

HIGHGATE



A Planning Application by
HIGHGATE SCHOOL

In respect of
**Dyne House, Highgate School,
LONDON BOROUGH OF HARINGEY**

Transport Statement

January 2023



Document Management

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Document Review

	Status	Author	Checker	Approver	Date
01	Final	TW	GDG	DE	23/05/2019
A	Revision ^a	TW	GDG	DE	13/09/2019
B_Draft	Draft	TW	GDG	GDG	17/06/2022
B	Revision ^b	JM	GDG	GDG	20/01/2023

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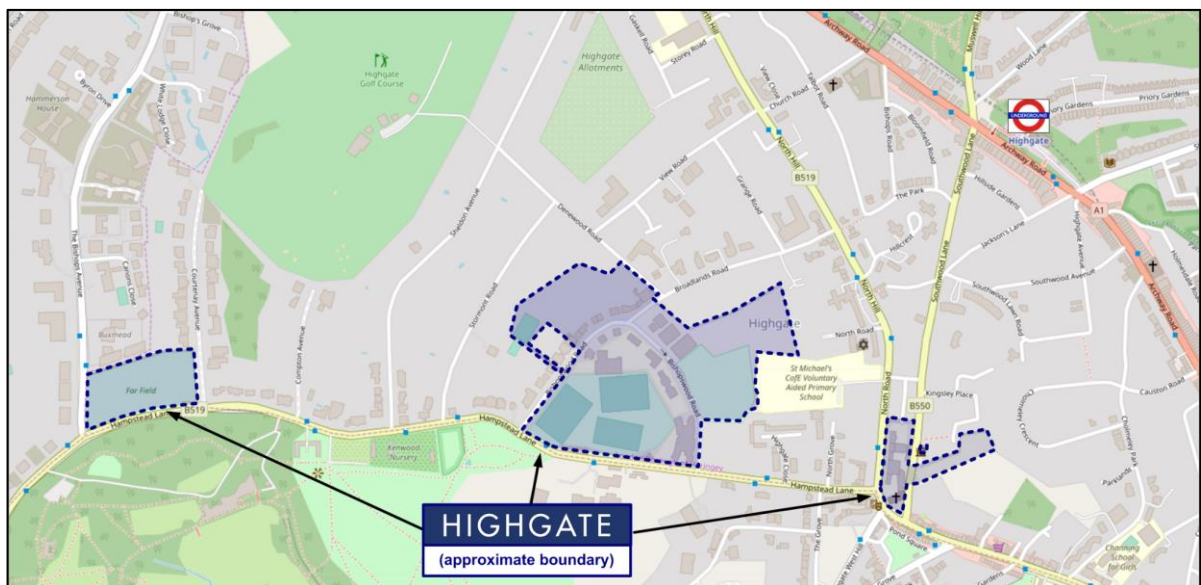
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1 Introduction

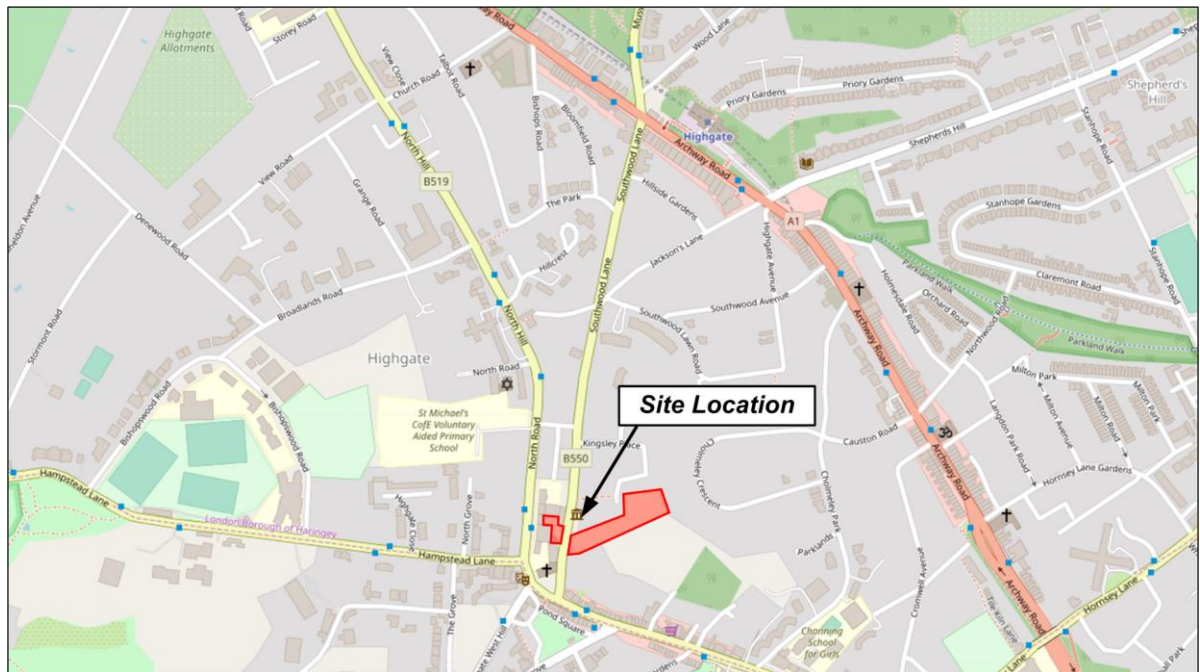
- 1.1 Transport Planning Associates (TPA/ we/ our) have been commissioned by Highgate School to provide transport and highways advice in relation to a number of proposed developments at Highgate School ("the School").
- 1.2 The School is located in Highgate, in London Borough of Haringey ("LBH"), and comprises a number of buildings and sites along Bishopswood Road, to the north of Hampstead Lane, and on the south section of the B159, North Road, and the B550, Southwood Lane.
- 1.3 A Site Location Plan, illustrating the extent of the School, is provided at **Figure 1.1**.

Figure 1.1 Highgate School



Note – indicative boundaries (for illustrative purposes only)

- 1.4 This Transport Statement ("TS") deals with the redevelopment proposals at Dyne House ("the Site"), consisting of the extension and refurbishment of the existing structures to provide a range of additional facilities, in addition to an improved access; a more detailed description will be given later in this TS. The Site is located along Southwood Lane, as shown in **Figure 1.2**.

Figure 1.2 Site Location

Source: © OpenStreetMap contributors

- 1.5 The proposals are part of the wider Masterplan at the School, and are set out in a Supplementary Planning Document ("SPD") prepared by the LBH together with the School. This SPD sets out the different proposals at the School in relation to the national, regional and local policies.

Report Structure

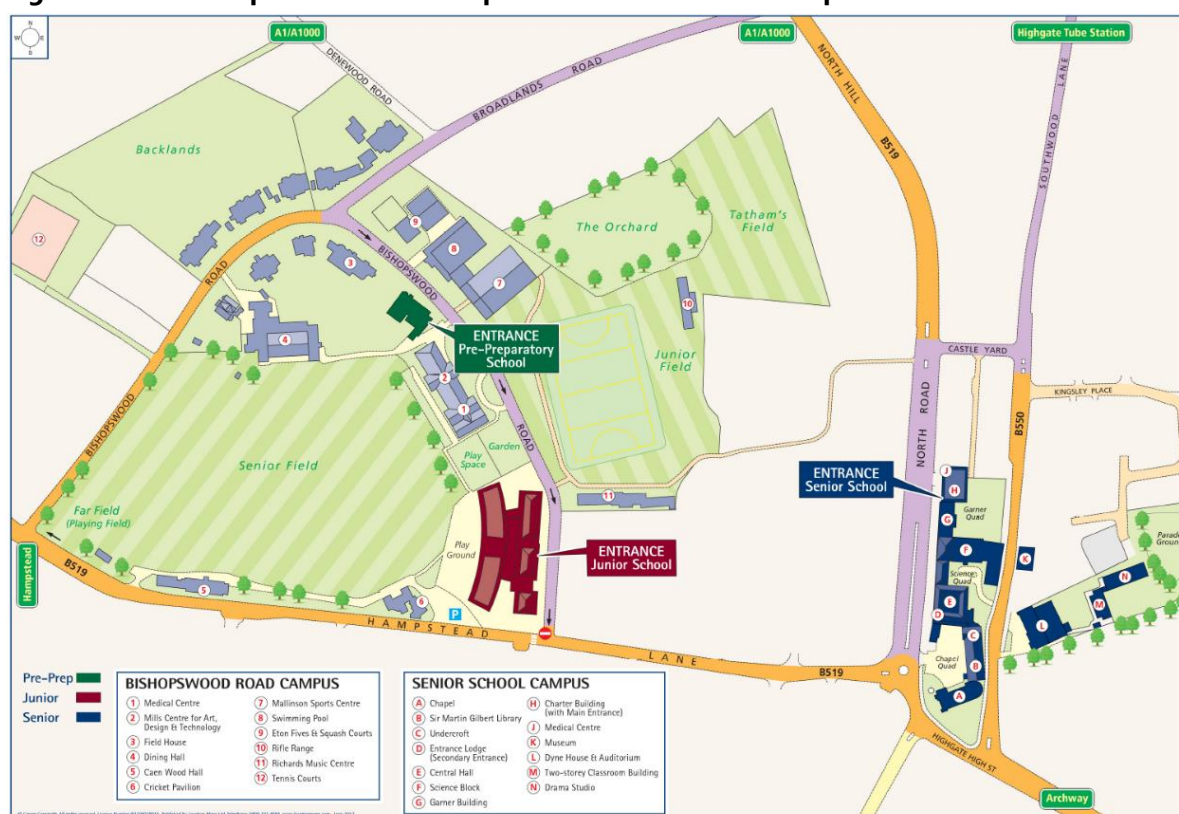
- 1.6 Following this Introduction, this TS is divided into the following Chapters:
- **Chapter 2** - Existing Situation – considers the sustainability and accessibility of the Site;
 - **Chapter 3** - Policy Review – considers national, regional and local planning policy and guidance which are applicable to the proposed redevelopment;
 - **Chapter 4** - Development Proposals – sets out the proposed development and access arrangements;
 - **Chapter 5** - Development Impact – reviews the likely trip generation of the redevelopment proposals and considers the likely impact the proposals will have on the local transport network;
 - **Chapter 6** - Summary and Conclusions – summarises the report and provides our conclusions.

