cladding and ribbon glazing is also proposed as the prominent feature for the West Stand exterior, forming a contemporary frontage, where the bronze and timber cladding provides a natural colour pallet to the building's exterior, whilst the reflective nature of the glazing allows the building to blend in with its context.

Horizontal composite cladding panels span between the main elements of glazing to the facade to provide feature breaks within the glazing. When combined with the horizontal proportions of the timber cladding bands and expressed transoms of the glazing units it aids to reduce the perceived verticality of the building and hold it to the ground.

It is proposed that the main cantilever roof over the Stand will be covered in light coloured profile sheeting, with concealed gutters and feature flashing units around the perimeters to provide a clean aerodynamic profile. Below eaves level on the West Stand will be a band of dark grey louvres or look-alike louvres, which will enhance the effect that the roof appears to be floating over the stand. Full height glazing lines the upper most storey of the West elevation again utilizing the reflective properties of the glass to reflect the stands surroundings and skyline to reduce the perceived height of the building.

Conclusion Design and Materials

Overall the design of the proposed stand is considered appropriate to its context, representing a satisfactory quality of design which is sympathetic to its green belt setting. The Design of the building represents a visual improvement over the existing stand, being similar in appearance to the existing east stand. In terms of Green Belt the proposed stand would represent a visual improvement to the appearance of the existing stand and due to the measures which have been taken to utilise materials to soften the appearance of the development within its green belt setting it is considered that this is attached a 'moderate rating' in relation to the overall green belt assessment as referred to elsewhere in this report.

3.7 Inclusive Access

The proposals have been developed to ensure that the Stadium will be fully accessible with both vertical and horizontal circulation routes, corridors, stairs and

lifts that will be designed in accordance with Approved Document M. There will be lift access to all floor levels with all staircases designed to accommodate ambulant disabled visitors and staff. Provision of large size passenger lifts appropriate to the number and type of users should be appropriately secured. Provision will be made within the West Stand for a total of 44 wheelchair viewing positions, with associated seats for helpers, located in a variety of positions. These positions include ground level at the front of the Stand, at elevated positions to the front of the seating terrace and high level at the rear of the West Stand. Within the seating deck and standing areas there will be facilities for those spectators who are blind or partially sighted to receive commentary during the match. 79 car parking spaces (i.e. over 11% of the total 694) designed to Blue Badge standards will also be provided.

The above is welcomed and it is considered that this matter should be attached moderate weight in relation to Green Belt Assessment.

3.8 Impact on Residential Amenity

Policy DM01 of the Barnet Local Plan states that development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.

The closest residential properties to the application site are a pair of properties (1 and 2 Cophall Cottages) situated immediately adjacent the north-east boundary of the site. 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.

Due to the distance of the proposal from the proposed stand, the actual physical structure of the proposed stand would not affect levels of daylight or sunlight to the property although they could potentially be affected by Construction Noise and the operation of the enlarged stadium.

The applicant in their supporting documents acknowledge that this however the applicants considers that this impact is considered to be only minor/ adverse and in relation to construction would be mitigated through adopting modern working practices and the 'best practicable means' (BPM) to reduce noise during demolition and construction and the development of an appropriate Construction Management Plan incorporating a range of noise and vibration management controls.

In relation to the operation of the Stadium, obviously the existing stadium already benefits from planning permission and it is only the uplift which needs to be considered in this assessment. The increase in the maximum number of attendees from 10,000 to 10,500 represents a 5% increase which is not likely to generate any significant additional noise. It is also noted that the greater height of the West Stand is likely to act as a noise barrier and as such the proposal should not result in any significant increase in noise disturbance.

In relation to the proposal for a one off annual increase to allow for 15,000 spectators for a home European Quarter Final, a one off 15,000 match took place on Sunday 2nd April between Saracens and Glasgow. Initial indications are that the match passed off without any significant problems although a detailed report is being prepared which will be reported in the Addendum to the Planning Committee Meeting of the 26th April.

In relation to more general disturbance in the surrounding area, it is noted that one resident has raised complaints regarding a helicopter filming a match as well as fireworks displays at the stadium. It is noted that both these matters occur in the stadium as it is at present and as such is of limited relevance in assessing the current application. It is further noted that if a statutory noise disturbance did occur then enforcement action can be taken under environmental health legislation.

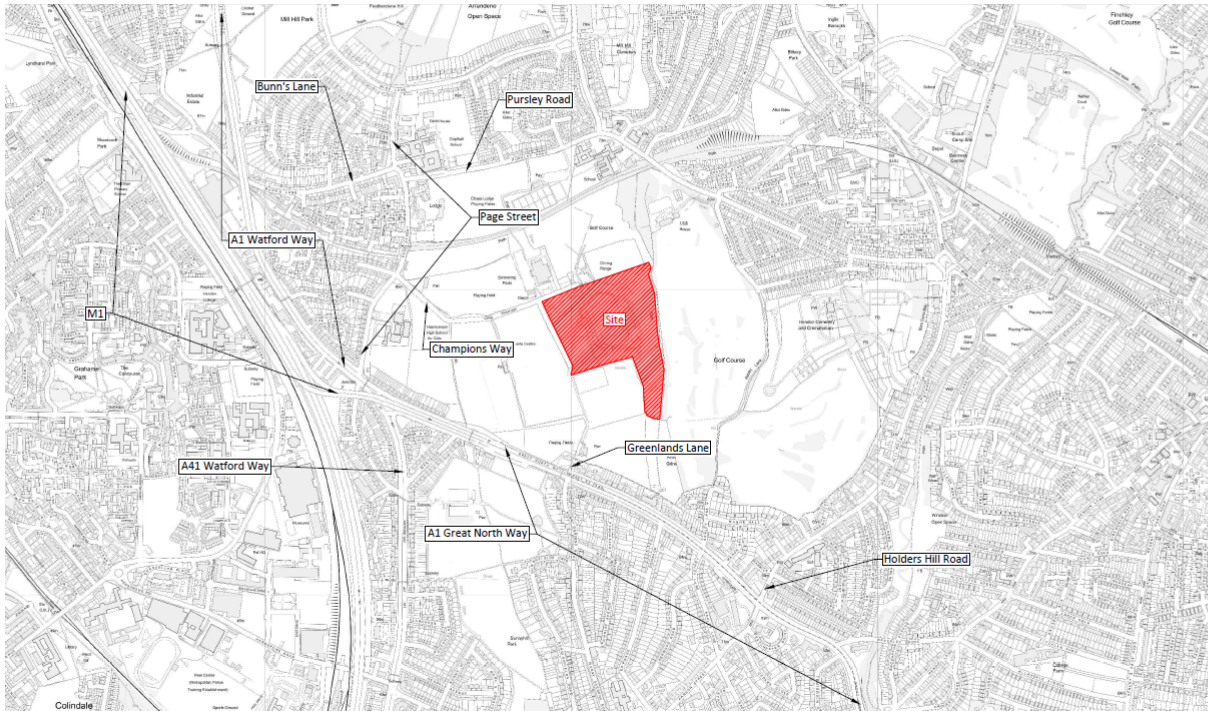
Overall the proposal is considered by officers to be compliant with development plan policy as it relates to the amenities of neighbouring occupiers and users of the Cophall Centre in accordance with Policy DM01. In terms of green belt weight, this matter is appropriately considered as neutral, not contributing in the overall assessment either for or against the proposal.

3.9 Transport and Highways

Accessibility:

Highway Network

The wider highway network is accessed from either Champions Way or Greenlands Lane. Champions Way runs east to west towards the north-western corner of the site and forms an all movements give way junction with Page Street to the west. Greenlands Lane runs north to south along the western side of the site and forms a left in/left out give way junction with the A1 dual-carriageway to the south of the site. Champions Way and Greenlands Lane meet at the north-western corner of the site by way of a 3-arm mini roundabout. Champions Way forms the east-west arms and Greenlands Lane the southernmost arm. The eastern Champions Way arm heads to Cophall Leisure Centre and the Metro Golf Driving Range.



The section of Champions Way that runs westwards to Page Street from the mini roundabout has an overall length of some 500m. This section of Champions Way is bounded by the grounds of Mill Hill Rugby Club (to the north) and Cophall playing fields (to the south).

Champions Way and Greenlands Lane are traffic calmed through the use of speed humps. Greenlands Lane has a nominal width of some 5.5m and Champions Way is slightly wider at around 6m. There is no footway alongside Greenland's Lane, nor is there any form of development. Greenlands Lane is bound by fields on both sides. Greenlands Lane is generally lightly trafficked and it is commonplace to see pedestrians walking on-road.

As indicated above, the priority junction formed between Greenlands Lane and the A1 Great North Way takes the form of a left in/left out. The A1 Great North Way runs east to west at this point, and has three running lanes in either direction, with no break in the central reservation at the junction.

Some 800m east of the junction with Greenlands Lane, the A1 forms a 4-arm signalised crossroads with the B552, the junction being known as the Holders Hill signals junction. The northernmost arm is formed by the B552 Holders Hill Road and the southern arm the B552 Parson Street.

