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Highgate School, Highgate

Highgate School

Estate-Wide Transport Statement
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- Appendix C – The Highgate School Travel Plan



1 Introduction

General

- 1.1 Rappor Consultants Ltd (Rappor) has been appointed by Highgate School to provide highways and transport planning advice in support of the proposed improvements at Highgate School, North Road, Highgate, London, N6 4AY.
- 1.2 The site is located in Highgate, where LBH acts as both the Local Highway Authority (LHA) and Local Planning Authority (LPA).
- 1.3 Five separate planning applications have been submitted to London Borough of Haringey (LBH) as outlined below:
 1. Dyne House and Island Site Tunnel – Planning Ref: HGY/2023/0328
 2. Science Block – Planning Ref: HGY/2023/0317
 3. Richards Music Centre – Planning Ref: HGY/2023/0315
 4. Mallinson Sports Centre – Planning Ref: HGY/2023/0338
 5. Temporary Decant Facility – Planning Ref: HGY/2023/0313
- 1.4 Haringey Council published an Supplementary Planning Document (SPD) in March 2021, in partnership with Highgate School, to help give more certainty to the local community about future development in the School's estate. The proposals are in-line with the published SPD.
- 1.5 It is important to note that the proposals do not result in any increase in the pupil capacity of Highgate School. Rather, they are focused on upgrading and enhancing the quality of the existing facilities to better support the school's operations and educational provision.
- 1.6 This document serves as an overarching Transport Statement, providing a summary of the transport planning assessments and conclusions associated with each individual planning application across the site. The purpose of this document is to provide an overarching review and assessment, enabling a clear and efficient understanding of the transport considerations, impacts, and mitigation measures associated with the wider redevelopment proposals.
- 1.7 Currently the site comprises of three schools which form "Highgate School", these consist of the following:
 - a) **Senior School Campus**, incorporating the "Island Site" bound by North Hill (B519) and Southwood Lane B550) and the "Dyne House" site sitting beyond Southwood Lane to the east and including the subterranean access tunnel;
 - b) **Bishopswood Road Campus**, incorporating a) key properties of Mallinson Sports Centre Richards Music Centre, Junior School, Pre-Preparatory School, b) key open space and playing fields, and c) various other teaching, administrative and ancillary properties; and
 - c) **Far Field**, a playing pitch located some 600m west of the Bishopswood Road Campus and contained by The Bishops Avenue and Courtenay Avenue.



1.8 A map of the school is shown below in **Figure 1.1**.

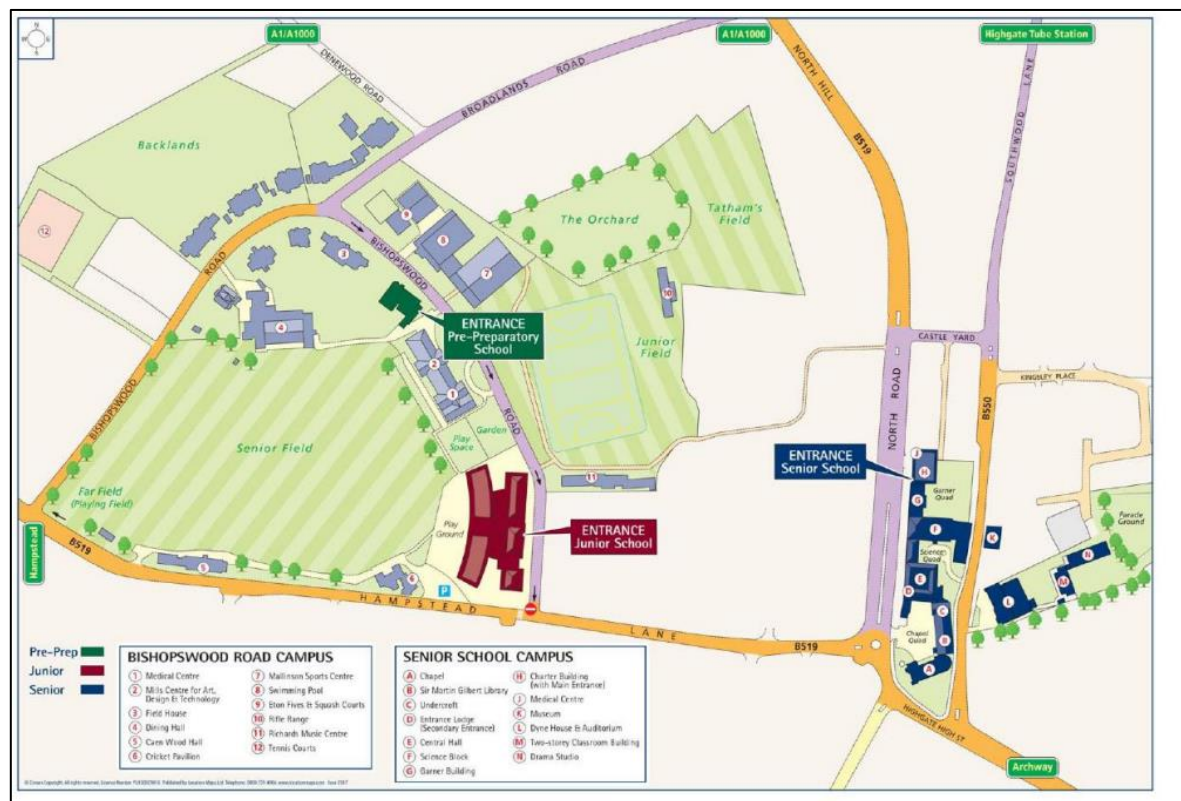


Figure 1.1 Map of Highgate School

Source: Highgate School SPD

- 1.9 This document does not replace or supersede any transport planning documentation previously submitted in support of related applications. Instead, it has been prepared as an overarching document to provide a comprehensive summary of the transport and highway matters associated with the previous applications.
- 1.10 This TS will demonstrate that the proposed development will not have an adverse impact on the local highways or transport network and as such there are no transport reasons why the proposed scheme should not be granted planning permission.

Highgate School Background

- 1.11 Highgate School was established in 1565 by a Royal Charter of Her Majesty Queen Elizabeth the First. Sir Roger Cholmeley, the School's Founder, was granted Letters Patent to found 'a grammar school...for good education and instruction'.
- 1.12 The school is an independent co-educational day school, in addition to its educational function, the school supports a range of extracurricular, sporting, cultural and community activities that contribute to its role within the local area.
- 1.13 The school is also a registered charity which provides bursary funds to over 100 means-tested pupils to help widen their educational each through their primary and secondary school.



TS Structure

1.14 Following this introduction, the remainder of this report is set out as follows:

- a) Section 2 – The Existing School Site;
- b) Section 3 – Dyne House & Island Site Tunnel;
- c) Section 4 – Science Block;
- d) Section 5 – Richards Music Centre (RMC);
- e) Section 6 – Mallinson Sports Centre (MSC);
- f) Section 7 – Temporary Decant Centre;
- g) Section 8 – Construction Traffic Management;
- h) Section 9 – Travel Plan Approach; and
- i) Section 10 – Summary and Conclusions.