2 The Existing Site

The School

- 2.1 The School, which is also a registered Charity, has significantly evolved since its formation. Today the School comprises the Pre-Preparatory School (ages 3-7), the Junior School (ages 7-11) and the Senior School (ages 11-18). It is a day school with no lessons currently on Saturdays (only activities, such as sports fixtures or outward bound trips).
- 2.2 The School consists of a number of buildings, which are located across two Campuses (**Figure 2.1**). The Senior School Campus, located to the east, comprises, among other buildings and facilities, the Senior School, the Science Block, the Chapel Quad and Dyne House. The Bishopswood Road Campus, located to the west, comprises the Pre-Preparatory and Junior Schools, the Mallinson Sports Centre, the Mills Centre for Art and DTE, the Dining Hall, the Richards Music Centre and the playing fields.

Figure 2.1 Bishopswood Road Campus and Senior School Campus



Source: www.highgateschool.org.uk

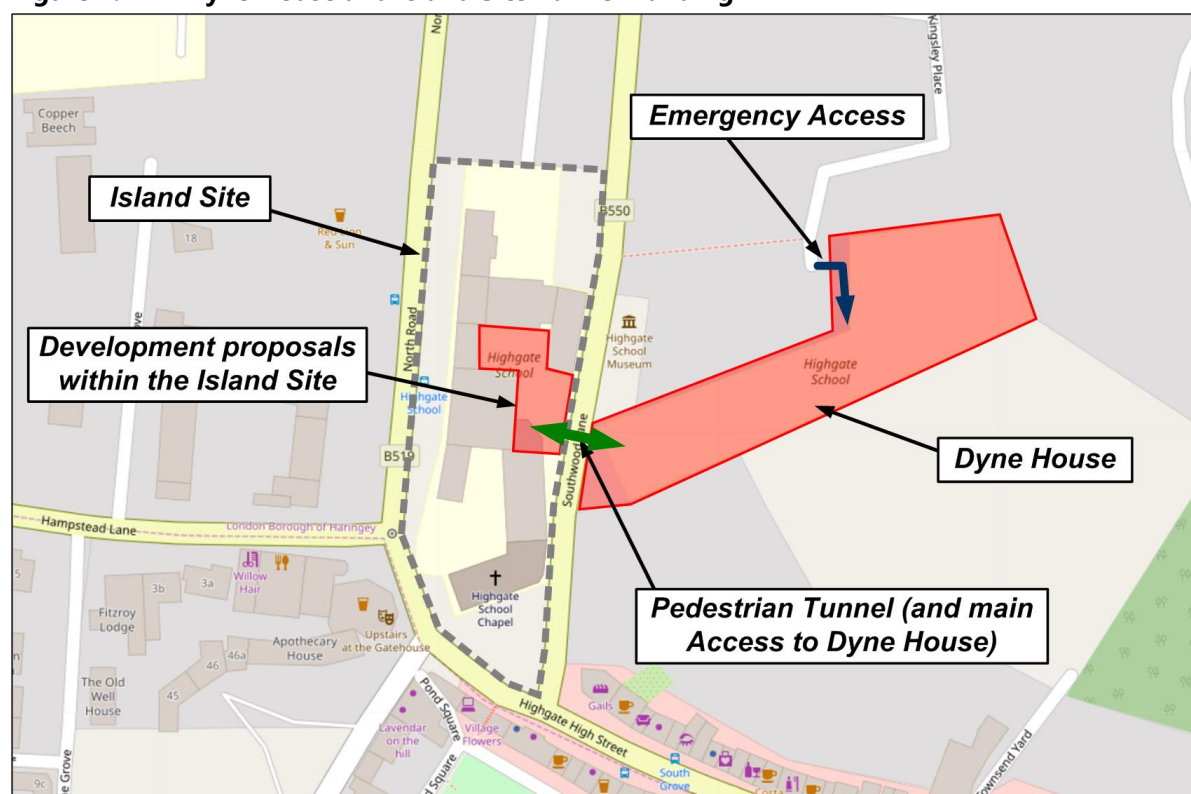
- 2.3 The School acknowledges the importance of sustainable travel, by encouraging walking and cycling and the use of public transport and the aim of reducing the number of vehicular trips and improve the

air quality and, ultimately, their staff and pupils' health. The above is achieved by a very successful, Gold Level STARS Travel Plan and the ongoing commitment to keep it updated.

The Site

- 2.4 The Site consists of Dyne House and the Island Site Tunnel Building, which lie to the east and to the west of Southwood Lane, respectively.

Figure 2.2 Dyne House and Island Site Tunnel Building



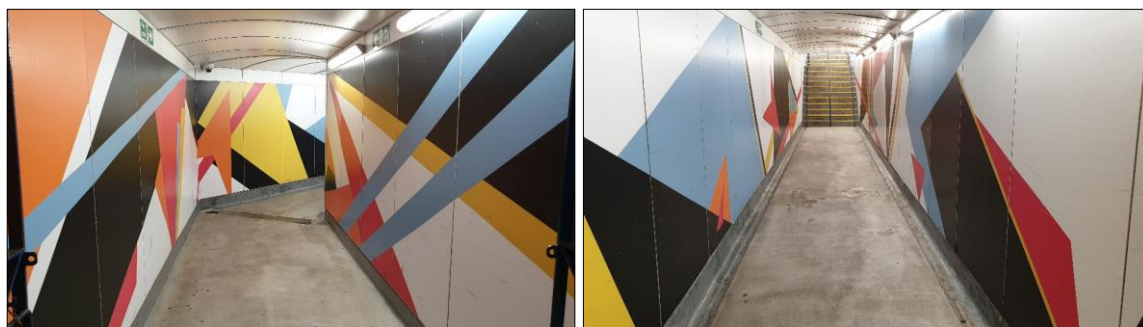
Source: © OpenStreetMap contributors

- 2.5 Dyne House building currently houses the Music Department and Sixth Form Centre. The teaching accommodation comprises 17 classrooms/ seminar rooms and numerous practice rooms and support facilities.
- 2.6 The remainder of the Site comprises the Classroom Building (1904), Gymnasium (1950) and the redundant open air swimming pool (1950). In addition, there are two pupil amenity areas; Gibbon Garden, located between Dyne House and the Classroom Building, and the Parade Ground, which occupies the whole of the east end of the Site.

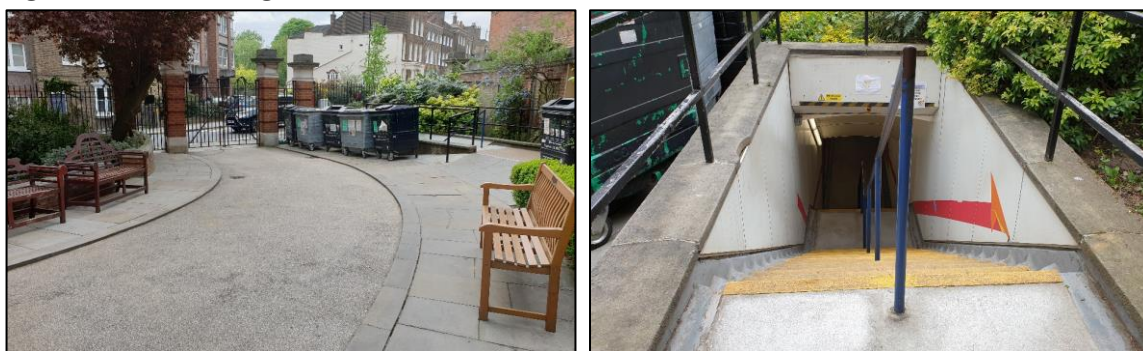
Figure 2.3 Dyne House

Site Visit undertaken on Wednesday 24 April 2019

- 2.7 Students and staff access Dyne House via a pedestrian tunnel under Southwood Lane (**Figure 2.4**). The tunnel connects Dyne House to the 'Island Site' (**Figure 2.5**), which is the main part of the Senior School. At present, access is via stairs, making it inaccessible to people with reduced mobility.

Figure 2.4 Pedestrian tunnel connecting Dyne House to the Island Site

Site Visit undertaken on Wednesday 24 April 2019

Figure 2.5 Existing Bin Stores and Tunnel Access

Site Visit undertaken on Wednesday 24 April 2019

- 2.8 Staff can alternatively access Dyne House from the entrance on Southwood Lane, even though this is not the main point of access and the tunnel is instead mostly used.
- 2.9 Informal, off street car parking with capacity for approximately 8 vehicles is provided within the Site and can be accessed via a dropped kerb on Southwood Lane. At the moment, this constitutes an informal and cluttered parking arrangement, as parking is unmarked and occurs in a very disorganised way (**Figure 2.6**).