As well as allowing all turning movements, eastbound traffic on the A1 is able to u-turn at the junction from the right turn lane, and hence while traffic from Greenlands Road can only turn left and head eastbound on the A1, it is able to u-turn at the Holders Hill signals and head westbound towards the M1 (which slips onto and off

the A1 just west of Greenland Lane) and the Fiveways junction around 700m west of Greenlands Lane (of which Page Street forms an arm). Indeed this is the quickest route to the M1 from Allianz Park.

Traffic headed to the site from the Holders Hill junction is able to reach the site by turning onto Holders Hill Road, looping around the far northern side of site via Devonshire Road and Pursley Road, reaching Page Street and hence Champions Way through the Bunns Lane mini roundabouts. However, this route is much longer and less direct and convenient compared to the route via the A1 and Page Street, and thus is much less likely to be used by most persons travelling to the site.

The Fiveways junction is a large signalised junction/gyratory located around 700m to the west of Greenland Lane. The junction connects the single A1 Great North Way arm (that is aligned broadly east-to west, and forms the easternmost arm of the junction) with the A1 Watford Way (the northernmost arm of the junction) and the A1 Watford Way (the southernmost arm).

All movements are possible at the Fiveways junction, including U-turns, facilitated through the provision of central lozenge-shaped islands. The junction is elongated and substantial in size measuring a nominal 180m in length; the central gyratory or islands occupying roughly 100m of this.

Watford Way is three-lanes wide on approach and through the junction, with Great North Way being two lanes wide. Page Street is a single lane in width, flaring to provide two left-turn (eastbound) only lanes at the immediate approach to the junction. Drivers wishing to head to the west onto the A1 Watford Way can U-turn in the gyratory.

Page Street joins the A1 Watford Way to the west of the gyratory by way of a signalised junction which is linked with the operation of the gyratory. While the right turn is permitted from the A1 east into Page Street, traffic exiting Page Street is required to turn left onto the A1, but can then head in any direction at the gyratory.

However to reach the M1 (north) from this junction, traffic either needs to head eastwards along the A1 to the Holders Hill junction and then u-turn to join the M1 just west of Greenlands Lane, or continue north-westwards to join the M1 at Junction 4 some 7km away.

Sightlines onto Page Street where it is met by Champions Way are good. The junction is spacious with refuge islands on Page Street assisting pedestrians and prohibiting overtaking on Page Street, across the mouth of the junction.

Page Street runs in a broad north-south orientation and is generally fronted on its western side by houses and on its eastern side by green fields/undeveloped land.

The road width of Page Street is around 7m, with occasional on-road parking (in dedicated bays). The parking does narrow the road, but 2-way traffic movement is still possible.

Roughly 350m to the south of its junction with Champions Way, Page Street meets the A1 Great North Way and the A41 Watford Way at a large signalised junction called Fiveways. This junction is detailed shortly.

Some 300m north of the Page Street/Champions Way junction, Page Street meets Pursley Road and Bunns Lane at a double mini roundabout. Pursley Road runs in an east-west direction (along the northern boundary of Chase Lodge playing fields and the 5-a-side football ground) merging into the eastern side of the most southern roundabout.

Bunns Lane merges into the western side of the most northern roundabout, with Page Street merging into the northern most side of the more northern roundabout, continuing its north-south alignment. The roundabout is known as the Bunns Lane mini roundabout.

Pursley Road is a good quality distributor road. It has some on-road parking (via marked bays) and in general single-yellow markings elsewhere that serve to limit parking.

The road is subject to a 30mph limit, is street lit and is comparatively wide with a carriageway width of around 8m. To the east, Pursley Road heads off to Finchley and Mill Hill.

The northernmost Page Street arm of the Bunns Lane mini roundabouts directs traffic broadly towards the neighbouring suburbs of Mill Hill and Mill Lane. Page Street is subject to a 30mph speed limit and has a typical road width of around 7m. It is one of the most lightly trafficked arms of the roundabout.

Bunns Lane is similar in nature and geometry to Pursley Road. It has a 30mph limit, is street lit and parking is controlled with single yellow lines. On-road parking provision is very limited in comparison to Pursley Road however. Bunns Lane heads to the west/northwest, where it directs traffic under the M1 motorway and on towards Edgware.

PTAL

The centre of the site has a PTAL (Public Transport Accessibility Level) rating of 0. There are no forthcoming infrastructure improvements that are expected to improve this in the near future (i.e. up to 2031). The roads immediately surrounding the site,

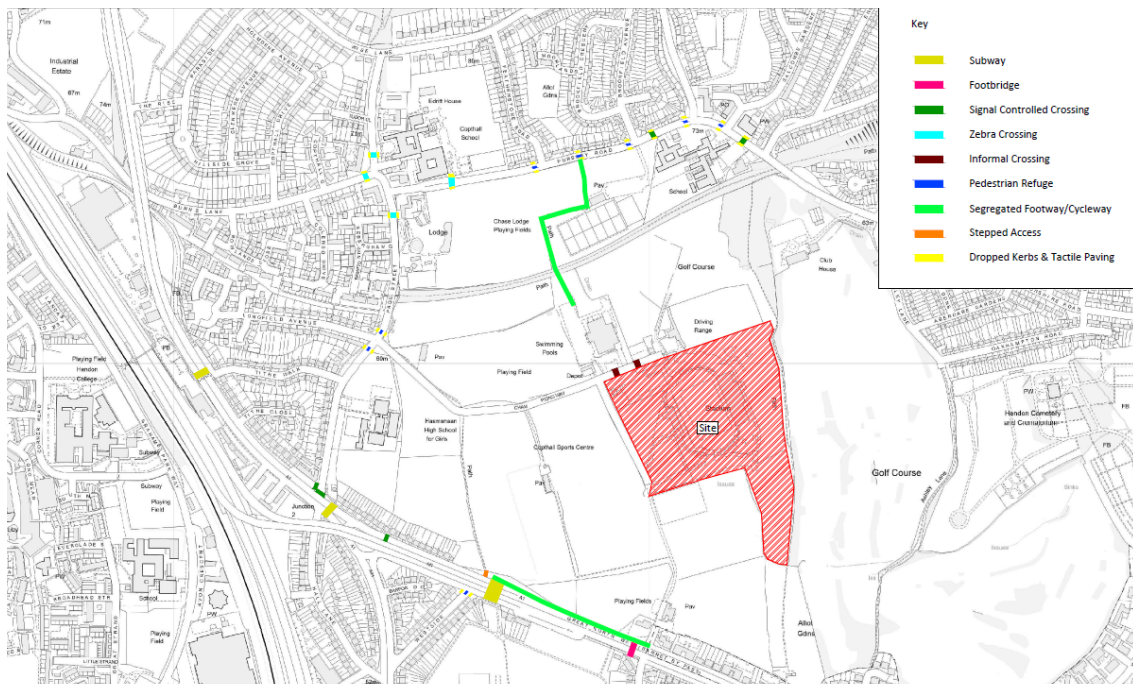
namely the A1 Watford Way, Pursley Road, Bunns Lane and the B552 typically have a PTAL rating of around 1a or 1b.

Having a low PTAL rating for this type of land-use is not uncommon, as it is directly linked to the fact the site is inherently large, and thus distant from surrounding roads and transport infrastructure, even though good infrastructure exists within a manageable walk distance.

As examples, by comparison, Twickenham Stadium (82,000 capacity) has a PTAL rating of just 1a/1b, and the Olympic Stadium (60,000 capacity) a rating of around 0 to 1b, much like Allianz Park.

Walking

A comprehensive pedestrian audit was undertaken as part of the Transport Assessment for the East stand application. The conclusion of the pedestrian audit was that in general the footways in the area around the site and between the satellite car parks and the site are in a good condition and routes are shown on the plan below.



The Copthall Leisure Centre to the north of the site was recently given planning permission to demolition and rebuild. Currently spectators are able to use a footpath from Pursley Road through to the leisure centre and access through the car park onto Champions Way. The rebuild of the leisure centre would mean the relocation of the car park. From discussions Saracens would require the proposed 1.8 metre footway around the proposed car park to be 3 metres to provide for the expected

number of spectators using this route. The applicant is required to contribute £30,000 for the widening through S106 contributions. The path is highlighted in red on the plan below.



Champions Way is around 500m in length, 2.5m wide footway provided on the southern side of the road to a point roughly mid-way along Champions Way. From here the footway crosses onto the northern side of the road, dropped kerbs and tactile paving are provided. The footway continues along the northern side of the road, up to the Page Street junction.

East of Greenlands Way, a narrower footway runs along the south side of Champions Way, and after around 60m, a gravelled route heads southwards towards the stadium. However this is an indirect route to the West Stand entrance.

Southward from Champions Way there are no footways, and hence anyone going to the west and south side of the stadium from this direction have to either walk on the road or grass.

At the southern end of Greenlands Lane, a pedestrian footbridge with steps and ramps is provided at the junction with Great North Way, catering for north-south movement over Great North Way. There are footways provided on both sides of the

southern section of the Greenlands Lane until south of the boundary Barnet Copthall sports and recreation site.