2 The Existing School Site

Introduction

- 2.1 Highgate School is an independent co-education School situated in Highgate, North London and has been operational since its foundation in 1565 and comprises of the following:
- a) The pre-Preparatory School (ages 3 – 7);
 - b) The Junior School (ages 7-11); and
 - c) The Senior School (ages 11-18).
- 2.2 The school is a day school which has no lessons running on a Saturday although activities such as sports fixtures and outbound trips operate on a Saturday.
- 2.3 The school estate is distributed across two main campuses within Highgate, these are summarised below;
- a) **The Senior School Campus** - situated to the east of the estate, comprises the main senior teaching and support facilities, including the Senior School, Science Block, Chapel Quad and Dyne House.
 - b) **The Bishopswood Road Campus** - located to the west, contains 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 School's outdoor sports facilities.
- 2.4 Highgate School operates within a Department for Education (DfE) licensed capacity of 1,970 pupils.

General

- 2.5 Highgate School has been undertaking a long-term programme of investment and modernisation since 2002 to improve the quality, flexibility and suitability of its educational facilities. While significant progress has been made, much of the estate consists of ageing buildings, some approaching 200 years old, which require substantial refurbishment, repair and upgrading to meet modern educational, operational and sustainability standards.
- 2.6 The school has identified several priority assets requiring major investment, including the Science Block and Dyne House on the Senior School Campus, and the Dining Hall, Caen Wood Hall, Mallinson Sports Centre, Rifle Range and Richards Music Centre on the Bishopswood Road Campus.
- 2.7 Many buildings also contain outdated mechanical and electrical systems that are no longer energy efficient. As a result of this, the school seeks to modernise and refurbish key facilities to create a more sustainable, adaptable, energy-efficient and safe learning environment capable of meeting future educational needs.

General Teaching Accommodation

- 2.8 An analysis of the Senior School timetable demonstrates that existing general teaching accommodation is operating at almost full capacity, with an overall utilisation rate of 99.8%. This indicates a significant shortage of available teaching space, limiting timetable flexibility, restricting opportunities for smaller class sizes and requiring teaching staff to move between rooms throughout the day. A review of classroom demand identified a deficit of six general



teaching classrooms, resulting in approximately 297 teaching periods per fortnight being accommodated within non-designated teaching spaces.

- 2.9 The pressure on teaching accommodation is particularly evident during peak periods. Whilst the School currently provides 51 general teaching classrooms, demand regularly exceeds this supply, with average utilisation rates reaching between 107% and 111% during the busiest periods. The peak period of teaching occurs during Period 4 on Wednesday of Week B, when demand rises to 67 classrooms, equivalent to 131% utilisation, resulting in 16 lessons being delivered in less suitable room types.
- 2.10 The analysis demonstrates that the provision of additional classrooms would significantly improve operational efficiency. The school estimates that an additional six classrooms would reduce overall utilisation from 99.8% to approximately 90.2%, providing greater flexibility within the timetable and reducing reliance on alternative teaching spaces.
- 2.11 Although a theoretical provision of 16 additional classrooms would fully address all peak-period demand, the school considers that the creation of between six and nine additional classrooms would significantly reduce existing pressures and provide a more balanced and effective use of the estate.
- 2.12 The current accommodation challenges are further validated by the school's split-site arrangement and the mismatch between classroom sizes and teaching requirements. Whilst Sixth Form classes typically comprise 9 to 12 pupils on average, with some classes as small as two pupils, approximately 91% of Sixth Form teaching periods are currently accommodated within classrooms that are larger than required.
- 2.13 The proposed redevelopment seeks to address these inefficiencies by providing a greater number of appropriately sized teaching spaces, improving timetabling flexibility and making more effective use of the school's existing estate.

Staff Breakdown

- 2.14 A breakdown of staff across the different sites is provided below. It should be noted that staff are not always allocated neatly to an individual School or site, as a number of functions are shared across the Pre-Prep, Junior and Senior Schools. However, a broad breakdown is provided as follows:

Bishopswood Road Campus

- a) **Pre-Prep** – teaching and support staff: **47**
- b) **Junior School** – teaching and support staff: **54**
- c) **Art & DTE (Mills Centre)** – Senior School teaching and support staff principally based at the Bottom Site: **17**
- d) **Sports Centre (MSC) / Sport & Exercise** – MSC shared across Pre-Prep, Junior and Senior Schools, including Senior School Sport & Exercise staff principally based at the Bottom Site: **117**
- e) **Dining Hall** – shared across Pre-Prep, Junior and Senior Schools: **23**
- f) **Admin / Support Buildings** – shared School support staff principally based at the Bottom Site: **98**
- g) **Sub-total: 356 staff**



Senior School Campus

- a) **Senior School / Top Site** – teaching, support and other staff principally based at the Top Site: **343**
- b) **Sub-total: 343 staff**
- c) **Total across both sites: 699 staff**

2.15 It should be noted that the above headcount includes 43 peripatetic Music staff allocated to the Senior School Campus and 18 Sport & Exercise coaches allocated to the Bishopswood Road Campus. The Music staff attend on an intermittent basis and approximately half of the Sport & Exercise coaches are part-time; these attendance patterns should therefore be taken into account when considering typical daily staff presence.

Planning Applications

- 2.16 To reflect upon the sites need for change, five planning applications (of which four are major) are currently pending decision. Each application has its own red line boundary and was submitted separately.
- 2.17 Each planning application will be addressed in further detail at the relevant sections ahead, this section considers the existing context.
- 2.18 Limited progression has occurred across the individual planning applications since their submission. As a result of this, this Estate-Wide Transport Statement has been prepared to summarise the transport planning evidence that has supported each element of the Highgate School estate redevelopment programme and provide further information where necessary.

Highgate School Supplementary Planning Document – March 2021

- 2.19 LBH understand the need for Highgate School's campuses to progress and evolve, as demonstrated by the SPD created in partnership with Highgate School to ensure that the local community are able to be more informed as to the development at Highgate.
- 2.20 The Highgate School Supplementary Planning Document (SPD) sets out a 10-year framework for the future development of the school estate and guides how planning applications should be assessed by Haringey Council.
- 2.21 The SPD's primary objective is to enable Highgate School to modernise and improve its facilities while protecting the heritage, conservation, open space and environmental qualities of the area. Importantly, the SPD confirms that the proposals do not seek to increase pupil numbers, which will remain within the school's licensed capacity of 1,970 pupils. Instead, the programme is focused on replacing outdated facilities, improving accessibility, enhancing sustainability and supporting modern educational requirements.

Transport and Highways

- 2.22 Within the SPD, many key concerns are raised such as Heritage, designated Metropolitan Open Land (MOL) constraints, but also from a Transport and Highways perspective, key issues are addressed and the SPD is particularly important because it confirms that:
- a) No increase in pupil capacity is proposed;
 - b) The development programme is focused on modernisation rather than expansion;
 - c) Existing travel demands will largely be redistributed between improved facilities;



- d) Sustainable travel measures will continue through the School Travel Plan; and
- e) Future planning applications should assess cumulative transport impacts but are not anticipated to result in significant additional traffic generation.

Summary

- 2.23 The sites' need for modernisation and updates has been highlighted within the SPD created by LBH, the SPD also confirms that the development proposals are focused on the modernisation of the site and enhancing existing infrastructure rather than increasing the pupil capacity at the school.