Figure 2.6 Dropped kerb and informal car parking within the site boundary



Site Visit undertaken on Wednesday 24 April 2019

- 2.10 A gated emergency access point is located to the rear of the Site and off a cul-de-sac along Kingsley Place. Servicing and maintenance vehicles can also access the Island Site through a gate on Southwood Lane.

Pedestrian Infrastructure

- 2.11 Footways are provided along both sides of North Road, Highgate High Street, Southwood Lane, Hampstead Lane and other local roads. They have a width of approximately 5m (eastern side) and 3m (western side) on North Road, of approximately 2m on Highgate High Street and of approximately 2.5m to 3.0m on Southwood Lane. They link the Site to the local bus stops, other areas of the School and residential properties.
- 2.12 Students and staff move between the Senior School Campus and the Bishopswood Campus via a private footpath accessed from North Road by the St Michael's Church of England primary school. Movement from the different buildings is via footways, two zebra crossings (by Castle Yard) and this internal footpath.

- 2.13 Adjacent to the Senior School on North Road there is a Pelican crossing; it benefits from dropped kerbs, tactile paving and a refuge island with railings, to enable crossing the road in two stages.
- 2.14 In addition to the signal crossing there are also a number of Zebra Crossings located within the vicinity of the Site; these are focused on the mini roundabouts adjacent to the Site, particularly at Hampstead Lane, Highgate High Street, Highgate West Hill and Southwood Lane. All of the crossings benefit from dropped kerbs, tactile paving and refuge islands.
- 2.15 Street lighting is also provided along local roads for the benefit of local pedestrians and cyclists. The area immediately surrounding the Site is a mix of residential developments and some commercial land uses. The presence of footways and crossing facilities allows for convenient access through the local area on foot, including between school sites.
- 2.16 Overall, it is considered that the Site benefits from very good pedestrian accessibility, with bus stops, services and facilities and controlled crossings located within the vicinity of the Site and a safe connection between the different School buildings and facilities.

Cycle Infrastructure

- 2.17 Despite the absence of formal London Cycle Network routes within the immediate vicinity of the Site, the Site still is easily accessible by cycle users due to the informal cycle routes located locally, in addition to the high quality road network and the low speeds.
- 2.18 A total of 128 cycle parking spaces are provided within the School, across all its sites and buildings. Of these, 20 are covered (within the Junior School). At Dyne House, secure cycle parking is provided within the rear car park.

Public Transport

School Bus Services

- 2.19 The School provides a local school bus services for pupils, with three routes in operation. In addition, TfL runs an additional service, number 603. Bus route 603 operates between Muswell Hill and Swiss Cottage with two services in each direction in the morning and two services in each direction in the evening.

Bus Services

- 2.20 Two bus stops are located within close proximity to the Site providing direct connections to Brent Cross, Archway, Finsbury Park, Hampstead and Kings Cross. These bus stops are located on North Road, adjacent to the Site and are served by bus routes 143, 214 and 603.
- 2.21 In addition, two further services, the 210 and 271, operate from the bus stops on Highgate High Street. Route 210 provides additional connections to Brent Cross, Archway and Finsbury, while route 210 provides connections to Holloway, Highgate and Moorgate.
- 2.22 A summary of the local bus routes is available in Table 2.1.

Table 2.1 Bus Route Summary

Route Number	Route	Daytime Frequency		
		Weekdays	Saturday	Sunday
143	Archway Station - Highgate School – Finchley – Hendon – Brent Cross	Every 12 Minutes	Every 12 Minutes	Every 15 Minutes
210	Brent Cross – Golders Green – Archway – Finsbury Park	Every 10 Minutes	Every 10 Minutes	Every 12 Minutes
214	Highgate School – Kentish Town – Camden – Kings Cross – Finsbury Square	Every 7-8 Minutes	Every 7-8 Minutes	Every 12 Minutes
271	Highgate – Archway – Holloway – Highbury – Hoxton – Moorgate	Every 8 Minutes	Every 10 Minutes	Every 12 Minutes
603*	Swiss Cottage – Hampstead – Highgate School - East Finchley – Muswell Hill	4 per day (2 in AM 2 in PM)	No Service	No Service

Source: Transport for London, <http://www.tfl.gov.uk/>

Note *= School Service

- 2.23 The bus stop on the eastern side of North Road consists of a bus shelter with waiting area, while the bus stop on the western side of the road and the bus stops located along Highgate High Street consist simply of flag and pole design. Bus timetables are displayed at all of the bus stops outlined above.

London Underground / Rail Services

- 2.24 The Site is located approximately 800m south of Highgate Underground Station, on the High Barnet branch of the Northern Line; the station has regular services to a number of local destinations and residential area as well as south and central London. Northern line services run approximately every

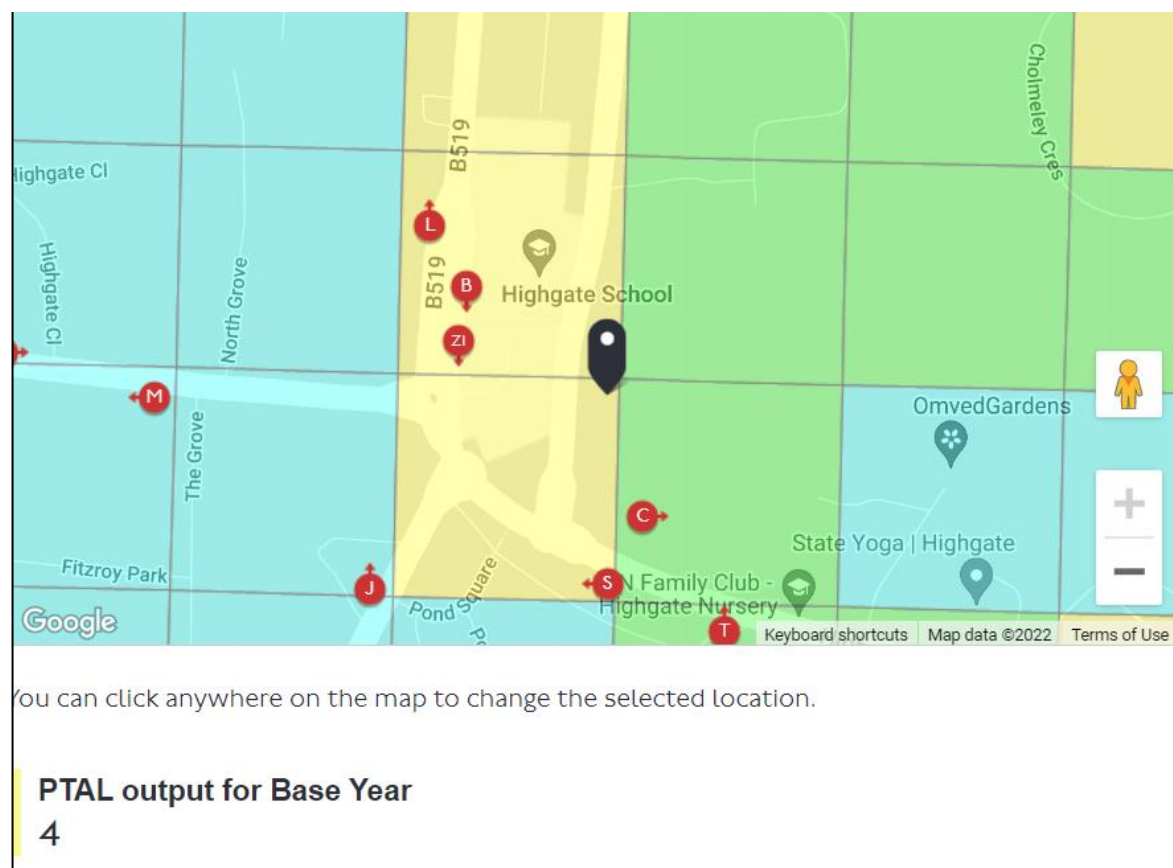
two to three minutes in both directions, during the peaks, when all the possible destinations are considered.

- 2.25 In addition, Upper Holloway Overground Station is located approximately 1,700m (a 20-minute walking distance) to the southeast of the Site. The station is located on the Gospel Oak to Barking Line, with services providing links to Tottenham, Gospel Oak, Walthamstow, Leytonstone and Barking. Rail services run at a frequency of every 15 minutes including on the weekend.

Public Transport Accessibility Level

- 2.26 Within London, PTAL is considered to be an accurate measure of the accessibility of a point to the public transport network, taking into account walk access and service frequency. When considering accessibility, a maximum walking distance of 640 m is used to access bus services and 960 m for rail services.
- 2.27 The PTAL score of the Site is 4, which equates to a good rating of public transport access. The PTAL map from TfL is shown in **Figure 2.7**.