A separate pedestrian gate is provided into the Barnet Copthall sports and recreation area but within the Copthall site there are no footways provided on Greenlands Lane; pedestrians either walk on-road or on the playing fields. There is little vehicle traffic on this section of Greenlands Lane, which is around 6m wide. The access into the stadium lies on Greenlands Lane around 350m to the north of the Greenlands Lane/Great North Way junction.

The alignment of Page Street is broadly north-south, with an overall length of some 700m. It forms the northernmost arm of the 'Fiveways' junction and the southernmost arm of the Bunns Lane double mini roundabout. Footway provision is continuous along both sides of the road over the entire length of Page Street.

The footway varies from running alongside the carriageway, sometimes being separated from the carriageway by a small (1.5m) verge and occasionally by a substantial depth of verge where the footway becomes elevated above the carriageway. Footway width is a minimum of 2m.

Where side roads join Page Street, dropped kerbs and/or tactile paving are present. The exception to this is across Champions Way, where neither dropped kerbs nor tactile paving are provided.

Movement across Page Street is facilitated by two pedestrian refuge islands located on Page Street, either side of the junction formed with Champions Way (this being roughly mid-way, 350m along Page Street) and at the far end of Page Street, near to the Bunns Lane double mini roundabout. The refuge islands are well placed to cater for pedestrians movements across Page Street, to and from the site via Champions Way.

Overall Page Street provides good quality pedestrian infrastructure, typical of an urban area.

Pursley Road/Bunns Lane broadly run east to west. They form a 4-arm double mini roundabout with Page Street which forms the northern and southern arms. The western arm is Bunns Lane and the eastern is Pursley Road.

Bunns Lane has a length of some 1.5km and leads to the nearest train station, Mill Hill Broadway, which is considered later in this report. Roughly 700m west along Bunns Lane from the mini roundabout, Flower Lane leads north and also provides a pedestrian route to the station.

Over the 700m section of Bunns Lane, there is footway provision on both sides of the road. There are crossing points provided on Bunns Lane itself, notably via zebra crossings located at the Bunns Lane arm of the Bunns Lane mini roundabout and on Bunns Lane west of the Flower Lane junction, where Flower Lane also has dropped kerbs and a pedestrian refuge. There are also pedestrian refuge islands located on Bunns Lane, at typically 200-300m intervals, up to Flower Lane.

Pursley Road shares similar characteristics to Bunns Lane; footway provision on both sides, with pedestrian refuge islands on the carriageway every 200m-300m or so. There is a zebra crossing on the western end of Pursley Road outside Copthall School, roughly 130m east of the roundabout junction formed with Bunns Lane, and a Pelican crossing around 400m further west.

The footways on Pursley Road are comparatively wide at around 2.5m to 3m. Sideroads are widely spaced by around 150-200m, meaning that there are few interruptions to the footway; this is particularly true on the southern side with much of Pursley Road adjoin playing fields and green areas in general.

Flower Lane represents the most direct route to Mill Hill Broadway train station, by walking along Flower Lane and then along residential roads of Woodland Way and Station Road in a broad north-south direction. Access from Bunns Lane onto Flower Lane is facilitated by the provision of a zebra crossing on Bunns Lane. Total walk length from Flower Lane to the station is some 700m.

Flower Lane has substantial (3m) footways on either side. The road is fronted on its eastern side by part of Mill Hill Park. After some 270m, to reach the station, pedestrians would bear left in a westerly direction onto Woodland Way and then left again onto Station Road. Both of these roads have footways on either sides and are mainly residential in nature.

Although they have some value as through-routes, traffic flows are comparatively light, making walking on and crossing either of the roads comparatively easy.

Great North Way runs in a broad southeast to northwest direction forming from Greenlands Way to the Fiveways traffic signal junction some 700m to the southwest of Allianz Park. The A1 is a busy dual carriageway, and as a result crossing is only realistically possible using dedicated pedestrians crossing facilities.

There are footways on both sides of Great North Way, and these are generally separated from the carriageway by a grass verge, which serves to increase the physical separation between traffic and pedestrians.

Pedestrians arriving at the site from the south in the vicinity of Sunny Gardens Road/Greenlands Lane can cross Great North Way by way of a pedestrian

footbridge located directly adjacent to the western side of the Greenlands Lane junction: this bridge has steps and ramps, the latter providing for disabled and cycle access.

For pedestrians arriving at the site from the southeast, the pedestrian overbridge is the only pedestrian crossing point until the traffic signal controlled Holder Hill junction some 800m to the east, this junction incorporating a pedestrian crossing of the A1 on its east side.

Some 300m west of the Greenlands Lane overbridge is a subway, which provides access under the Great North Way in the vicinity of Westside, which in turns joins the A41 Watford Way to the southwest. This subway incorporates both steps and ramps. From the subway, it is possible to walk to Allianz Park either along the A1 and Greenland Way, or to enter the Barnet Cophall sports and recreation area by way of a set of steps to the west of the subway, and take the path that joins Greenlands Lane to the south of the stadium.

Considering Great North Way to the west of the subway, a comprehensive set of crossing facilities are integrated into the Fiveways signal junction, allowing either east-west movements or north-south movement. Typically, crossing any arm will necessitate the use of at least two signalised crossings. A walk from this point to the site, along the Great North Way footway would be around 1.2km, and take around 14 minutes.

The northern and southern arms of the junctions are Watford Way. Both arms share similar characteristics to Great North Way with footways typically at least 2m wide separated from the carriageway by a grass verge. Watford Way has houses to the eastern side, part of a residential area that is generally permeable for pedestrians trying to reach the site.

Sunny Gardens Road forms part of the most direct pedestrian route between Allianz Park and Middlesex University's Hendon Campus, approximately 2km to the south of Allianz Park and around a 20 minute walk.

Sunny Gardens Road is a residential road which has relatively wide footways on both side of the street. Most properties have off-road parking and typically dropped kerbs are provided at junctions with side roads.

Around 700m to the south of the pedestrian footbridge across the A1 Great North Way (which connects to Greenlands Lane) there is a surfaced footpath between houses which heads southeast to Church Terrace, crossing Sunningfields Road.

There is an un-surfaced footpath from Church Terrace through Saint Mary's Church churchyard which connects to Church End and the Hendon Campus, or there is an

alternative footpath around 90m further to the south which also connects to Church End.

There are no existing pedestrian directional signs showing that this is the route between Allianz Park and Middlesex University. The applicant is to carry out a signage review and enter into a highway agreement with the highway authority to implement agreed works prior to occupation.

Cycling

The cycle network includes a route that runs north to south through Allianz Park and along Greenlands Lane. The route is formally described by Sustrans as having on-road and off-road sections, although the section of Greenlands Lane that runs through the site is very lightly trafficked.

From the south, roughly 1.5km distant from the site near to Middlesex University, the route directs cyclists around the western side of Sunny Hill Park; the route is traffic free.

Cyclists continue alongside Sunny Hill Park, where they are directed up and onto the overbridge that crosses Great North Way and subsequently onto Champions Way, and into the site.

From the north, the route is again traffic free from Mill Hill East underground station (described in one of the following sections), this also being some 1.5km distant from the site.

The route directs cyclists along a series of lanes and paths, across the northern side of Allianz Park and down its western side, on Champions Lane.

Overall, due to the traffic-free/lightly trafficked nature of the route, cycling is considered to be an attractive option.

Sustrans undertook a Cycle Accessibility Study for Allianz Park and Middlesex University. They produced a report in December 2013 which made a series of recommendations to improve the cycling links to Allianz Park. These recommendations include measures which range from those that are immediately achievable to those that would take longer and need significant funding. Even the immediate actions on the Sustrans list of interventions are beyond the ability of Saracens Rugby Club to deliver in isolation.

The route to the Hendon University Campus is approximately a 1.5km walk – a more attractive cycle. Helping to encourage cycling will support the link with the University. Providing cycle parking centrally as part of both Cophall Leisure Centre and Allianz

Stadium West Stand will be essential. Providing signage and route improvements for cyclists and pedestrians would help encourage use of this north/south route. The applicant is to carry out a signage review and enter into a highway agreement with the highway authority to implement agreed works prior to occupation.

Bus

A summary of buses that pass close to the site. All routes are classed as high frequency routes by TfL.

	Route	Bus stop	Daytime Freq (Either Direction – min)			First service			Last service		
			M-F	Sat	Sun	M-F	Sat	Sun	M-F	Sat	Sun
221	Edgware-Turnpike Lane Station	Pursley Road	10-12	10-12	10-13	05:47	05:47	05:47	00:47	00:47	00:47
113	Edgware Bus Station-Marble Arch Station	Great North Way	9-12	9-10	20	04:37	04:37	04:37	00:06	00:06	00:06
N113	Edgware Bus Station-Trafalgar Square	Apex Corner	30	30	30	00:31	00:31	00:31	04:05	04:05	04:05
240	Edgware Bus Station-Golders Green Station	Edgware	11-14	12	20	05:40	05:40	06:50	00:21	00:21	00:21

To the north, there are bus stops on Pursley Road. These stops are around 600m from the centre of Allianz Park or around an 8 minute walk.