3 Dyne House & Island Site Tunnel

General Overview

- 3.1 At present Dyne House experiences significant timetabling pressures and contains teaching spaces that are not optimally aligned with modern educational requirements, thus requiring modernisation.
- 3.2 The development of Dyne House comprises of the following:

“Redevelopment of Dyne House, to include: 1) Retention, refurbishment and extension of the principal five storey (plus plant and lift over run) Dyne House structure; 2) Demolition and redevelopment of the rear extension and associated buildings with a part one, part two storey structure; 3) Retention of the Parade Ground open space, with new multi-use surface; 4) Associated improvements to the Island Site access and underground tunnel, including demolition and redevelopment of service block; and 5) Associated landscaping and improved provision for emergency services, servicing and disabled parking. [Including application for Listed Building Consent, associated with the Island Site].”

Site Location

- 3.3 Dyne House and Island Site Tunnel is situated to the southern extent of Southwood Lane to the north of the Highgate High Street / Southwood Lane junction. The sites' indicative location is shown below in **Figure 3.1**.

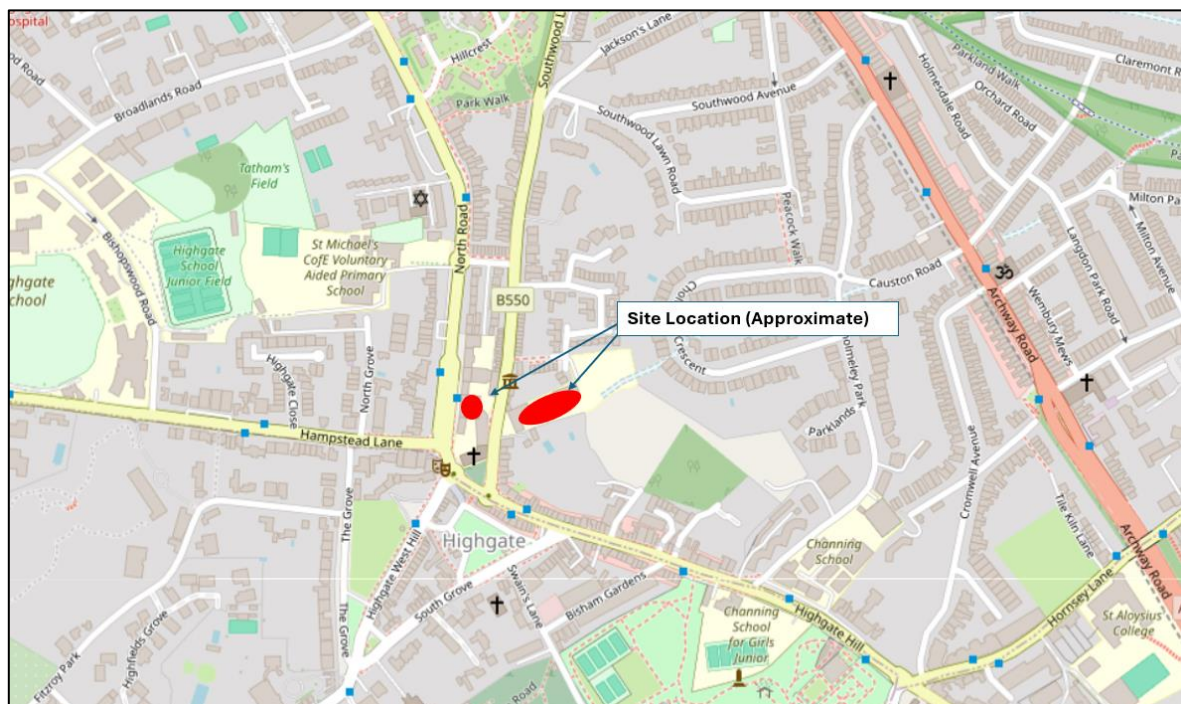


Figure 3.1 Dyne House & Island Site Tunnel Indicative Location

Source: Openstreetmap.org

- 3.4 All surrounding roads are subject to a 20-mph speed limit.



Local Highway Safety

- 3.5 To determine whether there are any existing highway safety issues within the vicinity of Dyne House, the CrashMap database has been reviewed for the southern extent of Southwood Lane and the surrounding area inclusive of approximately 200m from Dyne House in all directions, for the most recent five-year period, up until December 2024.

All collisions

- 3.6 The study area and the locations of all the collision is shown below in the CrashMap extract at **Figure 3.2** – the study area is the area shaded in blue.

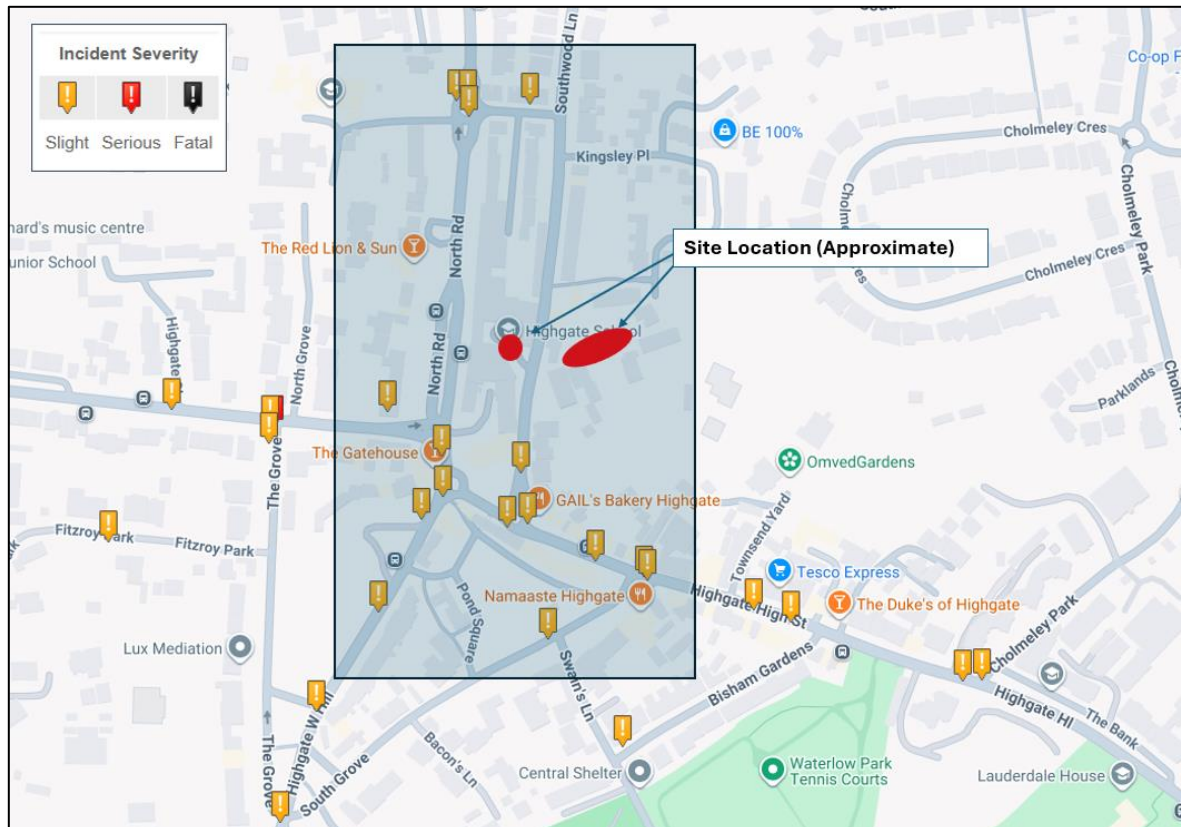


Figure 3.2 CrashMap Extract (All collisions)

Source: www.crashmap.co.uk

- 3.7 The review identified that 16 Personal Injury Collisions (PIC) within the study area during the most recent five-year period, significantly all were categorised as slight regarding severity with no serious nor fatal collisions occurring within the vicinity of Dyne House and The Island Site. No collisions occurred within the immediate vicinity of the site on North Road and Southwood Lane.