Figure 2.7 PTAL



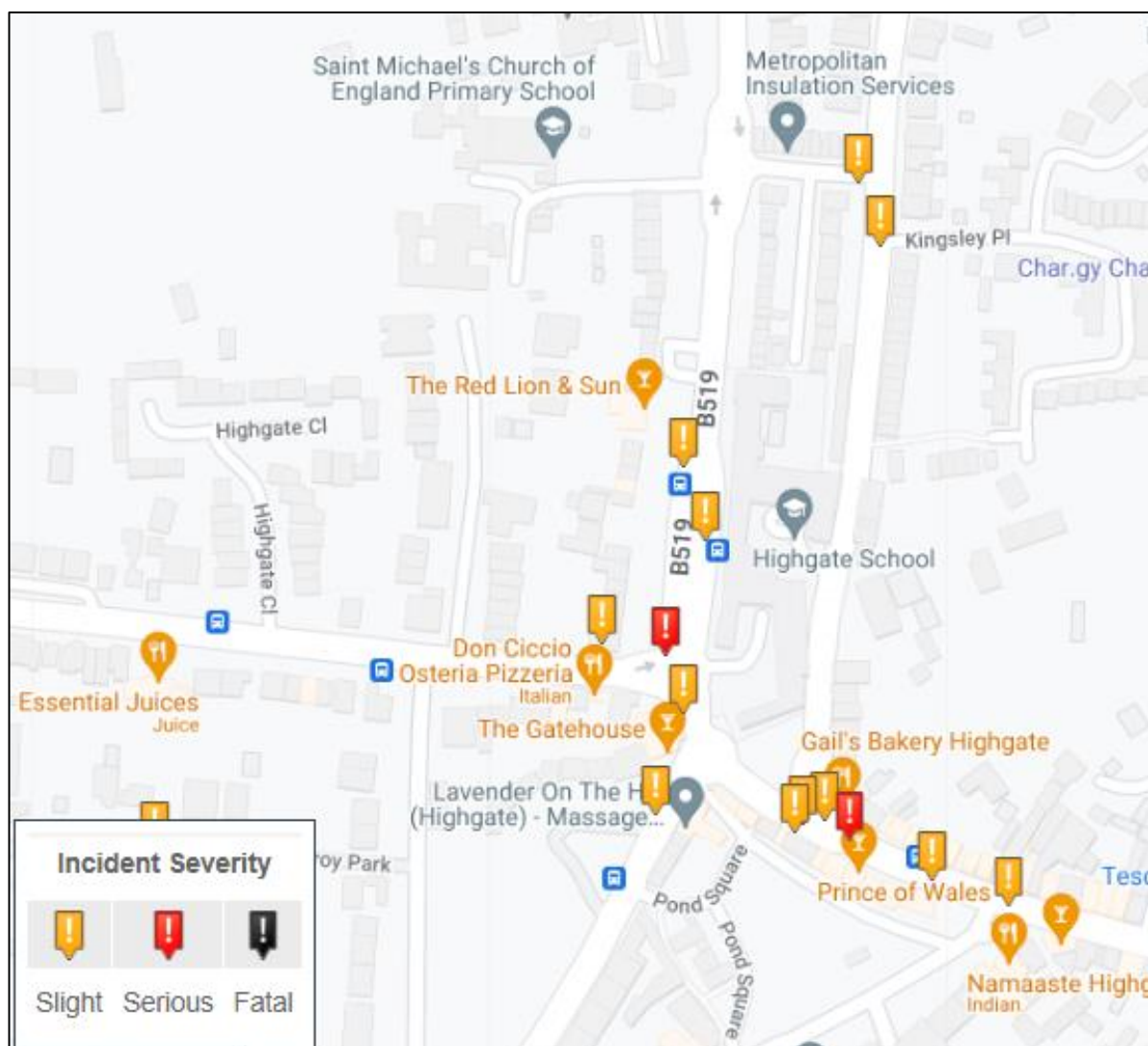
TfL

Local Highway Network

- 2.28 The Site is located adjacent to Highgate High Street, Southwood Lane and North Road. North Road and Southwood Street both run north to south, with Highgate High Street running east to west. Adjacent to the Site, North Road has two lanes in each direction; this continues for approximately 120m until the roundabout between Hampstead Lane / Highgate High Street and North Road. All the roads are subject to a speed limit of 20mph.
- 2.29 There are a number of mini-roundabouts within the vicinity of the Site, particularly along Highgate High Street at the junctions with Hampstead Lane, with Highgate West Hill and with Southwood Lane; these are all to the south of the Senior School Campus. All roads within the vicinity of the School are subject to the 20mph speed limit.
- 2.30 Southwood Lane is subject to a 7.5 tonne weight restriction; there are also traffic calming features along Southwood Lane in the form of speed humps.
- 2.31 Highgate High Street, Southwood Lane, North Road and Hampstead Lane are part of Highgate (HGA) CPZ and are subject to restrictions between 10am to 12 noon, Monday to Friday.
- 2.32 Highgate High Street, North Road and Hampstead Lane provide access from the Site to a number of local areas and to the A1. Hampstead Lane also provides links to the Bishopswood Road Campus. Southwood Lane is also classified as the B550 and provides access to Highgate Underground Station and the A1.

Road Safety

- 2.33 Personal Injury Collison (PIC) data has been obtained from the CrashMap website for the most recent five years for the vicinity of the Site.
- 2.34 The PIC data for the area within 200m of the Site recorded a total of 15 collisions over the most recent 5-year period. This equates to a collision every 4 months. It is important to note that due to the High Street location of this Site there is increased pedestrian, vehicle and cycle activity locally.

Figure 2.8 Crashmap

Source: CrashMap data

- 2.35 Of the collisions recorded, 15 were classed as slight and two as serious; there were no fatal ones.
- 2.36 Of the 15 collision that occurred in the local area five (33%), of which one was classed as serious, involved cyclists, with one (6%) serious collision involving a pedestrian. The serious collision involving the cyclist occurred at the Hampstead Lane / Highgate High Street and North Road with the serious pedestrian accident occurring on Pond Square.
- 2.37 It is noted the vast majority of the collisions occurred far from the Site and from the pedestrian movements of staff and pupils to/from the two Campuses.
- 2.38 With regard to KSI (killed and serious injuries), no clusters, as defined by TfL with reference to the Vision Zero approach (2 serious or 1 fatal) have been identified in the local area.

- 2.39 Overall, within the vicinity of the Site, in consideration of the frequency and the severity of the collisions, it is concluded that no existing road safety hotspots can be identified.

Summary

- 2.40 The Site is located in a sustainable location with access to good public transport services, in the form of local buses and London Underground services, demonstrated by a PTAL 4 rating. The Site is highly accessible for pedestrians and cyclists, supported by good infrastructure provision.
- 2.41 Staff and students prevalently move between Dyne House and the Island Site through a pedestrian tunnel and between the Senior School Campus and the Bishopswood Road Campus via an off-street footpath and two controlled crossings on North Road.
- 2.42 The Site is located in a CPZ. The roads are subject to a 20mph speed limit. Within the vicinity of the Site, no existing road safety hotspots have been identified.

3 Policy

Overview

3.1 This Chapter outlines the transport policy that the development at Dean House and the Island Site will follow in order to be compliant. The planning policies that will be discussed within this Chapter include:

- The National Planning Policy Framework (2021);
- The National Planning Practice Guidance Document (2018);
- The London Plan (2021);
- The Haringey Local Plan (2017);
- The Highgate Neighbourhood Plan (2017); and
- The Highgate School SPD (2021).

National Planning Policy

National Planning Policy Framework (2021)

3.2 The National Planning Policy Framework (NPPF), which was updated in July 2021, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

3.3 As part of the core land-use planning principles, the Government wants to:

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

3.4 A sustainable transport mode is described as

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, d ultra-low and zero emission vehicles, car sharing and public transport" (annex 2, p. 73).

3.5 With regards to achieving sustainability, the framework states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised

as meeting the needs of the present without compromising the ability of future generations to meet their own needs” (para 7).

3.6 Transport is recognised as having an important role in promoting sustainable development:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.” (para 113).

3.7 The basis of transport policy within the NPPF is stated as follows:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.” (para. 103)

3.8 In supporting sustainable development, planning decision makers are advised to consider opportunities for sustainable transport to reduce the need for major transport infrastructure and achieve safe and suitable site access. Importantly,

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.” (para. 109)

3.9 The NPPF states that where practical, a new development should:

- *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.” (para. 110)*

3.10 The development proposals will enhance both Dyne House and the Island Site, ensuring good quality access between the School sites; this includes improvements to disabled accessibility as well as the pedestrian environment on Site. As such, the development proposals will be in line with government policy. In addition, the design process has considered ways in which the delivery operations can be optimised while also providing accesses for servicing and emergency vehicles.

3.11 Paragraph 95 of the NPPF is, finally, particularly relevant to the proposals, by stating that:

“It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and

b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.”

3.12 The proposals have been developed following the indications included in the NPPF set out above.

National Planning Practice Guidance (2018)

3.13 The National Planning Practice Guidance (NPPG) was produced by the Department for Communities and Local Government in 2014, with updates made in 2018 and *“provides advice on when Transport Statements and Transport Assessments are required and what they should contain.”*

3.14 It states that *“Travel Plans, Transport Assessments and Statements can positively contribute to:*

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

3.15 The key principles that Travel Plans, Transport Assessments and Statements should be:

- *“Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *Established at the earliest practicable possible stage of a development proposal;*
- *Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *Be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”*

Regional Policies

London Plan

3.16 The London Plan, which was adopted in March 2021, is the third London Plan which concerns all 32 London Boroughs and the Corporation of London. This document sets out policies to accommodate the expected growth of the city in a sustainable way covering a period over the next 20-25 years and has been adopted by the Greater London Authority (GLA).