The nearest pair of stops on Pursley Road have a shelter and seating for buses travelling in a westbound direction, with a bus stop flag only eastbound services. Buses wait on-street (i.e. not in a lay-by).

Service 221 can be caught from the Pursley Road stop. Typical service frequency is every 10-12 minutes, seven days a week, with the services starting early in the morning and finishing late in the evening. The 221 links Edgware to Turnpike Lane and calls at Mill Hill East Tube Station

On Great North Way, bus stops are located adjacent to the Fiveways signal junction around 1.2km to the southwest of the site as the crow flies or around an 14 minute walk. The buses servicing both of these stops are the 113 and N113. Services 113 and N113 combine to effectively give a 24hr service, operating every 30 minutes out-of-hours and every 10-20 minutes during the daytime. The 113/N113 call at Mill Hill Broadway train station, Edgware and Hendon Central underground stations.

Rail/Train and Underground Services

The nearest train station is Mill Hill Broadway, located to the northwest of the site around a 33 minute walk away. The station lies on the Midland main line. The 113 bus service connects the station to the Fiveways, with the bus stops there being a 14 minute walk from Allianz Park. The station has two platforms and includes cycle parking provision.

Services passing through the station are the Sutton to Luton service (operated by Thameslink and passes through Tooting, Wimbledon and St Pancras) and the Sutton to St Albans City service (that passes Loughborough Junction and St Pancras).

There are three underground stations that can be used to reach Allianz Park; these are Edgware, Hendon Central and Mill Hill East. Mill Hill East is the closest underground station and lies to the northeast around 1km distant from the site in a straight line, around a 26 minute walk away. Mill Hill East is served by the 221 bus to Pursley Road, with the bus stops there being about an 8 minute walk from Allianz Park

Mill Hill East is the last stop on the northern branch line and lies in zone 4. During the course of the day there are service every 30 minutes or so. The northern line runs through London Euston, London Bridge and Waterloo.

Edgware Station is served by the shuttle bus on match days. Service 113 connects Edgware Bus Station (next to the Tube Station) with Fiveways, which is a ten minute walk (800m) from Allianz Park.

Hendon Central Station is 3km from Allianz Park, Bus service 113 connects the station to Fiveways, the bus stops there being a 14 minute walk from the stadium.

Both Hendon and Edgware are on the Northern Line with through services to Morden (south). The line has a train every three minutes in each direction during the day, reducing to once every ten minutes in the early morning and late afternoon.

Middlesex University Sites from Allianz Park

Students are most likely to either walk or cycle between Allianz Park and the main Hendon campus; it is around a 20 minute walk between the two sites.

It is expected that there will be travel demand between the Allianz Park site and the University's student accommodation.

Usher Hall, Platt Hall and Writtle House are all relatively close to Allianz Park and students are most likely to walk or cycle between these sites.

Ivy Hall and the new accommodation at Olympic Way, Wembley are further away and students are likely to travel to Allianz Park by bus (service 113). Ivy Hall is a 23 minute cycle ride from Allianz Park so this would also be an option.

Existing Match Day Operation of Allianz Park

The Saracens website promotes the use of non-car modes when travelling to Allianz Park and provides information on how to use them, as well as providing information about routes by car, and details of parking at and for Allianz Park.

The Saracens club have volunteering scheme in place to help with travel arrangements on a match day. The volunteers stand around site to direct traffic to parking and help to direct people to and from the site that are travelling by noncar modes. These are known as the Saracens Pioneers.

The following information is provided on the Saracens' website.

Saracens Express

The Saracens' Express coach service also runs on a match day to Allianz Park. There are four different routes each with multiple pick up points.

Tickets can be purchased on either a seasonal or match by match basis and tickets will include details of the exact pick up time and location. The coaches depart from the locations listed below:

- Chesham
- Berkhamsted
- Hertford
- Letchworth

Rail - Underground

The Northern underground line runs from Morden to Edgware, High Barnet or Mill Hill East. For Allianz Park alight at Hendon Central, Mill Hill East or West Finchley depending on the branch of travel. Hendon Central is then an 8 minute bus ride to Five Ways Corner with a 14 minute walk to Allianz Park. Mill Hill East is a 26 minute walk to the stadium or a 6 minute bus ride to the Cophall Sports Centre bus stop, while West Finchley is a 13 minute bus ride from the Cophall Sports Centre bus stop.

The Piccadilly underground line runs from Heathrow Airport and Uxbridge to Cockfosters. For Allianz Park, alight at Bounds Green with the Allianz Park bus stop a 30 minute ride away.

Rail-Overground

The Thameslink service runs between Brighton and Bedford, stopping at three London terminals, London Bridge, Blackfriars and London St Pancras. For Allianz Park, alight at Mill Hill Broadway which is a 16 minute journey from St Pancras.

The Great Northern Route runs from London Kings Cross with two branches, one to Peterborough and the other to Cambridge. For Allianz Park, alight at either New Southgate or Bowes Park, depending on the branch. Both stops are 15 minutes from Kings Cross, and the Cophall Sports Centre bus stop is then a 25 minute bus ride from New Southgate or a 30 minute ride from Bowes Park.

Shuttle Buses

If travelling by rail or London Underground to Allianz Park, there is the Saracen's Shuttle that runs on match days at no extra cost from nearby stations. Underground stations included in the service are Mill Hill East and Edgware as well as the Mill Hill Broadway National Rail station. The shuttle runs every 6/7 minutes from each of these stations and drops off passengers a short walk from the stadium on Pursley Road.

Modal Split and Trip Generation:

Middlesex University

At present some 368 Undergraduates and some 106 post graduates attend units of their courses at Allianz Park, giving a total of 468. LSI courses are presently split between the University's main Hendon Campus and at Allianz Park.

The table below provides a summary of the current LSI schedule at Allianz Park. It should be noted that undergraduate year 1 and 2 lectures on a Monday are held at the nearby Hendon Campus. Students that attend Allianz Park are generally there all day with lectures starting between 9:00 and 10:00 and finishing between 15:00 and 17:00.

Year	Mon	Tue	Wed	Thu	Fri
UG1				142	
UG2					129
UG3	91	91			
PG	106		106		
Total	197	91	106	142	129

A travel survey of Middlesex University staff and students who attend Allianz Park was undertaken on the 20th – 25th of October 2016. Students were asked where they travel from to get to Allianz Park, what days they attend Allianz Park as part of their course, what time they usually arrive/depart and their main mode of travel.

A total of 272 responses were received, 270 from students and 2 from members of staff. At the time survey the post-graduate students were on a reading week which is reflected in the number of responses received on the Monday and a Wednesday.

Over 90% of respondents only attend Allianz Park one day per week, 8% attend 2 days a week and only 0.4% of respondents attend 3 days. The majority of respondents arrive between 07:00 and 10:00 with arrivals being distributed relatively evenly across this three hour period; with the peak hour of arrival, at 34.9%, being between 08:00 and 09:00. Only 1.1% of respondents arrive before 07:00 and 8.5% arrive after 10:00.

The majority of respondents depart between 15:00 and 18:00 with departures being distributed relatively evenly across this three hour period; with the peak hour of departure, at 33.6%, being between 16:00 and 17:00.

A summary of the main mode of travel to the Allianz Park site are shown below.

Modes of Travel	Main Mode (Number)	Percentage %
Car as Driver (no pass.)	58	21.3
Car as Driver (w/pass.)	21	7.7
Car Passenger	12	4.4

Motorcycle	6	2.2
Bus	76	27.9
Train	38	14.0
Walk	56	20.6
Cycle	1	0.4
Taxi	3	1.1
Other	1	0.4
Total Respondents	271	

In terms of future student number after the redevelopment of the West stand, LSI would hold all course units at Allianz Park, and would look to increase enrolled numbers up to around 750 as a maximum. However the maximum number of students attending Allianz Park on any one day would not increase as this will be fixed by the capacity of the facility, which is around 200 students.

It is expected that teaching hours will typically be between 08:00 to 18:00. This is similar to the existing situation on a Monday when around 200 students already attend Allianz Park, however this pattern will be extended to cover the whole week – i.e. there will be an increase in LSI student numbers Tuesday to Friday compared with existing.

In terms of staff numbers, currently some 15 staff work at Allianz Park at present and this is expected to increase up to a maximum of 20 after the proposed development. Staff attendance across the day is likely to be more fluid across the day depending on what classes they are teaching at Allianz Park and elsewhere at the University.
School of Health and Education

The School of Healthcare and Health Science (SHHS) intends to run a number of courses at Allianz Park. The existing SHHS facility at the University's Hendon campus is used to capacity and is no longer meeting all their students' needs.

One of the biggest issues the (SHHS) has is that the facility is spread across various parts of the campus and there is limited flexibility in how rooms are used, without moving costly equipment from one area to another.