Non-motorised Users (NMU)

- 3.8 After further review of the CrashMap database, it was confirmed that none of the 16 PIC's which occurred involved a pedestrian, meaning that the local highway safely accommodates pedestrian movements at present. This is confirmed by the CrashMap extract at **Figure 3.3** below, which shows the PICs which involved pedestrians.

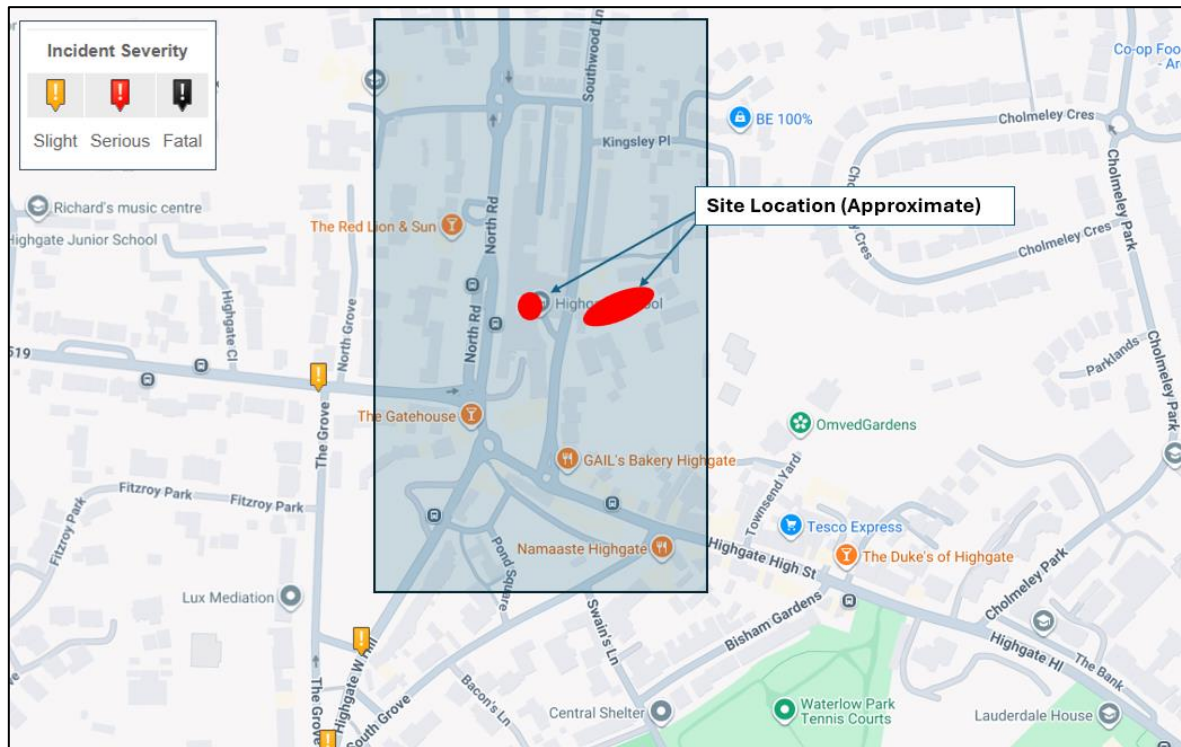
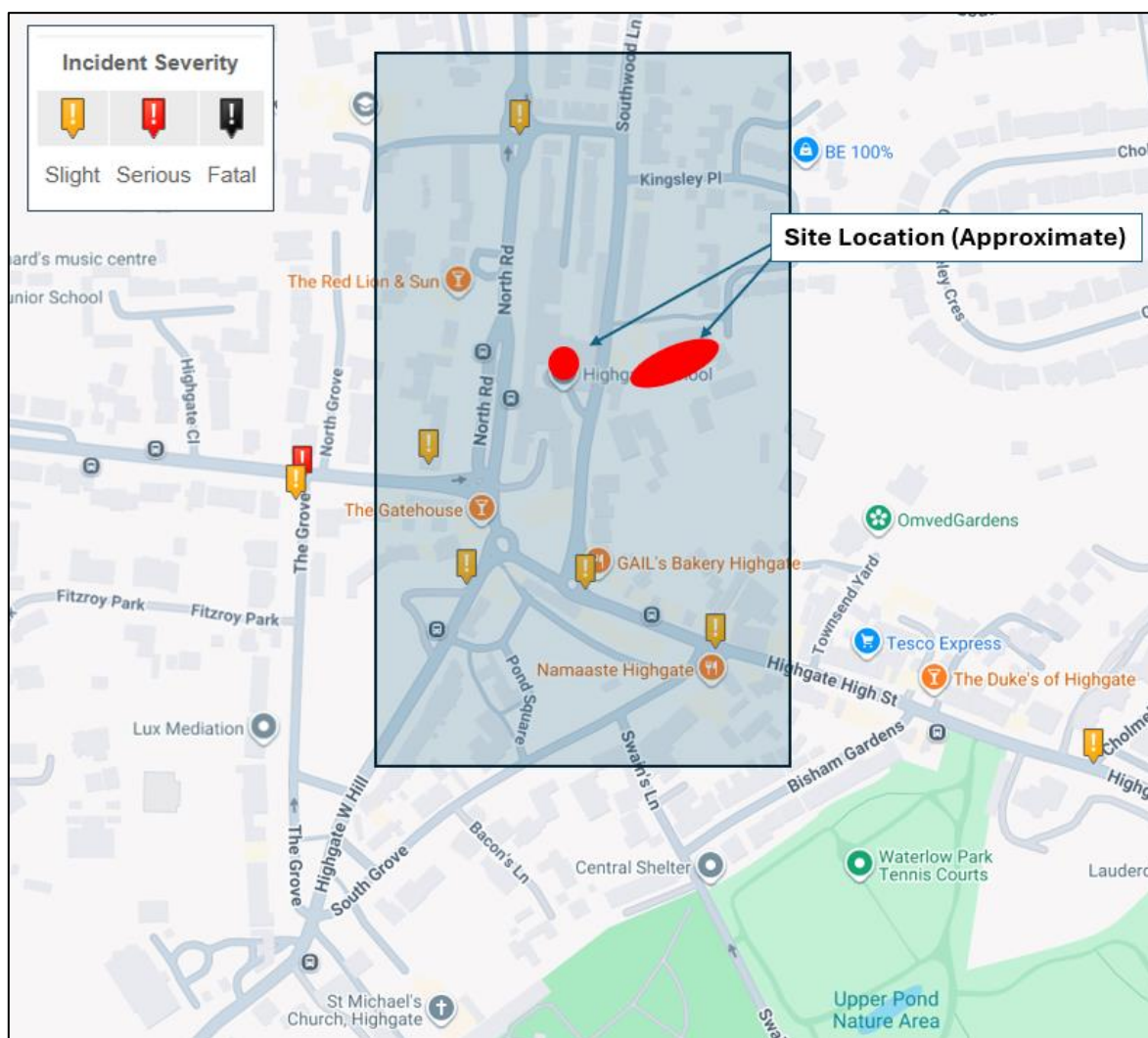


Figure 3.3 CrashMap Extract (Pedestrian collisions)

Source: www.crashmap.co.uk

- 3.9 The CrashMap database was further interrogated to understand the level of PIC's which involved Pedal Cyclists within the same study area during the most recent five-year period. An extract from CrashMap is shown below at **Figure 3.4** displaying PIC's involving Pedal Cyclists.