3.17 Enabling sustainable modes of transport supports the Mayor’s vision. The London Plan states that London should be:

“improving processes, opening up new markets and allowing more flexible working. Convenient transport connections and street, rail and waterway networks that allow the efficient movement of goods and people are also vital, alongside the schools, healthcare facilities and other amenities that employees need to be healthy and productive (para 1.5.4)”

3.18 Within The London Plan there are several policies relating to transport and new developments. The first policy is *Policy T1 - Strategic approach to transport*. This policy consists of two parts:

- A. *“Development Plans and development proposals should support and facilitate the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041; and*
- B. *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and*

ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

3.19 Another key transport policy outlined in The London Plan is *Policy T4 - Assessing and mitigating transport impacts*. It states that:

- A. *"Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*
- B. *Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel plans, parking design and management plans, construction logistics plans and delivery and servicing Plans will be required in accordance with relevant Transport for London guidance¹.*
- C. *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.*
- D. *Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission may will be contingent on the provision of necessary public transport and active travel infrastructure.*
- E. *The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*
- F. *Development proposals should not increase road danger.*

3.20 The proposed development does not seek to increase staff or student numbers, which will remain within the licenced capacity, and as such, there is unlikely to be a significant impact on the local highway or transport networks. Therefore, no mitigation is required, nor is there likely to be an increase in road danger and as such, the proposed development is in accordance with Policy T4.

3.21 In relation to schools, Policy S3 of the London Plan focuses upon educational and childcare facilities, stating that:

¹ [Guidance for planning applicants - Transport for London \(tfl.gov.uk\)](https://tfl.gov.uk/guidance/for-planning-applicants-transport-for-london)

- A. *"To ensure there is a sufficient supply of good quality education and childcare facilities to meet demand and offer educational choice, boroughs should:*
- 1. prepare Development Plans that are informed by a needs assessment of education and childcare facility needs. Needs should be assessed locally and sub-regionally, addressing cross-boundary issues. Needs assessments should include an audit of existing facilities.*
 - 2. identify sites for future provision through the Development Plan process, particularly in areas with significant planned growth or need for school places (including Special Educational Needs and Disability places).*
 - 3. ensure that development proposals for housing and commercial facilities incorporate suitable childcare provision and encourage nursery provision within primary schools, where there is a need.*
- B. *Development proposals for education and childcare facilities should:*
- 1. locate facilities in areas of identified need*
 - 2. locate facilities in accessible locations, with good public transport accessibility and access by walking and cycling*
 - 3. locate entrances and playgrounds away from busy roads, with traffic calming at entrances*
 - 4. link to existing footpath and cycle networks to create healthy routes to schools, and other education and childcare facilities, to enable all children to travel actively to school (walk, cycle or travel by public transport)*
 - 5. maximise the extended or multiple use of educational facilities for community or recreational use, through appropriate design measures*
 - 6. encourage the shared use of services between schools, colleges, universities, sports providers, and community facilities, and between early years and health and social care providers*
 - 7. ensure that new developments are accessible and inclusive for a range of users, including disabled people, by adopting an inclusive design approach*
 - 8. ensure that facilities incorporate suitable, accessible outdoor space*
 - 9. locate facilities next to parks or green spaces, where possible*
- C. *Development proposals should ensure that there is no net loss of education or childcare facilities, unless it can be demonstrated that there is no ongoing or future need. Any*

proposed loss of sport or recreation land (including playing fields) should be considered against the requirements of Part C of Policy S5 Sports and recreation facilities”:

- 3.22 The proposed development meets the applicable and relevant policies outlined within The London Plan, as set out throughout this TS.

Mayor's Transport Strategy

- 3.23 The Mayor's Transport Strategy (MTS), developed in consultation with TfL and published in 2018, sets out the Mayor's policies and proposals to reshape transport in London by 2041.
- 3.24 Three key themes are at the heart of the strategy. They are set out in Table 3.1.

Table 3.1 Objectives of the Mayor's Transport Strategy

Objective	Description
Healthy streets and healthy people	Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.
A good public transport experience	Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.
New homes and jobs	More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

Mayor's Transport Strategy 2018

- 3.25 At the core of the MTS there are the 3 key ambitious aims of reaching, in London:
- 80% sustainable mode share by 2041;
 - 20 minutes of active travel for all by 2041; and
 - Vision Zero for road danger by 2041.
- 3.26 The way the proposed development supports the MTS and its bold objectives will be explained throughout this TS.

Transport for London

- 3.27 Transport for London (TfL) provides guidance on how proposed developments should be designed to maximise the road users experience when moving or travelling around London and to minimise the

impact on the network and all its users, including pedestrians and cyclists; this is with the ultimate aim to reduce the reliance on the private car and to result in increased safety and better street environments.

- 3.28 Recently, increased consideration has been given to two new design approaches, namely Vision Zero and Healthy Streets, which will be described as follows.

Vision Zero Action Plan

- 3.29 The Vision Zero action plan has been produced by TfL to assist London in meeting its commitment to end the toll of deaths and injury seen on their roads and transport networks by committing to “Vision Zero”, which is a multi-national road traffic safety project.

- 3.30 London is at the forefront of this approach and the Mayor's Transport Strategy sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network.

- 3.31 This action plan can be summarised through its aim to act, impact and address issues relating to the following:

- **Safe speeds:** Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits;
- **Safe streets:** Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes;
- **Safe vehicles:** Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles;
- **Safe behaviours:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders;
- **Post-collision response:** Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.

Healthy Streets for London

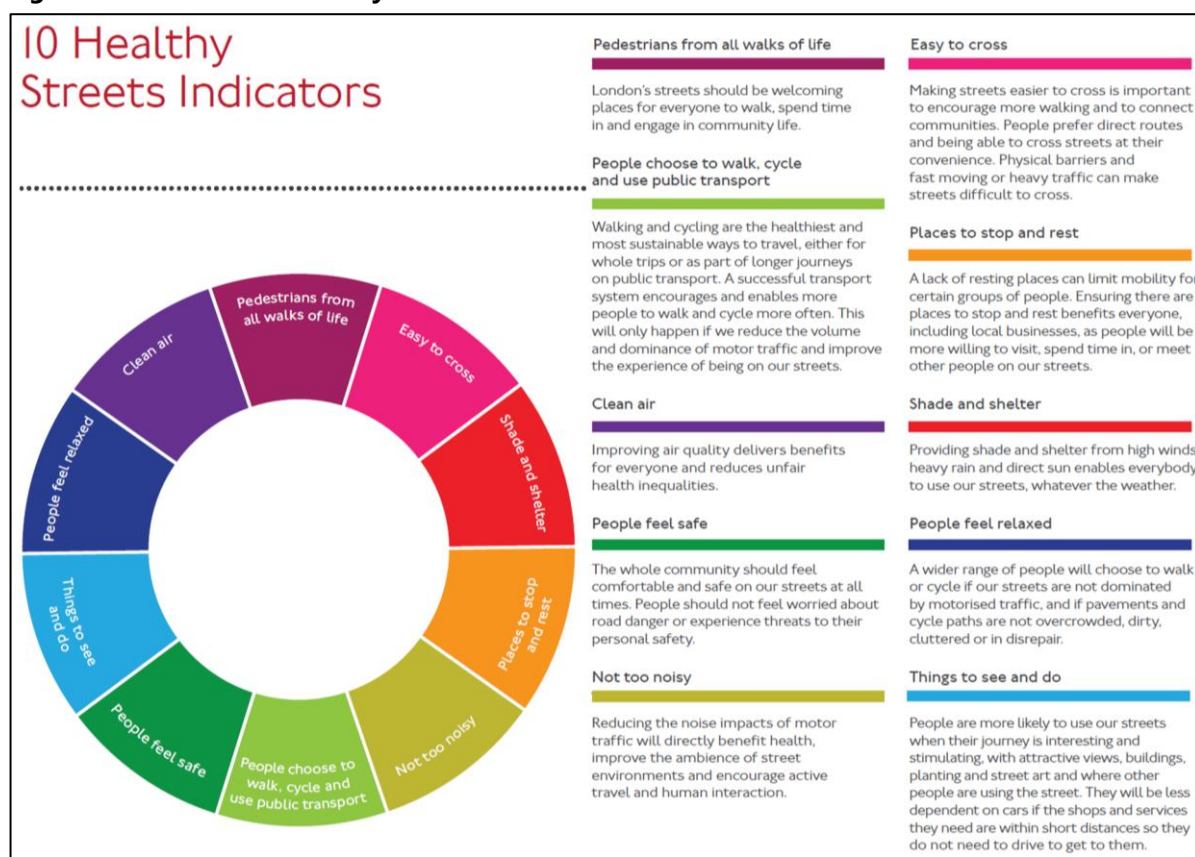
- 3.32 The Healthy Street Approach is a system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more. This approach aims to ensure all Londoners enjoy the benefits of an active lifestyle through walking or cycling for at least 20 minutes a day. It requires an integrated living plan for the city with most journeys being undertaken on London's Streets. Therefore, this approach aims to ensure that this environment works for those undertaking journeys by foot, bicycle and public transport.

3.33 This assessment technique aims to ensure the street environment works for all and provides a long-term plan for improving Londoners' and visitors' experiences of our streets as well as promoting physical activities organically. This approach aims to deliver these changes and achieve these policies in the following three ways:

- **At Street Level:** creating positive changes to the character of London's Streets with spaces for dwellings, walking, and cycling as well as public transport use. This is considered to be aided by providing seating, vegetation and reducing the dominance of vehicles on the landscape;
- **At Network Level:** Developing more efficient and affordable services including public transport choices and facilities (including at stations). TfL have also set out a strategy to improve road safety through the provision of on-street enforcement operations, road signals and road work management; and,
- **At Strategic Level:** maintain the long term transport functionality within London for its residents and visitors where walking, cycling and public transport are the primary choices for travel. TfL will aim to develop new housing within the vicinity of rail stations public transport services and interchanges.