It is expected on average there will be 200 students per day, who will be there all day. It is expected that teaching hours will typically be from around 09:00 to 17:00. In terms of staffing levels, it is expected that staff numbers would be between 30 and 35. Staff attendance across the day is likely to be more fluid across the day depending on what classes they are teaching at Allianz Park and elsewhere at the University.

Overall, there will be around 400 students that would attend Allianz Park per day and they will typically stay at the site all day. Staff movements will be more fluid as some will teach different classes but it is expected that the maximum on site at one time would be 50.

Total student trips are summarised on the table below. The predicted peak hour for arrivals is 201 between 08:00 – 09:00 and for departures it is 191 between 16:00 and 17:00.

	Arrive	Depart	Total
Pre 07:00	2		2
07:00-08:00	63		63
08:00-09:00	201		201
09:00-10:00	100		100
After 10:00	34		34
Before 15:00		15	15
15:00-16:00		103	103
16:00-17:00		191	191
17:00-18:00		64	64

At present, because of the requirement to allow public parking on site, unless major events are being held, parking is not controlled. As part of the proposed development, automatic parking controls will be introduced which will prevent this. Alongside this, the University will make it clear to students that parking on residential roads surrounding the Copthall sports and recreation area will not be permitted, and any students found doing so will be subject to the University disciplinary procedures.

Therefore, the proposed increase in Middlesex University teaching space at Allianz Park is not predicted to increase student trips to the site by car. Indeed LSI students who are already based at the site and currently drive will no longer be able to do so, which will reduce car trips to Allianz Park. The predicted change in modal split for non-car modes with controls in place can be shown on the table below.

Modes of Travel	Percentage %	AM Peak Hour	PM Peak Hour	Daily
Motorcycle	2	4	4	16
Bus	45	91	86	360
Train	22	44	42	176
Walk	25	50	48	200
Cycle	4	8	8	32
Taxi	2	4	4	16
Total	100	201	191	800

To estimate staff travel patterns the TRICS database has been examined and contains information on a similar health orientated campus, that being the Bucks University campus at Uxbridge.

The predicted number of Middlesex University staff at Allianz Park following the proposed development is 55 (20 LSI staff and 35 SHHS staff). The maximum number of staff expected on site at any one time is 50 and many members of existing staff currently travel by non-car modes. It is also worthy of note the Middlesex University staff have to pay for a parking permit, and this will be applied equally to its controlled parking at Allianz Park.

Therefore, although 50 parking spaces will be provided on site for Middlesex University the number of cars actually parked on a daily basis is fact likely to be lower than this. However, to ensure a robust assessment is has been assumed that all 50 spaces will be used on a daily basis.

The TRICS car arrival and departure profile for the Bucks University site has been used to predict the level of staff vehicle trips based on a restrained parking accumulation of 50 spaces, as summarised on the table below.

Time	Arrive	Depart	Totals	Accumulation
07:00-08:00	5	0	5	6
08:00-09:00	16	0	16	22
09:00-10:00	19	2	21	39
10:00-11:00	9	1	10	47
11:00-12:00	3	2	5	48
12:00-13:00	4	2	5	50
13:00-14:00	2	3	5	49
14:00-15:00	2	3	5	48
15:00-16:00	1	11	12	38
16:00-17:00	1	25	26	15
17:00-18:00	2	10	12	6
18:00-19:00	2	4	6	4
Daily	65	65	130	

The postcode information provided as part of the travel survey for student LSI staff and students has been used predict the distribution of traffic on the local highway network.

The percentage of people living in each postcode area and the likely routes to Allianz Park from each (based on Googlemap directions) has been used to predict the distribution of development traffic on the local highway network, as summarised in the table below.

Direction of travel when travelling to Allianz Park site by fastest route	Number of People	Percentage %
GNW (South-East)	29	11
GNW (North-West)	110	41
A41 (North)	109	41
Bunn's Lane (East)	6	2
Page Street (South)	2	1
Pursley Road (West)	3	1
M1 Sliproad (East)	8	3
Total	267	199

Saracens staff

An online travel survey was circulated to all Saracens staff shortly after their relocation in April 2013 to Allianz Park. Analysis of the results found that 74% of staff travelled to Allianz Park by car.

Events

There are various events held at Allianz Park and, for the purposes of monitoring travel, the events were divided into various types in the original travel plan:

- **Type A** – Saracens 1st XV home matches;
- **Type B** – Other “major events” held at the Stadium, for whatever purpose within limitations, when the forecast attendance is between 5,000 and 10,000 persons;
- **Type C** – Intermediate (non-major) events when attendances of more than 500 but fewer than 5,000 are forecast;
- **Type D** – Events involving fewer than 500 participants, including events at the stadium comprising, for example, hospitality, training and/or corporate events and/or other lettings of the accommodation and facilities in the stadium, as well as other uses of the catering facilities;
- **Type E** – Day-to day activities;
- **Type F** – School sports events organised by the schools themselves, not Allianz Park.

A number of surveys have been carried out to identify the following baselines for event type:

- Type A – travel by car 39%, travel by public transport 19.5%, by cycle 2.5%, by coach/shuttle service 30.5%, by walking 3.5%, by taxi 3%, and powered two-wheeler 2%;
- Type B – no events had been held at the time of the 2014 TP, and none were scheduled for the 2014/15 season;
- Type C – hypothetical events and thus no data is available;
- Type D – no precedent for this type of event;
- Type E – travel by car 77%, travel by public transport 11.5%, by cycle 5%, by walking 0.5%, taxi by 2% and powered two-wheeler 4%; and
- Type F - travel by car 70%, travel by public transport 20%, by cycle 0.5%, by coach 7%, by walking 2% and by taxi 0.5%.

Parking Provision:

A total of 669 car parking spaces are currently provided at the Allianz Park site, which is below the maximum of 700 spaces which allowed with the consent for the redevelopment of the East stand. The location of these spaces is as follows:

- Loop Road – 29 car parking spaces used for coach and operational parking on a match day;
- Public Access Parking – 48 parking spaces including 16 spaces capable of providing disabled parking;
- Allianz Stadium Parking – 58 parking spaces capable of providing disabled parking;
- Southern Car Park – 534 spaces including 15 Electric Vehicle Charging Spaces;

The Redgra parking area to rear of Copthall Cottages is only used as parking for coaches and media vehicles on match days and as such is not used by the general parking. Parking for coaches and operational purposes is also provided on the oneway access loop road to the west of the stadium on match and major event days.

Gates provided at both ends of the access road so that the use of this area can be controlled.

The main tarmacked parking area is divided by a gate, which is generally open but can be closed to secure access to eastern end of the car park. All of the parking to west of the gate (32 standard spaces and 16 disabled spaces) is uncontrolled (with the exception of match days and event days) and provides general parking for the community facilities surrounding the site as required by Condition 88 of the planning permission.

Although the parking spaces to the east of the gate in the main car park are all marked as disabled, the travel plan indicates them to be blue badge priority parking, so that, with the exception of match days and event days, they are typically used for general parking with 2 blue badge spaces being capable of accommodating 3 cars if additional space for access is not required.

Access to the grasscrete parking area is from the eastern most end of the permanent parking area by way of a manual gate. The alignment and position of the entrance to the grasscrete parking area means that it is only visible at the very eastern end of the main car park area and the change of surface indicates that it is less formal in nature. As such the main car park tends to fill up first before this area is used.

In terms of how the overall parking in this area operates, the gates dividing the various areas are standard gates provided for security purposes rather than to control access when the site is in use. Except for large events, for which parking is managed, use of the main car park is uncontrolled. Because of the requirement to provide public parking on the western end of the car park combined with the lack of movement control, parking in the main area tends to be a free for all. As a result of this, to accommodate parking to the legitimate weekday uses at the stadium, the temporary South car park has also needed to be used on occasions.

In any event, the gate to the Southern car park cannot now be closed, as electric charging bays are now provided at the northern end of car park.

Parking has operated in this manner since the opening of the new East stand 2013 and there have been no issues in highway terms as a result of the current use of this parking area.

To maximise the use of sustainable transport and to minimise the negative impact on the local community of car movements associated with match-days and other major events, an extensive controlled parking zone (CPZ) operates, preventing parking by vehicles lacking a permit in the roads near to the stadium. The operation of the match day CPZ is monitored as part of the Stadium Travel Plan.

There are two car parks on-site for the general public, P1 (Grasscrete) and P2 (Disabled). Other satellite car parks that are nearby to the stadium are also available and are listed below:

- Power League
- Power League (Grass)
- Hasmorean Girls
- Dollis Junior

- Dollis Infant
- Middlesex University
- Copthall School

To book and purchase a car parking space at any of these car parks for a match day is available on the Saracens website and parking is only available by prebooking. The parking that gives access to the site is limited and therefore non-car methods are encouraged when travelling to Allianz Park.

Changes to Parking to the West of the Stadium

Permission is being sought for the resurfacing of the land to the rear of Copthall Cottages for use by media vehicles and spectator coaches during major events and for Middlesex University staff at other times.

This area is currently already used as parking for media vehicles and spectator coaches. The only change in vehicle trips would arise from its day to day to by Middlesex University and this is considered separately.