Source: www.crashmap.co.uk

- ## Summary

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users safely. Furthermore, the proposed development will enhance pedestrian connectivity between Dyne House and the Island Site through improvements to the existing tunnel connection and accessibility measures. These enhancements are expected to further improve the safety, convenience and accessibility of movements across the School estate, resulting in a positive highway and pedestrian safety outcome.

Pedestrian Infrastructure

- 3.14 Footways are provided on both sides of North Road, Highgate High Street, Southwood Lane, Hampstead Lane and surrounding local roads, offering a well-connected pedestrian environment. These facilities provide convenient and safe pedestrian connections between the Site, nearby bus stops, other areas of Highgate School and surrounding residential neighbourhoods.
- 3.15 Internal movements between the various school buildings are facilitated by a comprehensive pedestrian network comprising footways, two zebra crossings located near Castle Yard, and the private footpath, providing safe and convenient connections between the different parts of the school estate. This arrangement encourages walking as the primary mode of travel within the campus and supports efficient movement throughout the school day.

Existing

- 3.16 Dyne House currently contains 17 general teaching classrooms, providing a total of 334 desk spaces, and serves as Highgate School's principal Sixth Form campus. The site plays a key role in accommodating Sixth Form teaching and study activities across the Senior School.
- 3.17 The School's Music Department is primarily based within Dyne House, where existing facilities are operating under significant pressure. Due to a shortage of dedicated specialist accommodation, music teaching frequently extends into general teaching rooms and circulation spaces. The department currently benefits from 13 practice rooms. However, their effective availability is limited to approximately 60% of the school week, placing further constraints on timetabling and room utilisation.
- 3.18 Dyne House is also characterised by a challenging topography, with an approximate 15-metre change in level between the street frontage and the Parade Ground. This significant variation in levels presents accessibility challenges and is a key consideration underpinning the proposed redevelopment of the site.

Vehicular Access

- 3.19 At present, vehicular access to Dyne House is provided from Southwood Lane via a dropped kerb leading to an informal off-street parking area with capacity for approximately eight vehicles.
- 3.20 A gated emergency access is also available from Kingsley Place at the rear of the site. In addition, servicing and maintenance vehicles can access the adjacent Island Site through an existing gate on Southwood Lane.



Proposed

- 3.21 The redevelopment proposes replacing these with 26 smaller seminar rooms, each containing approximately 12 desk spaces, resulting in 312 desk spaces overall. This represents a reduction of 22 desk spaces at Dyne House and contributes to an overall net reduction of 46 desk spaces across the redevelopment proposals. The purpose of this change is to increase the number of teaching rooms available for timetabling, particularly for Sixth Form teaching, rather than to increase pupil capacity.
- 3.22 The redevelopment of Dyne House would provide additional seminar rooms better suited to typical Sixth Form class sizes, alongside a new centralised common room incorporating pastoral and administrative facilities. This would replace the existing fragmented arrangement spread across multiple buildings and provide enhanced study and collaboration space.
- 3.23 The redevelopment proposes a substantial increase in specialist music accommodation, including at least 24 practice rooms, five ensemble rehearsal spaces, and larger orchestra and choir rehearsal areas. Improved acoustic design is also proposed to address noise transmission issues between rooms and neighbouring buildings.
- 3.24 The proposals seek to create fully accessible Sixth Form, Music and assembly facilities through comprehensive site redevelopment, improving accessibility and inclusivity for pupils, staff and visitors
- 3.25 These proposals are summarised in **Table 3.1** below in respect to the existing provision to allow for a clear comparison.

	Existing	Proposed	Change / Benefit
Classrooms	17 general teaching classrooms.	26 seminar-style teaching rooms.	Increase of 9 teaching rooms, improving timetabling flexibility.
Desk Spaces	334 desk spaces	312 desk spaces	Reduction of 22 desk spaces to create smaller, more appropriate teaching spaces.
Music Practice Rooms	13 practice rooms	24 specialist practice rooms	Increase of 11 music teaching and practice capacity.
Ensemble Rehearsal Space	Limited specialist rehearsal facilities, resulting in use of teaching rooms and corridors.	5 dedicated ensemble rehearsal spaces and larger orchestra/choir rehearsal areas.	Improved specialist music provision and reduced pressure on general teaching accommodation.
Sixth Form Facilities	Common room and associated facilities split across multiple buildings.	Centralised Sixth Form common room with integrated pastoral and administrative facilities.	Creates a more cohesive and efficient Sixth Form environment.

Table 3.1 Summarised Development Proposals at Dyne House



- 3.26 As stated in **Table 3.1**, the proposals for the redevelopment of Dyne House are focused on improving educational provision and operational efficiency rather than accommodating additional pupils, this can be seen by the decrease of 22 pupil desk spaces.
- 3.27 It is anticipated that the Island Site will function as Highgate School's principal administrative hub following completion of the redevelopment proposals. As a result, servicing activity is expected to be concentrated primarily at the Island Site and the Estates Office, reflecting the operational focus of these facilities.
- 3.28 Given that the proposals do not seek to increase pupil or staff numbers and instead comprise a rationalisation and modernisation of the existing estate, there is no corresponding requirement for additional servicing demand across the wider campus. Concentrating servicing activities within a limited number of locations will improve operational efficiency, reduce unnecessary vehicle movements between school buildings, and minimise the need for servicing vehicles to access multiple areas of the estate. This approach aligns with the overall objective of creating a more cohesive and efficient campus layout whilst supporting sustainable estate management practices.

Sixth Form Facilities

- 3.29 At present, the Sixth Form facilities at Highgate School are fragmented across a number of buildings throughout the site. The proposed development would consolidate these facilities into a centralised location, reducing the need for pupils and staff to travel between buildings during the school day. This would improve the operational efficiency of the campus, reduce internal movements and create a more cohesive Sixth Form environment.
- 3.30 In addition, pastoral and administrative facilities serving the Sixth Form are currently dispersed across the site. Bringing these functions together within a single location would improve accessibility to support services, strengthen the integration of pastoral care and administration, and further reduce the need for day-to-day movements around the campus. Collectively, these improvements would enhance the overall functionality and sustainability of the site by creating a more efficient and accessible Sixth Form hub.

Pedestrian Access

- 3.31 The proposed development would retain the existing pedestrian access arrangements whilst delivering significant accessibility improvements to the tunnel connecting Dyne House and the Island Site. The construction of a lift and associated upgrades to the tunnel would provide a step-free route between the two sites, improving accessibility for all users and enhancing connectivity across the Senior School campus.
- 3.32 These improvements would support safer, more convenient and more inclusive pedestrian movement throughout the school estate.