3.34 In recognition of these targets, ten Healthy Street Indicators have been developed to assess the street environment. A description of these indicators is provided in **Figure 3.1**.

Figure 3.1 The Ten Healthy Street Indicators



Source: *Healthy Streets for London* (TfL)

- 3.35 It is considered that the Masterplan is designed to meet the ten objectives above, either directly or indirectly.

Local Policies

Haringey Local Plan

- 3.36 Haringey's Local Plan: Strategic Policies was adopted by the Borough in 2013, to replace the Unitary Development Plan (UDP) - with subsequent alterations adopted on the 24 July 2017. The purpose of the document is to set out the long term vision of how Haringey should develop by 2026 and sets out the council's strategy for achieving that vision including high-level strategic policies used in determining planning applications.

- 3.37 As part of policy SP0, Presumption in Favour of Sustainable Development, it states that:

"When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The Council will always work proactively with applicants to find solutions, which mean that proposals can be approved wherever possible and to secure development that improves the economic social and environmental conditions in Haringey. Planning applications that accord with the policies in Haringey's Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise."

- 3.38 SP7 focusses on transport and its key aim is to *"ensure all development is properly integrated with all forms of transport"*.

- 3.39 With regards to schools, SP16 Community Facilities outlines that the Council want to improve and enhance community facilities in the borough. One of the key targets of this policy is to ensure the **"provision of additional school places"** as part of its plan to **"improve supporting facilities, services and infrastructure"**. *[our emphasis]*

- 3.40 As such, it is regarded that the proposed developments at the Site will help to achieve this goal, also ensuring policies SP0 and SP7 are met.

Highgate Neighbourhood Plan

- 3.41 Highgate Neighbourhood Plan, which was adopted in 2017, sets out the Highgate Neighbourhood Forum's vision for Highgate for the 15 years following its conception. Some of the transport related policies that are relevant to the proposals include policies TR3 and TR4.

- 3.42 Policy TR3 – Minimising the Impact of Traffic Arising from New Development – sets out the measures that are expected to adopt to minimise any potential impact arising from the developments. Based on this policy, new major development, or small scale developments likely to generate significant additional traffic movements and demand for parking, will be expected to demonstrate the following:

I - That a transport assessment has been carried out, or a transport statement prepared, to quantify future vehicle movements to, from and within the site including links to existing transport networks. Appropriate connections to highways and street spaces should then be put forward to serve the development;

II - Proposals should provide information on planned parking arrangements to demonstrate that there would be no detrimental loss of on-street parking or harmful impact from additional parking on the surrounding area and transport network;

III - Developments requiring pick-up, drop off, or waiting areas, should put forward appropriate arrangements within the site where possible which will ensure safety and minimise congestion; and

IV - The development should protect and exploit opportunities for the use of sustainable transport modes for the movement of people and goods. In order to minimise traffic movements and parking demand and any associated harmful impacts, travel plans should be prepared and implemented in accordance with guidance from Transport for London and the Boroughs of Haringey and Camden."

- 3.43 The proposals are not expected to result in any noticeable difference in vehicular movements, as a direct consequence of the nil increase of pupils and staff, as set out in the SPD. The removal of this parking is considered to be a benefit of the scheme as it would aid in improving the number of people who commute to the site by sustainable modes.
- 3.44 Policy TR4 – Reducing the Negative Impact of Parking in Highgate – states that developments will be expected to be car-free in areas that are designated as a Controlled Parking Zone. In the few streets that are not in a CPZ, developments are also expected to be car-free if there is good access to public transport (defined at PTAL level 4 or above). It is reminded that the PTAL at Dyne House is 4 (good).
- 3.45 Also, the policy adds that Haringey's Policy DM32 in its emerging Local Plan will only support car-free development where PTAL is 4 or higher and within a CPZ. When these Plans have been adopted, the strategic policy framework should provide greater certainty for Highgate neighbourhood as its given greater weight. Other than in exceptional circumstances, new development in areas with CPZ controls and with good transport connections will be expected to be car-free.

Highgate School SPD

3.46 Highgate School is allocated within Haringey's Local Plan's as Site Allocation 41. The allocation focusses on exploring how the Schools facilities can be enhanced whilst simultaneously benefiting local communities. To enable this, an SPD for which future development should accord to has been published, and was adopted on 9 March 2021.

3.47 The Highgate School SPD was developed between Highgate School and Haringey Council. Within the SPD, LBH note that Highgate School:

"is an integral part of the overall character of Highgate, with an established global profile that promotes and enhances the image and community infrastructure of the Highgate neighbourhood and the wider North London area as a whole. The School occupies several important sites with their own development needs. The Council, consistent with its strategic objective within its adopted Local Plan of 'raising educational attainment', both recognises and supports the School's vision for the future and its development requirement within the various statutory Development Plan Documents (DPDs) and specifically within the Site Allocations DPD." (Para 2.4).

3.48 In the SPD a number of objectives are outlined, these are:

- to take a comprehensive approach to the effective planning and delivery of new accommodation to meet the long term needs of the school and support, where appropriate, enhanced community use and benefits;
- to create an improved management and quality of (education) provision, potentially including new buildings;
- to make open space as accessible as possible, where appropriate, in line with Policy DM20;
- to protect Metropolitan Open Land consistent with National and Regional policy;
- that development should preserve or enhance the appearance of the Highgate Conservation Area;
- that development should preserve the setting of the statutorily and locally listed buildings on the site and neighbouring the school, having regard to their significance;
- to have regard to Historic England's identification for potential significant archaeology; • to have regard to the objectives of the Highgate Bowl site on any properties that fall into this site allocation;
- to give appropriate regard to the open character of the Bowl as well as the character of the Bishop's area; and
- to include a flood risk assessment for any development in line with the Council's Strategic Flood Risk Assessment document.

3.49 The SPD provides information on the wider strategic proposals at Highgate School, with these being to:

“accommodate existing pupil numbers which will remain within the School’s currently licenced capacity of 1,970. The school’s estate management programme is not one of growth. Rather, it is a programme of modernisation designed to replace life expired facilities and provide flexibility in response to modern requirements of teaching today.” (Para 2.6).

3.50 Within the Highgate School SPD, it is noted that many factors have influenced the School’s requirements for development, with these forming the basis of the development proposals. These factors set out the needs and aspirations of future development at the School and have been summarised into the following areas:

- Provision of a Dedicated 6th Form Centre;
- Provision of Drama Facilities;
- Improvements and Upgrades to Music provision;
- New sports facilities;
- General Building Refurbishment and Modernisation;
- Community Functions;
- To aid accessibility and inclusivity;
- Improvements to facilitate movement around the site; and
- ‘Smartening-Up’ across the School; and
- Improved Security across the School.

3.51 The three main requirements in relation to the development at the School focus upon the academic needs of the school, with this split into three key areas, these being:

- **“6th Form Centre** - The space requirements for the dedicated VIth Form Centre are significant. In addition, other than a few VIth Form only subjects (e.g. Economics), A-Level subject teachers also teach classes in Years 7 to 11. As such, operationally, the VIth Form Centre needs to be within easy reach of the Senior School. As such, the Dyne House Site is the only realistic option for the VIth Form Centre.
- **Senior School Drama provision** - Whilst the School’s preference would be to retain this facility within the Senior School campus, they considered that it would be manageable to re-locate them to the Bishopswood Road Campus. In considering the travel time between sites, the need to deliver these facilities urgently and given the limited opportunity to develop current facilities, the Council agrees with the School that the only realistic option to provide this facility is to redevelop the existing Richards Music Centre building; a building that is no longer in effective use for educational purposes.
- **Senior School Music provision** – Whilst the School initially looked at re-locating this facility to the existing Richards Music Centre building, further engagement with teaching staff in the Department highlighted the significance of the operational constraints associated with individual music lessons for Senior School pupils. The School’s view is, therefore, that the Senior School Music provision needs to remain on the Senior School campus.”

3.52 In addition to the above, *“the School must also update a number of its other assets in order to provide modern, adaptable and safe teaching facilities or to meet the growing needs of sports, fitness and the associated health agenda” (Para 4.67).* This will be done through the extension of the Science Block, and improvements to the Mallinson Sports Centre.

- 3.53 Turning to Highways and Transport, it is noted that to support the works at Highgate School *“the Council expects that the School will produce a Transport Assessment applicable to the whole estate and a consolidated Travel Plan which takes into account the cumulative impacts of each application”* (Para 5,110). This TS will support this, and it focusses upon the works at Dyne House.
- 3.54 Importantly, it is noted ***“the Council recognises that the School is not seeking to undertake development that would lead to a significant impact in terms of traffic generation”***. (Para. 5.211).
- 3.55 In line with the above statement, we agree that the proposals would not result in a significant impact in terms of traffic, and would instead result in beneficial impact overall, by removing the existing informal parking area and providing designated disabled parking spaces to assist with a shift towards sustainable transport.
- 3.56 In relation to parking the SPD states that:
- “Any redevelopment of the School estate should not result in additional car use or parking or traffic impacts outside of the construction phase. Cycle parking should be provided throughout the site in line with the standards set out in the London Plan 2021.”* (Para. 5.120).
- 3.57 In addition:
- “sites with existing car parking that come forward for development will need to justify the retention of those spaces having regard to the relevant Public Transport Accessibility Levels of each site, the policies of the statutory development plan and the NPPF and the operational requirements of the School.”* (Para. 5.113).
- 3.58 As noted previously, the proposals will result in the replacement of the existing informal parking area with designated disabled parking spaces at Dyne House, which supports the LBH’s aspirations in relation to car parking. No additional cycle parking is being provided at the Site however, cycle parking provision will be linked to the demand, with additional parking provided at other sites within the wider School’s Masterplan.
- 3.59 In relation to Highways, it is noted within the Highgate School SPD that the council expects strategies and measures to be included that improve pedestrian, provide new cycle facilities and where possible reduce traffic levels.
- 3.60 The proposed development at Dyne House is considered to meet the requirements of the Highgate School SPD as it will improve pedestrian access between the Dyne House and the Island site, remove the existing informal car parking and make improvements to the servicing facilities at the site.