It is also proposed to amend the access to the West stand from Greenlands Lane and, in doing so, create new landscaped areas and space for informal leisure and recreation on the land in front of the new stand.

The existing operational parking provided on the one-way access loop road to the southwest of the stadium, which is also only used for match days and major events, will be lost as result of the proposals. Team coach and ambulance parking will be provided in the bays in front of the new West stand.

Formalisation of the Use of the Southern Car Park to cater for Weekday Events

It is proposed to formalise the controlled use of the existing Southern Car Park, which provides 534 spaces, for non-match day events. Use of this parking for match days and major events is already consented, because of the requirement to provide public parking on the western end of the car park combined with the current lack of movement control, parking in the main area tends to be a free for all. As a result of this, to accommodate parking to the legitimate weekday uses at the stadium, the temporary South car park has also needed to be used on occasions to host community events at the site. It is also the case that the gate to the Southern car park cannot now be closed, as electric charging bays are now provided at the northern end of car park. Hence currently the stadium parking operates as a free for all at the current time. Parking has operated in this manner since the opening of the new East stand 2013 and there have been no issues in highway terms as a result of the current use of this parking area. Hence, consenting the use of this parking during

the week will not give rise to new trips by car on the highway network, but rather will formalise what has been occurring since the stadium was improved to accommodate Saracens Rugby Club in 2013. There have been no issues in highways terms with the current use of the grasscrete parking area. Indeed, as part of this proposal, it is proposed to introduce automatic parking controls, with all parking save for the public parking area needing to be authorised.

Proposed Parking Provision and Management

The number of parking spaces on site following the proposed redevelopment of the west stand will be:

- Redgra Area – 50 Middlesex University spaces including 5 disabled spaces;
- Public Access Parking – 52 parking spaces including 16 spaces capable of providing disabled parking;
- Allianz Stadium Parking – 58 parking spaces capable of providing disabled parking;
- Southern Car Park – 534 spaces including 15 Electric Vehicle Charging Spaces;
- The total number of parking spaces provided on site will be 694 spaces including

79 spaces capable of providing disabled parking and 15 electric vehicle charging spaces. This is 25 spaces more than is currently provided on site and still below the maximum of 700 spaces consented for the East stand planning application.

On-Site Car Parking Management

It is proposed as part of the development to introduce parking controls at the Allianz Park site on an everyday basis. Car parking is already closely managed on match and event days. As non-match day parking is generally uncontrolled at the moment, the introduction of parking controls will have positive implications on the day to day operation of the site.

Redgra Area

On non-match days this parking area will provide a maximum of 50 parking spaces including 5 disabled spaces for Middlesex University staff and students with exceptional circumstances will be managed with the same access system that the University has at its Hendon campus. Access will be enabled for permit holders and they will gain access by swiping in with an ID card.

On match days the Redgra parking area will continue to provide parking for coaches and media vehicles.

Public Access Parking

On-non match days open access to the public of the western end of the main Allianz Park car park needs to be maintained but the potential for this parking to be used by Middlesex University students, and possibly even staff (given they have to pay for permits) will need to be controlled.

It is proposed that this parking area will be monitored by a CCTV system. If parking by students is identified then appropriate enforcement measures would need to be taken.

Should student or staff parking continue to be an identified problem then it would be appropriate to introduce some control on the use of the spaces, for example limiting the maximum duration of stay of these parking spaces to say 3hrs.

This would not affect their use by the general public (3 hours would cover most sports matches, dog walking etc.) but would prevent use by students and staff who stay at the site all day. However this might require a modification to the term of the existing S106 agreement to allow for controlled use by the public.

Sixteen spaces within this area are currently marked as being disabled spaces. It is proposed that three of these parking spaces will have a coloured tarmac treatment which will indicate that these spaces are reserved for blue badge holders at all times. New signage will indicate that the remaining 'disabled' spaces within this area can be used as standard parking on non-match days. The use of the permanent disabled spaces would be monitored through the travel plan and further spaces could be provided if demand required.

On match days this parking will continue to be controlled by Saracens' stewards to ensure that only cars with pre-booked parking spaces will be allowed into the car park.

Allianz Stadium Parking (Tarmac) and South Car Park

It is proposed that this parking area will be controlled at all times by a new barrier operated located in the same place as the existing gate, the barrier being controlled by an automatic number plate registration (ANPR) system. This will mean that only authorised vehicles will be permitted to park in this parking area.

As happens with rugby matches, parking will need to be pre-booked prior to visiting the site. The system will allow for communication from the barrier, to allow, for

example, electric cars which haven't pre-booked to obtain permission to enter the site, however any such vehicles will still need to be registered on the system to permit entry. Hence all movements into and out of the car park would be fully controlled and its use monitored.

All parking spaces within the main car park element of this area are currently marked as being disabled spaces. Thirteen of these parking spaces, those closest to the entrance to the stadium, will have a coloured tarmac treatment which will indicate that these spaces are reserved for blue badge holders at all times. The use of the permanent disabled spaces would be monitored and further permanent spaces could be provided if demand required.

New signage will indicate that the remaining 'disabled' spaces within this area can be used as standard parking on non-match days.

On match days this parking will continue provide priority disabled parking and will be controlled by Saracen's stewards to ensure that only cars with pre-booked parking spaces will be allowed into the car park.

Hence while use of the South car park would be formalised, its use would be fully controlled, which is a significant improvement over the current arrangements. The need to pre-book parking provides the stadium with an opportunity to promote options for travel to the site by non-car modes and car sharing at the time parking spaces are booked.

Equally, the fact that vehicle movements to and from the site will be recorded means that use of the stadium parking under different conditions to be easily recorded. This combined with information on visitor numbers can be used to establish more accurately the car mode share of trips to Allianz Park for a range of events, and hence for the effectiveness of travel plan measures to be monitored by the club for a range of different events and conditions.

Cycle Parking

Currently there are 40 covered cycle parking spaces located to the north of the existing west stand. Condition 82 of the planning consent indicates the provision of 300 cycle parking spaces, although this is under the context that these numbers are to be reviewed as part of the on-going operation of the Stadium Travel Plan.

The 40 spaces provided meets the existing parking demand although its location in a quiet area to the north of the West stand is not well related to the existing main East Stand.

The existing 40 covered cycle parking spaces provided to the north of the West stand will be retained and a further 30 new stands, providing 60 spaces, will be located within the new concourse area to the west of the stadium. An additional 5 new stands, providing parking for 10 cycles, will be provided to the south of the East stand.

The cycle parking provided would conform to the standards set out in Chapter 8 of the London Cycle Design Standards (TfL). Showers and changing facilities will be provided within the new West stand.

Therefore, following the development cycle parking on site will increase from 40 spaces to a total of 110 spaces. On a day to day basis the potential increase in travel demand to Allianz Park by bicycle as result of the proposed development will be associated with the expanded use of the site by Middlesex University.

Servicing:

Service access to the new West Stand will be via the Redgra parking area to the rear of Copthall Cottages by means of an access gate provided in the southwest corner of the car park. Service access to the East stand will be unaffected by the proposed development.

Transport Implications on Local Highway Network

Traffic surveys were undertaken on Thursday 15th and Saturday 17th September 2016. The weekday surveys were undertaken for the periods 06:30–09:30 and 16:00–19:00 and the Saturday survey over 13:30–15:00 and 16:45–18:30 period.

A rugby match was held on the Saturday (Saracens vs Northampton Saints) which started at 15:00. The Saturday survey timings are thus designed to catch the arrival/departure flow of traffic to the match.

The junctions surveyed were:

- Bunns Lane double mini roundabouts;
- Fiveways signal junction; and
- Greenlands Lane/Great North Way priority junction.

Traffic surveys were also undertaken on Tuesday 11th October 2016 between 07:00–09:30 and 16:00–18:00 at the following junctions:

- Page Street/Champions Way priority junction; and
- A1 Great North Way/ Holders Hill Road/Parson Street signal junction.

The change in traffic flows arising from the development will be assessed against the 2016 surveyed flows weekday peak periods. Junction assessments will be undertaken for a future design year of 2021, 5 years after the submission of the application.

Local traffic growth factors for Barnet have been obtained using the TEMPRO computer programme, as detailed below:

- 2016-2021 AM Peak - 1.0712
- 2016-2021 PM Peak - 1.0731

In terms of committed development this has been considered to include the submitted planning applications at the nearby Barnet Copthall leisure centre and Hasmorean School. The proposed redevelopment of the Barnet Copthall leisure centre is not predicted to generate any additional trips on the local highway network. The Copthall Green Spaces Operational Hub is predicted to generate very few new trips on the road network, and as such has been assumed to have no material impact on traffic flows. Predicted traffic flows associated with the Hasmorean School development in the AM and PM peak periods (08:00-09:00 and 16:00-17:00) have been taken from the application assessment.

The small increase in spectator capacity of the stadium from 9,997 to 10,176 nor the increase in capacity to 15,000 for one match per year is predicted to lead to an increase in vehicle trips to the stadium, given that match day parking arrangements will be unaltered by the proposed development. Likewise, the formalisation of the southern overspill car park for general use rather than just on match and major event days is not predicted to increase vehicle trips to the stadium compared with current conditions.