Vehicular Access

- 3.33 The proposals do not seek to materially alter the existing vehicular access arrangements. Vehicular access for staff, servicing and maintenance vehicles will continue to be taken from Southwood Lane, whilst the existing emergency access routes will be retained.
- 3.34 The principal changes relate to parking and servicing arrangements rather than access itself. The existing informal parking area would be removed and replaced with a designated disabled parking space, supporting the school's objective of encouraging sustainable travel.



- 3.35 Servicing and deliveries would continue to operate from Southwood Lane, with a new gate adjacent to the Island Site bin store providing improved access and egress arrangements. Emergency vehicles would retain access from both Southwood Lane and Kingsley Place, with a new ramp providing access to the Parade Ground and the rear of Dyne House.

Car Parking

- 3.36 The proposed development seeks to remove the existing informal parking arrangement at Dyne House and replace it with a more formal and accessible arrangement. Currently, the site accommodates informal, unmarked parking within the frontage area. This will be removed as part of the redevelopment.
- 3.37 In its place, the proposals would provide a designated disabled parking space to support accessibility requirements whilst minimising general car use.
- 3.38 The reduction in on-site parking aligns with both the Highgate School SPD and local planning policies, reflecting the site's PTAL 4 accessibility rating and location within a Controlled Parking Zone (CPZ). The proposals are intended to encourage travel by sustainable modes, including walking, cycling and public transport.

Cycle Parking

- 3.39 No additional cycle parking is proposed as part of the Dyne House scheme, although cycle parking provision will be available elsewhere within the wider School estate and will continue to be reviewed through the School Travel Plan.

Summary

- 3.40 The proposed development would remove the existing informal parking area at Dyne House and replace it with a designated disabled parking space.
- 3.41 No increase in parking provision is proposed, reflecting the site's highly accessible location and supporting a shift towards sustainable modes of travel.
- 3.42 The proposals are therefore expected to reduce reliance on private vehicles whilst maintaining appropriate parking provision for users with accessibility requirements.

Net Impact Assessment

Trip Generation

- 3.43 The Site occupies a highly sustainable location, benefitting from excellent accessibility by walking, cycling and public transport, including frequent bus services, nearby London Underground connections and dedicated school bus services. Furthermore, the School has confirmed that the proposals do not seek to increase pupil enrolment or staff numbers, with the development instead focused on modernising and improving existing facilities. Consequently, no material increases in trip generation, or trip attraction is anticipated, and the development is not expected to result in any adverse impact on the local highway network or surrounding transport infrastructure.
- 3.44 The removal of the existing informal parking provision, combined with improved pedestrian connectivity between Dyne House and the Island Site, is expected to encourage greater use of sustainable travel modes. Any resulting increase in walking, cycling or public transport trips would be minimal and readily accommodated by the existing transport



network, representing a positive transport outcome in accordance with local and regional policy objectives.

Local Highway Network

- 3.45 The proposals are expected to deliver a positive transport outcome by improving accessibility and connectivity between Dyne House and the Island Site, particularly through enhancements to the existing pedestrian tunnel and the provision of step-free access.
- 3.46 These improvements will create a safer and more inclusive environment for pupils, staff and visitors, supporting the objectives of TfL's Vision Zero strategy and Healthy Streets Approach.
- 3.47 The removal of the existing informal parking area will help reduce vehicle dominance within the site. Together, these measures are expected to encourage greater use of sustainable modes of travel, reduce reliance on private vehicles, and contribute to a more attractive, accessible and healthier school environment.

Summary of Dyne House & Island Site Tunnel Planning Application

- 3.48 The proposals for Dyne House and the Island Site Tunnel are focused on modernising existing facilities, improving accessibility and addressing current operational inefficiencies, rather than increasing pupil numbers.
- 3.49 The site currently serves as Highgate School's main Sixth Form campus and contains 17 teaching classrooms with 334 desk spaces, alongside music facilities that are operating under significant capacity constraints.
- 3.50 Key elements of the redevelopment include the refurbishment and extension of Dyne House, improvements to the Parade Ground, upgrades to the tunnel connection with the Island Site, enhanced accessibility measures, landscaping works, and revised servicing and parking arrangements.
- 3.51 The scheme would:
 - a) Increase teaching rooms from 17 classrooms to 26 seminar-style rooms, improving timetabling flexibility;
 - b) Reduce desk spaces from 334 to 312, demonstrating that the proposals are not intended to increase pupil capacity;
 - c) Expand music facilities from 13 practice rooms to 24 practice rooms, alongside new ensemble rehearsal spaces;
 - d) Consolidate Sixth Form facilities into a centralised hub with integrated pastoral and administrative support; and
 - e) Deliver fully accessible facilities through step-free access and a lift connection between Dyne House and the Island Site.
- 3.52 Regarding connectivity, existing pedestrian routes would be retained and enhanced through upgrades to the tunnel connection, improving movement between sites and reducing the need for pupils and staff to travel via Southwood Lane. Vehicular access would remain unchanged from Southwood Lane, while the existing informal parking area would be removed and replaced with a single disabled parking space, supporting sustainable travel objectives.



- 3.53 This section confirms that the redevelopment would not increase pupil or staff numbers and therefore would not generate additional travel demand. Rather the proposals are expected to improve accessibility, reduce reliance on private vehicles, encourage walking between school buildings, and create a safer and more efficient school environment



4 Science Block

General Overview

- 4.1 The Science Block is situated on the Island Site and forms part of the Senior School Campus. It consists of three connected buildings positioned between Science Quad and Garner Quad: the Centre Block, East Wing and Link Block. The building currently accommodates teaching spaces and office accommodation across four storeys.
- 4.2 The science block was designed in the late 1920's to meet the needs at the time – workshops for aeronautics and other practical sciences. However, the existing buildings do not meet the current requirement for teaching science with the existing balance of very large laboratories with others that are too small, and under-sized servant spaces creating an excess of space in some rooms, and a scarcity of space in others. Therefore, the existing buildings are in need of refurbishment to both the external and internal buildings to allow for the Science Block to conform to modern day requirements and standards.
- 4.3 The development of the Science Block comprises of the following:

“Refurbishment and extension of existing Science Block, to include: 1) Four storey plus basement extension to east wing to provide new entrance and improved circulation, lift and ancillary accommodation, and internal re-planning/ alterations; Two storey extension above ground level colonnade to central building, to provide internal re-planning and additional teaching accommodation; 3) Creation of additional plant space at roof level of the East Link Block; 4) Complete replacement of building systems/ plant; 5) Rooftop observatory extension; 6) Replacement windows and restoration of existing facades; and Associated landscaping.”

Site Location

- 4.4 The Science Block is situated within the Island Site, which is situated between the southern extent of North Road and Southwood Lane.
- 4.5 The sites' indicative location is shown below in **Figure 4.1**.



Figure 4.1 Science Block Indicative Location

Source: Openstreetmap.org

- 4.6 All surrounding roads are subject to a 20-mph speed limit.

Local Highway Safety

- 4.7 To determine whether there are any existing highway safety issues within the vicinity of the Science Block, the CrashMap database has been reviewed for the North Road and the surrounding area, inclusive of approximately 200m in either direction from the sites location, for the most recent five-year period, up to December 2024.

All Collisions

- 4.8 The study area and the locations of all the collision is shown below in the CrashMap extract at **Figure 4.2** – the study area is the area shaded in blue.