4 The Proposed Development

The Vision

- 4.1 The proposed redevelopment of Dyne House and the Island Site is part of the wider Masterplan at the School, which is set out in the SPD. As outlined in Chapter 3 the Highgate School SPD site-wide sets out the vision behind the proposed developments in greater detail, but this can be summarised as follows: the aim is to modernise and renew, both in terms of safety and appearance, the buildings on several sites with the need to provide essential, flexible, good-quality and long-lasting educational facilities to meet the educational and other demands of a 21st Century establishment.
- 4.2 As set out within the SPD, the proposed developments do not seek to increase staff or student numbers across the estate, which will remain within the licenced capacity.

The Proposals

- 4.3 The development proposals at Dyne House and the Island Site have evolved over the years, taking into account the consultation feedback by a number of key stakeholders, including the LBH, and the Highgate community.
- 4.4 The proposals at Dyne House are summarised as follows:
- Retention, refurbishment and extension of the principal five storey (plus plant and lift over run) Dyne House structure;
 - Demolition and redevelopment of the rear extension and associated buildings with a part one, part two storey structure;
 - Retention of the Parade Ground open space, with new sports pitch surface; and
 - Associated improvements to the Island Site access and underground tunnel, including demolition and redevelopment of service block; and Associated landscaping and improved provision for emergency services, servicing and disabled parking.
- 4.5 Plans outlining the works are reproduced in **Appendix A**.
- 4.6 The extension and refurbishment will provide for new music facilities, multipurpose seminar rooms, additional assembly space, 6th Form facilities, a garden and IT study facilities along with improvements to the Parade Ground and extensive landscaping.

Access

- 4.7 While the access arrangements to the Site will largely remain unaltered, the works to the pedestrian tunnel will represent a great improvement to the pedestrian and disabled accessibility between Dyne House and the Island Site. A new lift will be provided at the Island Site end of the tunnel, enabling wheelchair access to Dyne House.
- 4.8 The other pedestrian access arrangements will remain unaltered by the proposals, as will access to vehicles and cycles.

Parking

- 4.9 As noted, no formal car parking is currently provided on the Site, even though informal, and unorganised parking often occurs on the Site frontage. The proposals will replace the existing informal parking area with a designated disabled parking space.
- 4.10 The removal of this informal car parking is not expected to result in overspill over the highway network as the Site lies in a CPZ, with single or double yellow lines restricting parking during school hours, and limited car parking opportunities for residents only. Staff who would currently park on the Site frontage would therefore be encouraged to use sustainable modes of travel.
- 4.11 The removal of car parking is in line with the Haringey Borough Council desire to have car free developments in areas with good public transport accessibility, denoted by PTAL of 4 or above (and it is reminded that the PTAL at the Site is 4).
- 4.12 No additional cycle parking is being provided as part of the development proposals (although it is provided at other sites being redeveloped within the wider Masterplan). Cycle parking will be available at the Chapel Quad for staff, pupils and visitors. The provision of cycle parking will be linked to the demand and reviewed through a mechanism set out in the Travel Plan.

Servicing / Refuse Collection

- 4.13 Existing servicing and delivery arrangements will not be affected by the proposals. They will continue to take place from Southwood Lane. Deliveries can utilise the pedestrian tunnel when accessing Dyne House.
- 4.14 A new gate next to the Island Site bin store will enable separate access to and from the street.

Emergency Access

- 4.15 Emergency vehicles will be able to access the Site from Southwood Lane or from Kingsley Place, where a ramp will provide access to the parade ground and rear of Dyne House.

- 4.16 Fire, emergency and maintenance access route into the Science Quad, from the gated access on Southwood Lane, will also be maintained.

5 Transport Impact

Impact on Trip Generation

- 5.1 As noted in this TS, the Site benefits from a sustainable location, with easy access for pedestrians and cyclists and good public transport accessibility in form of buses and London Underground services, with school bus services also provided. The Site is located within close proximity to a number of residential areas.
- 5.2 As also noted, there are no plans to increase staff or pupil numbers as part of the proposals.
- 5.3 Therefore, although the proposed development will increase the GEA of the Site, the development proposals will not result in an increase of student or staffing numbers at the School, and as such there is unlikely to be a significant increase in trip attraction and generation levels and therefore adverse impact on the local highway network.
- 5.4 A mode shift from cars to other sustainable modes could be predicted as a result of the removal of informal car parking on site; the increase in trip generation of these modes (cycle, buses, underground) would however be marginal and easily accommodated by the existing cycle / public transport infrastructure.

Vision Zero and Healthy Streets

- 5.5 It is considered that the proposals would have a beneficial impact on road safety, by improving accessibility between Dyne House and the Island Site. This is considered assisting TfL achieving their target of zero serious and fatal accidents by 2041 (Vision Zero).
- 5.6 The proposals would in addition contribute to the overall objectives set out in TfL "Healthy Streets" guidelines. While a full assessment was not undertaken, in the light of the very nature of the proposals to modernise the structures and the facilities at the School (and bearing in mind the nil increase in staff and pupils), it is considered that the proposals would:
- create a more attractive place to see and to live from Southwood Lane through the extensive landscaping improvements throughout the Site, including the Site frontage;
 - create a safer environment;
 - make the tunnel easier to cross and more accessible to everyone;
 - reduce car parking – therefore reducing noise, air pollution and road congestion and encouraging sustainable modes.

- 5.7 The above would contribute to the overall aim to create a better, safer and healthier street environment.

Impact during Construction

- 5.8 The School and its contractors are committed to minimising this impact and mitigating it as appropriate. A Construction Management Plan will be prepared when the contractor is appointed and demolition and construction details are available.
- 5.9 Impact on the road network and its users (including pedestrians) would be limited in time and best endeavours will be made to keep disruptions to a minimum. Mitigation measures will be set out in the CMP to deal with any residual impact.
- 5.10 It is anticipated that contractors will have access to three areas:
1. "Island Site Compound" (within the Island Site, fronting Southwood Lane) for welfare facilities and deliveries;
 2. "Upper Compound" (within Dyne House frontage on Southwood Lane) with primary access into site; and
 3. "Lower Compound" (at the rear of Dyne House) for storage and welfare facilities.
- 5.11 It is also anticipated that no construction vehicles would access the Site from Kingsley Place.
- 5.12 The School Travel Plan is a live document, setting out how changes in travel behaviour and movements of pupils and staff between the different buildings during the construction phases will be managed. It should be noted that classrooms and ancillary educational facilities will temporarily be moved to other areas of the School.
- 5.13 It is anticipated that temporary accommodation facilities would be provided within the Chapel Quad and within the Science Quad (in the Island Site).

Summary

- 5.14 The proposed development is predicted to have no adverse impact on the local highway or public transport infrastructure, as a result of there being a limited amount of additional trips associated with the proposed development. The proposals are instead anticipated to have a beneficial impact by creating a better and more inclusive street environment.

6 Summary and Conclusion

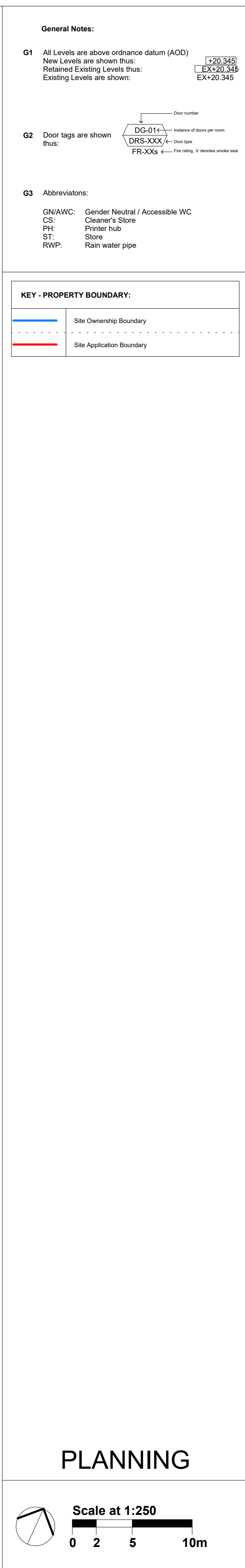
Summary

- 6.1 It is proposed to redevelop Dyne House and the Island Site Tunnel Building, part of Highgate School, to provide a range of modernised and additional facilities and an improved pedestrian access for staff and pupils via an improved accessible tunnel.
- 6.2 The scheme is part of the School's wider programme of modernising and renewing its extensive and mixed stock of buildings and facilities to meet the educational and other demands of a 21st Century establishment. This is set out in the recently approved SPD.
- 6.3 The Site is located in a sustainable location, accessible by walking and cycling and with access to good public transport services, in the form of local buses, school services, and London Underground services at Highgate station and benefits from a PTAL 4 rating. The Site is located in a CPZ. No existing road safety hotspots have been identified and the accident rates are not predicted to increase as a result of the proposed development.
- 6.4 The proposals consist in the refurbishment of the Site to create new facilities and to improve disabled accessibility. The proposed developments do not seek to increase staff or student numbers across the estate, which will remain within the licenced capacity. As such, the proposals are predicted to have no detrimental impact on safety, on the local pedestrian, cycle infrastructure, on local public transport services or on the local highway network. If anything, they will improve accessibility between the two sides of Southwood Lane making the tunnel accessible to users with reduced mobility.
- 6.5 The scheme is designed to contribute making a better street environment, with benefits for the school's users (pupils, staff and visitors) and the whole community. It contributes to the overall aims set out in TfL's Healthy Streets approach and the MTS.