The only increase in vehicle trips to the stadium is predicted to be associated with the 50 parking spaces to be provided for Middlesex University within the parking area to the rear of Copthall Cottages. This parking area is already used on match days for media and coach parking and therefore there will be no increase in vehicle trips at a weekend.

The traffic flow increases on the local highway network are as follows.

Junction	AM Peak			PM Peak		
	Existing	Dev	Change	Existing	Dev	Change
Pursley Rd/Page St Double	2322	1	<0.5%	2238	1	<0.5%

Mini-Roundabout						
Champions Way/Page Street	1155	16	1.3%	1045	15	1.4%
Fiveways Signal Junction	5703	15	<0.5%	5870	14	<0.5%
Greenlands Lane/A1 Great North Way	2840	0	0	2017	11	0.5%
Holders Hill Road/A1 North Way Signal Junction	4895	7	<0.5%	4303	11	<0.5%
M1 Slip Road	2748	0	0	2289	1	<0.5%

Increased Travel Demand by Non-Car Means – Middlesex University

In relation to the increased use at Allianz Park by Middlesex University there is predicted to be 91 trips by bus, 44 trips by rail, 50 journeys by foot and 8 by bicycle to Allianz Park by students, with slighter fewer trips in the PM peak period.

Across the day there are predicted to be a total of 536 (268 arrivals and 268 departures) trips by public transport, 200 (100 arrivals and 100 departures) by foot and 32 by bicycle (16 arrivals and 16 departures).

Based on the postcodes obtained from the 2016 travel survey of students currently at Allianz Park and using the TfL journey planner it is estimated that 66% of bus passengers would use service 113, 33% would use service 221, and 1% would use service 240. In the AM peak hour this would equate to 60 arrivals on service 113 (6 services in each direction), 30 arrivals on service 221 (6 services in each direction) and 1 arrival on service 240.

Other Measures to Improve Non-Car Accessibility

The University has also considered in the past the possibility of providing a shuttle bus service, possibly between the site and the Hendon Campus.

The potential to provide such a service will be reviewed as part the Travel Plan; it would be assessed whether there was demand for such a service and it would need to be set against other measures being considered.

The Copthall Planning Brief identifies the need to improve way-finding signage within the Copthall sports and recreation site and to improve pedestrian and cycle links to Middlesex University's Hendon campus to the south. It is set out earlier in the report that the applicant is to carry out a pedestrian and cyclist signage review for the route between Allianz Park and Middlesex University. and enter into a highway agreement under S278 with the highway authority to implement agreed works prior to occupation. Works to be implemented 3 months post occupation.

Construction:

Based on experience from the construction of the East stand is expected that there would be around 4,000 construction vehicle movements over the construction period or on average 14 movements per day.

It is likely that there would be periods of peak activity on site, for example when the concrete slab foundations are being poured, but these peak periods would be managed to ensure as little disruption to the highway network as possible.

In addition it is likely that construction staff would peak at around 60 staff on site on any one day, equating to around 30 vehicle movements.

A Construction Management Plan will be conditioned to be provided.

Recommendation

The development is recommended for approval subject to the applicant entering into a S106 agreement and appropriate conditions and informatives. In terms of Green Belt weighting this is considered a neutral factor.

3.10 Sustainability

London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

London Plan Policy 5.2 'Minimising Carbon Dioxide Emissions' requires all residential developments to achieve a 40% reduction in carbon dioxide emissions on

2010 Part L Building Regulations. The London Plan Sustainable Design and Construction SPG 2014 updated this target of 35% on 2013 Part L Building Regulations. Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. The Further London Plan Chapter 5 policies detail specific measures to be considered when designing schemes including decentralised energy generation (Policies 5.5 and 5.6), renewable energy (Policy 5.7), overheating and cooling (Policy 5.9), urban greening (Policy 5.10), flood risk management and sustainable drainage (Policies 5.13 and 5.15).

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy.

The application is supported by an energy statement which advises that through combination of energy efficient and sustainable measures which address the Mayors Energy Hierarchy will result in a greater than 35% reduction in CO2 emissions, through a mixture of factors including:

- a very well insulated and air tight building skin;
- minimising hot water use will by including low flow showers and taps;
- efficient mechanical heat recovery ventilation;
- efficient heating and cooling systems;
- waste heat recovery; and
- air source heat pump hot water generation.

These details have been considered by the GLA who consider them broadly acceptable subject to clarification regarding various issues.

While this matter results in a beneficial element in regards to the weighing up of green belt balance, account needs to be taken of the fact that this is required in any event regardless of its greenfield location in order to satisfy London Plan Policy and as such is appropriated low to medium weight.

3.11 Flood Risk

Policy CS13 of the Barnet Core Strategy states that "we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does no cause harm to the water environment, water quality and drainage systems. Development will utilise Sustainable Urban Drainage

Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels”.

Policy 5.13 of the London Plan states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

1. store rainwater for later use
2. use infiltration techniques, such as porous surfaces in non-clay areas
3. attenuate rainwater in ponds or open water features for gradual release
4. attenuate rainwater by storing in tanks or sealed water features for gradual release
5. discharge rainwater direct to a watercourse
6. discharge rainwater to a surface water sewer/drain
7. discharge rainwater to the combined sewer.

A Flood Risk Assessment has been carried out in support of the application. The FRA confirms that the site is located within Flood Zone 1 which is considered to be an area least susceptible to flooding, and also that the proposed end use proposed is considered to represent a ‘Less vulnerable development’ in accordance with Table 2 Flood Risk Vulnerability in the ‘Technical Guidance to the National Planning Policy Framework’ (TGNPPF). Such development, is considered as appropriate with Flood Zone 1 and as such the development passes the Sequential Test. Allianz Park, Greenland Lane, London NW4 1RL

The Assessment considers the impact the increase in hard landscaped areas when compared with the existing and how the applicant intends to manage the surface water run-off from the development area entering the local drainage ditches by utilizing Sustainable Drainage Systems (SUDS).

The assessment explains how the proposed development will implement SUDS where possible in accordance with local SUDS hierarchy and various methods of attenuation will be used throughout the site for the discharge of surface water as infiltration techniques are unsuitable due to the underlying clay sub-strata.

The proposed development uses permeable paving as the primary attenuation method but this is complemented by green/blue roofs and rainwater harvesting systems together with a new attenuation cell. The proposed scheme will lead to a reduction of 52.5% in the surface water discharge rate from the proposed West Stand to the existing drainage ditch on the south boundary of the application site and thus to the Hendon Cemetery Drain.

All foul drainage will be discharged from the site to the public sewer system. The foul flow discharge rate will be limited to the previously accepted 15 litres/second and may include attenuation if found to be necessary.

The Environment Agency and the Council's Drainage officer have been consulted on the application however no comments have been received at the time of writing of this report. However given the low risk of flooding and the less vulnerable designation of the site it is considered that the application can be satisfactorily determined.

3.12 Air Quality

The Environmental Statement incorporates an assessment of the impact of the development on air quality in the surrounding area. The air quality assessment has been fully reviewed by the Council's Scientific Services Team who concur with the findings of the report which concludes that any incremental increase in pollution would be negligible.

In relation to green belt balancing this is considered a neutral factor as there is no worsening or betterment over the existing situation.

3.13 Ground Conditions

The Environmental Statement incorporates an assessment of existing ground conditions, which has been assessed by the Council's Scientific Services Team who advise that they have no objection to the scheme subject to appropriate conditions.

In relation to green belt balancing this is considered a neutral factor as there is no worsening or betterment over the existing situation.

3.13 Historic Environment / Archaeology

The applicant submitted a Historic Environment Desk Based Assessment (AB Heritage, August 2016) and a Geophysical Survey Report (AB Heritage, August 2016). The Assessment identified a potential for historic field boundaries and the possible route of a Roman road. The subsequent geophysical survey however did not reveal any discernible, significant archaeological features. Although London Clay on which the site is located does not produce the clearest geophysical results, the lack of any potential features suggests that the archaeological potential within the site is limited.

English Heritage Archaeology have examined this document and have advised that no further archaeological investigations are required.

3.14 Environmental Scoping

It is noted that the Environmental Scoping opinion request submitted prior to the submission of the application under planning reference 16/5830/ESC was accepted by the Council on the 28th November 2016 confirming that the Council was satisfied with the proposed scoping report.

3.15 CII

Barnet Community Infrastructure Levy

The Community Infrastructure Levy (CIL) potentially applies to all 'chargeable development'. This is defined as development of one or more additional units or development seeking an increase to existing floor space greater than 100 square metres.

Barnet Council is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in The London Borough of Barnet. Barnet Council adopted a CIL charge on 1st May 2013, set at a rate of £135 per square metre, plus indexation, on residential and retail development within the borough. All other uses and undercroft car parking areas are exempt from this charge.

The calculation of the Barnet CIL payment is based on the floor areas of the development and it is calculated that the development would require a contribution of £315,360.