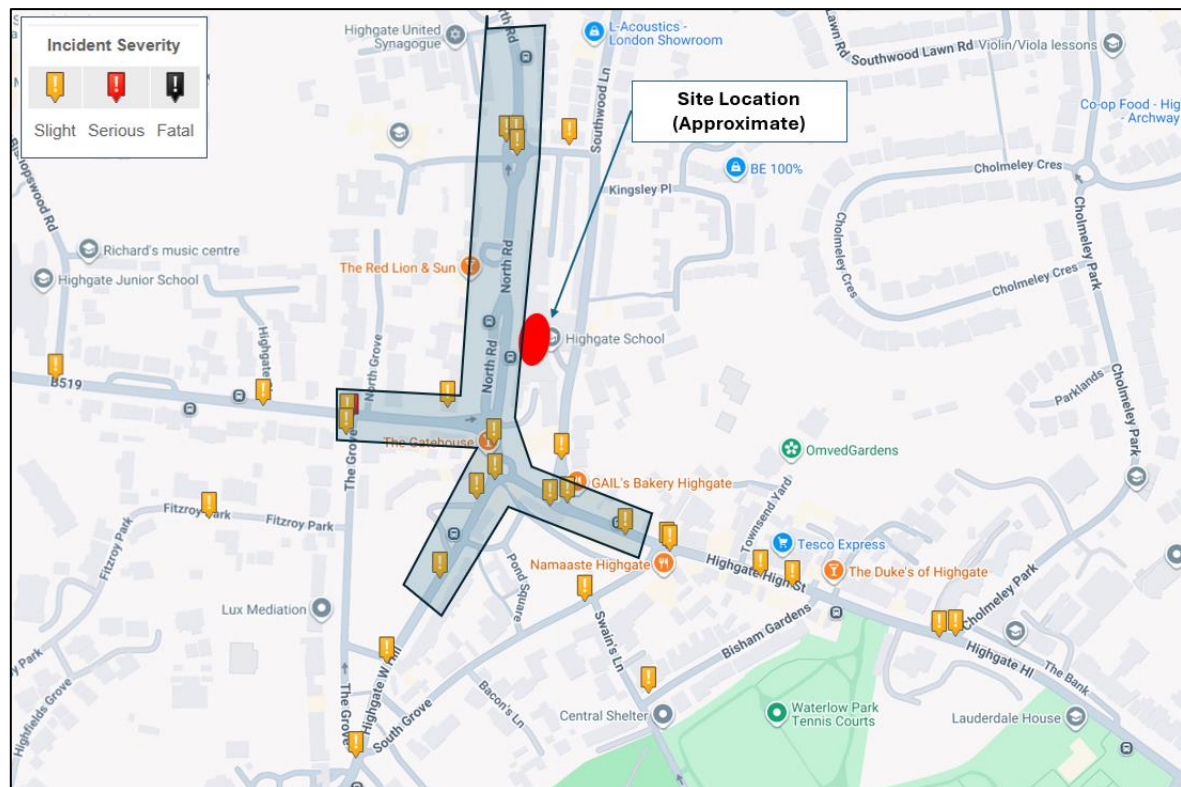


Figure 4.2 CrashMap Extract (All collisions)

Source: www.crashmap.co.uk

- 4.9 The review identified that 14 Personal Injury Collisions (PIC) within the study area during the most recent five-year period, of which one collision was categorised as serious regarding severity, although this was towards the western extent of the study area. No collisions occurred within the immediate vicinity of the site on North Road.

Non-motorised Users (NMU)

- 4.10 Further review of the CrashMap data base was undertaken regarding PIC's involving NMU.
- 4.11 The PIC's involving pedal cyclists are shown in the CrashMap Extract below at **Figure 4.3**.

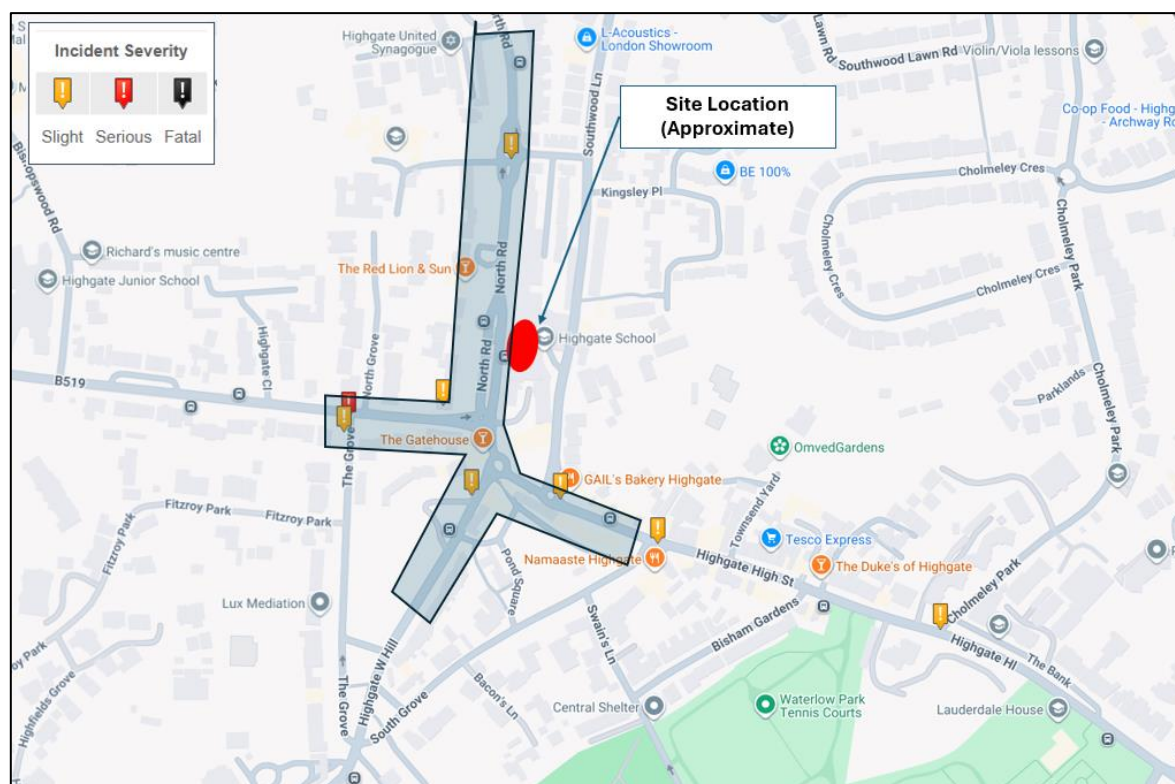


Figure 4.3 CrashMap Extract (Pedal Cyclist Collisions)

Source: www.crashmap.co.uk

- 4.12 This extract shows that six collisions occurred which resulted in pedal cyclists sustaining injuries, of which five were categorised as slight regarding severity and the remaining one resulted in a serious injury.
- 4.13 The serious PIC (ref: 2022010366267) occurred on Saturday 19th March 2022 at 11:44am. The weather was fine without high winds, and the road surface was dry. The PIC involved a car and a pedal cycle on a single carriageway road and resulted in serious injuries to the cyclist. The full CrashMap report is contained at **Appendix A**.
- 4.14 **Figure 4.3** also shows that there was no clustering of any of the pedal cyclist PIC's, therefore indicating that there are no inherent highway safety issues concerning cyclists.
- 4.15 To understand the level PIC's involving pedestrians, a further CrashMap extract is presented below at **Figure 4.4** which displays the collisions within the search area which resulted in a pedestrian's sustaining injuries.