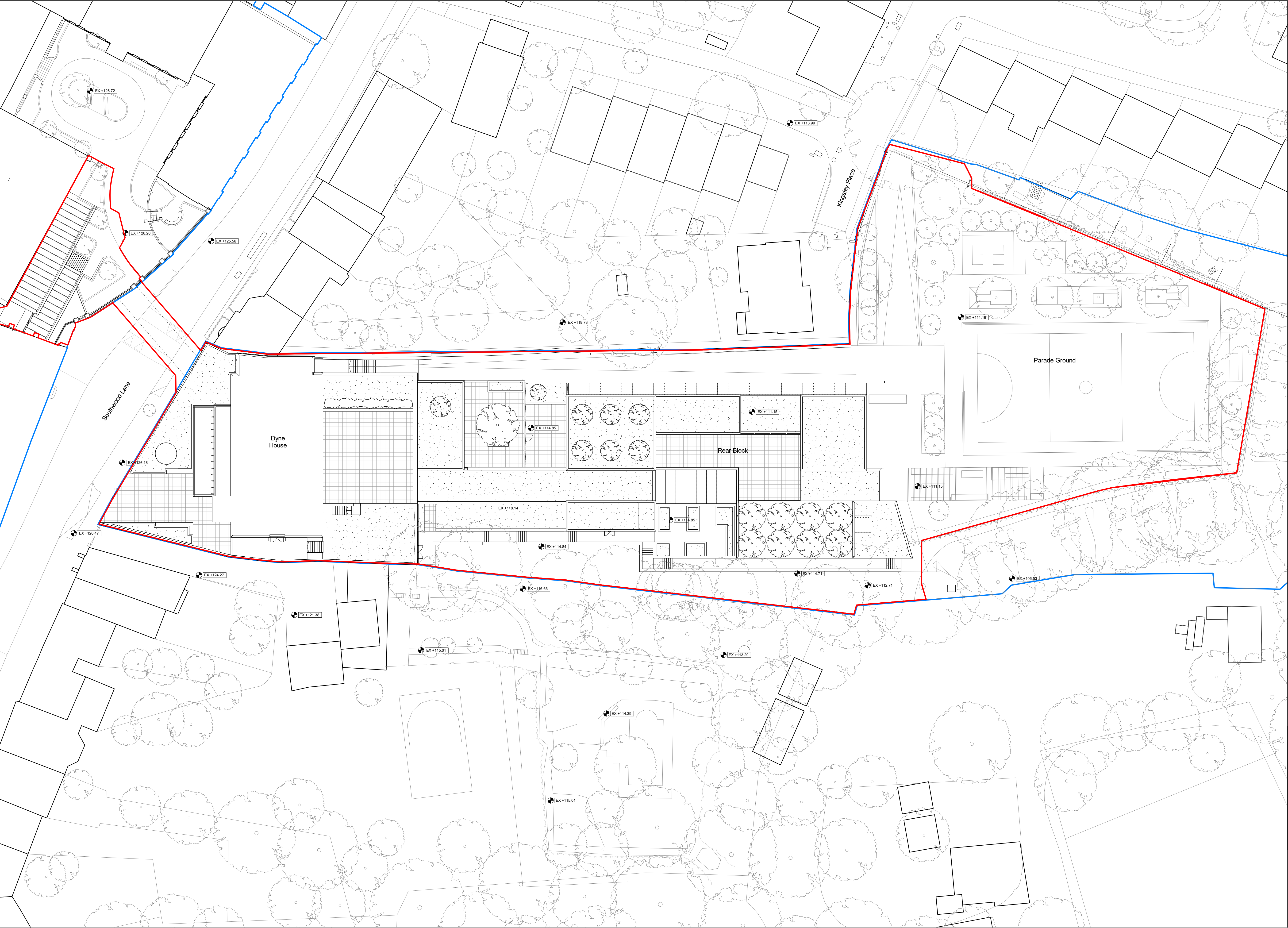
Conclusion

- 6.6 The development proposals are consistent with local, regional and national planning policy, including the Highgate SPD. No adverse impact on the local highway or public transport infrastructure are anticipated by the proposals, as a result of there being a limited amount of additional trips associated with. The proposals are instead anticipated to have a beneficial impact by creating a better and more inclusive street environment. As such, there is no reason to refuse the application on highway grounds.

APPENDIX A



Work Package	Cost Check	Info/Briefing	Tender	Contract	Construction	Date 23.01.2023	Rev. D	Description ISS 0004_Planning Issue	Approved By MB	Date	Rev.	Description	Approved By	Project Highgate School Dyne House 3	Sort Code	Drawing Number	Rev.
														Subject Existing Site Plan	A/HS-DH3	2100	D
														Architects Hopkins Architects Limited 27 Broadley Terrace, London, NW1 6LG T: 020 7724 1751 E: mail@hopkins.co.uk	Date: 27.07.2018	Scale: As indicated	A1

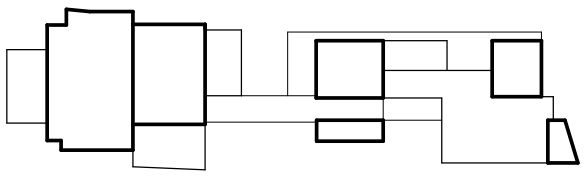


- General Notes:**
- G1** All Levels are above ordnance datum (AOD)
New Levels are shown thus: [Symbol] EX+20.345
Retained Existing Levels thus: [Symbol] EX+20.345
Existing Levels are shown: [Symbol] EX+20.345
- G2** Door tags are shown thus: [Symbol] DG-011 [Symbol] DRS-XXX [Symbol] FR-XXX
[Symbol] Door number
[Symbol] Instance of doors per room
[Symbol] Door type
[Symbol] Fire rating, 'V' denotes smoke seal
- G3** Abbreviations:
- | | |
|---------|--------------------------------|
| GN/AWC: | Gender Neutral / Accessible WC |
| CS: | Cleaner's Store |
| PH: | Printer hub |
| ST: | Store |
| RWP: | Rain water pipe |

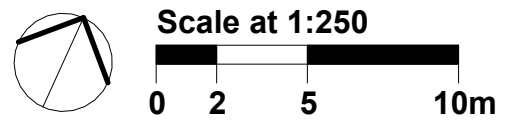
Note: Refer to Landscape Architects drawings for detailed proposed landscape levels.

- Notes:**
- Structural information shown indicatively, refer to structural engineer's drawings for further information.
- [Blue line] Site Ownership Boundary
[Red line] Site Application Boundary

Room Key:	
SP	Small Practice Room
EP	Ensemble Practice Room
AWC	Accessible WC's
F.WC	Female WC's
M.WC	Male WC's
CS	Cleaners Store
R	Riser



PLANNING



Work Package	Cost Check	Info/Briefing	Tender	Contract	Construction	Date 23.01.2023	Rev. E	Description ISS 0004_Planning Issue	Approved By MB	Date	Rev.	Description	Approved By	Project Highgate School Dyne House 3	Sort Code A/Hs-DH3	Drawing Number 2400	Rev. E
														Subject Proposed Site Plan			
														Architects Hopkins Architects Limited 27 Broadley Terrace, London, NW1 6LG T: 020 7724 1751 E: mail@hopkins.co.uk	Date: 21/09/18	Scale: As indicated	A1



- LEGEND
- Planning boundary
 - Levels
 - Existing level
 - Proposed level
 - Fencing
 - Boundary fence to be replaced
 - Existing trees
 - Existing tree canopy
 - Existing tree structural root zone (SRZ)
 - Proposed planting
 - Proposed tree
 - Proposed planting
 - Proposed biodiverse green roof
 - Proposed mixed native hedge
 - Proposed species rich amenity grass
 - Proposed native shrub planting
 - Proposed hard surfaces
 - Resin bound gravel
 - Exposed aggregate in-situ paving
 - MUGA surface
 - Roof terrace paving
 - Cropped set
 - Features & Furniture
 - Sculptural water feature
 - Existing wall (to be demolished)
 - Timber topped bench
 - Pergola
 - Nesting/ movable furniture

D - Table tennis area



A - Raised bench for informal working



B - Climbing structure



C - Terraced seating platforms with integrated planting



D - Table tennis area

P01 Planning Issue
REV. DESCRIPTION

APR. DATE

LD̂A DESIGN

PROJECT TITLE
Highgate School
Dyne House

DRAWING TITLE
Landscape General Arrangement

ISSUED BY: London T: 020 7467 1470
DATE: JAN 23 DRAWN: ER
SCALE: A1 1:250 CHECKED: SL
STATUS: Planning APPROVED: AH

DWG. NO HS-DH3-LDA-ZZ-00-DR-L-100

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Sources: Ordnance Survey