Mayoral Community Infrastructure Levy

The Community Infrastructure Levy (CIL) potentially applies to all 'chargeable development'. This is defined as development of one or more additional units or development seeking an increase to existing floor space greater than 100 square metres.

The Mayor of London is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in Greater London. The Mayor of London adopted a CIL charge on 1st April 2012. This set a rate of £35 per square metre on all forms of development in Barnet, except that which is for education and health purposes (which are exempt from this charge).

The calculation of the Mayoral CIL payment is calculated as requiring a contribution of £202,230 towards Mayoral Cil.

3.16 Planning Obligations

Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure; facilities and services to meet the needs generated by development and mitigate the impact of development.

A S106 was attached to the original approval under planning application H/00928/11 dated 30th March 2012.

It is necessary for the applicant to enter into a Deed of Variation to this agreement. The applicant is also proposing the following changes to the approved S106, the detail of which will need to be discussed and agreed with Legal and Council Officers. Although the majority of changes are considered minor in nature and don't raise any substantial planning issues.

An additional contribution of £30,000 is required for the widening of the footpath through the car park of the Copthall Leisure Centre. The applicant is also required to carry out a pedestrian and cyclist signage review for the route between Allianz Park and Middlesex University. and enter into a highway agreement under S278 with the highway authority to implement agreed works prior to occupation. Works to be implemented 3 months post occupation.

	Existing provision in s106 agreement	Proposed replacement or change	Comments
	Clause 1-12		
1	Registered addresses	Needs updating insert new address: Allianz Park, Greenlands Lane, Hendon, London, NW4 1RL	Change required to reflect the HQ for SRC.
2	Planning Permission	Details to be updated and the description of the development [Schedule 1 description of Development] and references to the West Stand throughout. This necessarily involves updating the definition of 'Planning Application' and 'Planning Permission'.	Change required to reflect the extant Application.
3	Interpretation	Clauses will need the condition numbers and references updated For example (as described above): 'Planning Permission'; 'Planning Application' We also propose two new definitions: 'Major Rugby Event' – the description would be 'Consent to hold a Major Rugby Event once per season with a temporary increase in capacity of 15,000. Prior to the use of the Stadium for the event allowed by this permission A Travel Action Plan etc. will be agreed with LBB.'	Change required to cover the approval of the 15,000 event – this should be called a 'Major Rugby Event' to fit with the other S106 terminology, and to be

		'Travel Action Plan' – this can and should be reviewed each year in advance of the event and agreed with LBB before the event talks place as we did this year.	clear that it is separate from the other major events that are already permitted.
	Contributions and Fees [Clause 8]	Paid obligations – SRC to receive comprehensive confirmation that they are discharged, and then they can be removed from the revised agreement.	Change required to reflect the fact that payments have been made.
	Guarantees and Bonds [Clause 10]	The fifth anniversary of the Bond will be Feb 18 2018 –the timing review should be carried out now and the sums reduced. SRC paid a cash bond, and would like the bond to be reduced to £30k. Once agreed, this clause can be substantially redrafted and all references to a bond removed. Instead it can be noted that LBB have a SRC cash deposit (interest to be added).	Change required to reflect that SRC have operated successfully at the Stadium now for a number of years and seasons.
	Description of Development [Schedule 1]	Change required to reflect the extant Application description.	Description of development from new application will need to be inserted
	Interpretation clause 1 / Glossary of terms used in planning conditions [Schedule 2]	Change required to reflect the new/2017 planning conditions.	Revised Glossary of Terms to be added to reflect changes
5	'Southern Recreation Area' & 'Redgra Area'	All references and agreements in relation to these will need to be changed as they will no longer be available for community use, and in use as car park now including non-match days.	Change required to reflect what will be the new Permission and the changes that it will enable.

6	'Stadium Travel plan coordinator'	To be changed this so that it can be an in-house position at SRC, and with assistance of a consultant when required by SRC.	Change required to reflect the fact that the SRC match day team having been dealing successfully with match day travel for several seasons at AP, and SRC operate match day themselves.
8	'Stadium Travel Plan steering group'	In line with the reduction of the monitoring, SRC would like this to be a body that is only convened if changes are required to any of the plans that they sit over.	Change required to reflect the fact that the SRC match day team having been dealing successfully with match day travel for several seasons at AP, and SRC operate match day themselves.
9	'Traffic management cost'	SRC would like to have this removed and we seek 'discharge/removal' on that basis.	Change required to reflect the fact that the SRC match day team having been dealing successfully with match day travel for several seasons at AP, and a

			very substantial amount of money (£700k) has already been paid over to LBB.
10	'CPZ costs'	To be limited to the £15k per year that has been agreed.	Change required to reflect the fact that the SRC match day team having been dealing successfully with match day travel for several seasons at AP, and a very substantial amount of money (£700k) has already been paid over to LBB.
	<i>Obligations of Saracens and the SSF [Schedule 3]</i>		
13	Schedule 3 Part 1 – Obligations re carrying out development	This needs revising to reflect the above so in summary: a) the new planning permission, b) that all plans are now agreed, c) Southern recreation area and the Redgra as full time car parks now, d) CCSG to be changed to reflect that it has been set up now. e) Bio plan to be updated, in line with new Planning Permission. f) Sustainability report to be updated, in line with new Planning Permission.	Change required to reflect what will be the new Permission and the changes that it will enable.
14	Schedule 3 Part 2 – Transport & Local	This needs revising to reflect the above so in summary:	Change required to

	<p>Area Management Plan Obligations</p>	<p>a) Reference to all plans to be 'as agreed; and remove all the drafting in relation to draft plans.</p> <p>b) Travel Plan coordinator to be in house as noted above</p> <p>c) Traffic management costs - SRC have paid these, so when confirmed will need stripping out.</p> <p>d) CPZ costs reduced to £15,000.00</p> <p>e) Clauses 5.12 – 5.12.5 and Clause 6.11.2 repeat each other and are unnecessary; and should be cleaned up.</p>	<p>reflect what will be the new Permission and the changes that it will enable.</p>
<p>15</p>	<p>Schedule 3 Part 3 – Comprehensive Monitoring & Review Programme</p>	<p>This needs revising to reflect the above so in summary:</p> <p>a) Clause 8.4 - need to change the timing of the submissions under this clause, from 3 months to 1 month as events aren't planned that far in advance.</p> <p>b) Review periods for all reports.</p> <p>c) Clause 8.3 –to be removed as it relates to the first match which has already taken place.</p>	<p>Change required to reflect what will be the new Permission and the changes that it will enable.</p>
	<p>Monitoring and Review provisions Defined term 'Comprehensive Monitoring and Review Programme' [Schedule 3, Part 3] and Appendix 7</p>	<p>Community obligations</p> <p>The monitoring of this to be changed to every 3 years; since moving into and operating from the Stadium, it is clear that it is difficult to monitor performance every year, as some initiatives straddle years and also it is difficult to assess results that quickly on some of the initiatives.</p> <p>Agreement of reports</p> <p>We propose all reference to 'drafts' is deleted and we start in an 'as agreed' position – with the new monitoring provisions commencing from that point on. This also needs to apply to other drafts such as the internal training area spec.</p>	<p>Changes required to reflect the practical realities of experience at the new Stadium and the successful interaction with LBB, SRC and SSF. Changes required on the basis that all the main plans will be the agreed versions. SRC are</p>

			currently updating them to reflect the last 5 years and will have these ready for the end of April 2017.
16	Schedule 3 Part 4 – Obligations of Saracens / SSF to Community Development	We propose change to timings etc. as before, and change to reflect the new Planning Permission.	Changes required to reflect the new Planning Permission and the changes that it will enable.
17	Schedule 4	TRO - Clause 2 should be removed as now not necessary.	Change required to reflect the new Planning Permission and the changes that it will enable.
18	Schedule 5	The Saracens Vision – no changes required.	
19	Schedule 6	SRC suggest that this is changed this to a requirement to comply with all the agreed plans – and all other pre-existing text to be removed.	Changes required to reflect the practical realities of experience at the new Stadium and the successful interaction with LBB, SRC and SSF.

4. 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; and
- sexual orientation.

As mentioned above the proposal would improve access for persons with disabled with stadium designed to be fully wheelchair assessable with a total of 44 wheelchair viewing positions, with associated seats for helpers, located in a variety of positions. These positions include ground level at the front of the Stand, at elevated positions to the front of the seating terrace and high level at the rear of the West Stand. Within the seating deck and standing areas there will be facilities for those spectators who are blind or partially sighted to receive commentary during the match. 79 car parking spaces (i.e. over 11% of the total 694) designed to Blue Badge standards will also be provided.

5. CONCLUSION

In conclusion, the scheme is considered acceptable having regard to relevant policies and guidance representing an appropriate form of development which does not adversely affect the five criteria set out in the NPPF for assessing green belt applications and would also preserve the fundamental principles of Green Belt Policy in regard to their permanence and openness. The design of the proposal is considered appropriate to its context and the application would not result in any significant impact upon neighbouring amenity or on the adjoining highway network.

APPENDIX 1: Site Location Plan