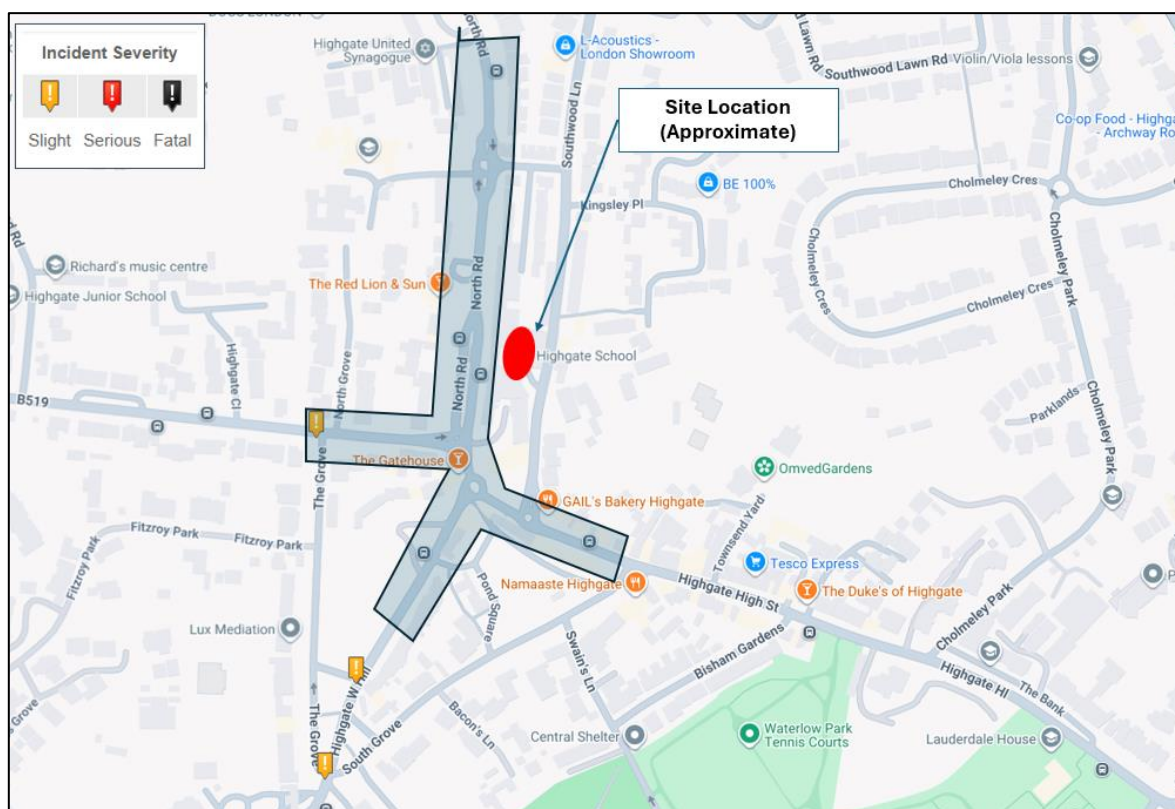


Figure 4.4 CrashMap Extract (Pedestrian Collisions)

Source: www.crashmap.co.uk

- 4.16 **Figure 4.4** shows that only one collision has occurred within the study area which resulted in a pedestrian sustaining injuries, significantly the collision only resulted in a slight injury of the pedestrian.

Summary

- 4.17 Overall, the collision data indicates that the local highway network is operating safely, with 14 PIC's recorded within the study area during the most recent five-year period, only one of which was categorised as serious. The review identified six collisions involving pedal cyclists, comprising five slight and one serious injury, and one pedestrian-related collision, which resulted in a slight injury only. Significantly, there is no evidence of clustering of cyclist or pedestrian collisions, suggesting that there are no inherent highway safety issues affecting vulnerable road users in the vicinity of the Science Block.

Pedestrian Infrastructure

- 4.18 Illuminated footways are present on both sides of North Road and provide link to local bus stops, facilities and services, whilst also providing access to other sections of the Highgate Schools campus and surrounding residential areas.
- 4.19 Adjacent to the Science Block, a signal-controlled pelican crossing is provided on North Road. The crossing is equipped with dropped kerbs, tactile paving and a central refuge island, enabling pedestrians to cross the carriageway safely and conveniently in two stages.
- 4.20 Multiple zebra crossings are located within the vicinity of the Science Block, all of these are equipped with dropped kerbs, tactile paving and refuge islands.



Existing

- 4.21 The existing Science Block accommodation is provided across four storeys and currently comprises 14 laboratories and 5 classrooms.
- 4.22 Timetable analysis undertaken by Highgate School identified an existing shortage of science teaching space, with 14 instances during a two-week timetable cycle where insufficient laboratories are available to accommodate scheduled lessons.

Vehicular Access

- 4.23 Vehicular access to this site is limited, with access provided via a vehicular cross over through the school gates on North Road, this access is restricted to permitted vehicles only.

Pedestrian Access

- 4.24 The Science Block can also be accessed from Dyne House via the existing Island Site Tunnel. The tunnel currently provides an off carriageway connection between the two parts of the Senior School campus.

Proposed

- 4.25 The redevelopment proposals include a comprehensive refurbishment and reconfiguration of the existing Science Block to address existing timetabling constraints, improve accessibility and modernise STEM teaching facilities. The proposals are intended to optimise the building for contemporary science education whilst making more efficient use of the available accommodation.
- 4.26 The proposals are to reconfigure the building to provide 17 laboratories and 4 classrooms, to increase specialist science accommodation and to better align with modern education requirements and BB103 design guidance.
- 4.27 The proposals are not intended to increase pupil numbers but instead seek to improve the quality, functionality and accessibility of the School's STEM facilities, creating a modern science environment capable of supporting current and future curriculum requirements.
- 4.28 These proposals are summarised in **Table 4.1** below in respect to the existing provision to allow for a clear comparison.



	Existing	Proposed	Change / Benefit
Overall Building Form	Three interconnected blocks comprising the Centre Block, East Wing and Link Block. Teaching accommodation and offices provided over four storeys.	Retention and redevelopment of the existing building with extensions and internal reconfiguration.	Modernised and more efficient educational accommodation.
East Wing	Existing four-storey building	Four-storey plus basement extension providing a new entrance, improved circulation, lift and ancillary accommodation.	Improved accessibility and movement throughout the building.
Central Block	Existing teacher accommodation	Two-storey extension above the existing colonnade.	Additional teaching accommodation and internal re-planning.
Science Teaching Space	14 laboratories and 5 classrooms.	17 laboratories and 4 classrooms	Provides 3 additional laboratories and addresses existing teaching space shortages.
Accessibility	Existing access arrangements with limitations in accessibility across the building.	Level access improvements and wheelchair access to all floors and Garner Quad.	Fully inclusive access throughout the building.
Building Services	Existing building systems and plant.	Complete replacement of building services and plant infrastructure.	Improved building performance and operational efficiency.
Roof Level	Existing roof arrangement.	Additional rooftop plant space and a new rooftop observatory.	Enhanced educational facilities and servicing capacity.
External Building	Existing windows and facades.	Replacement windows restored facades and associated landscaping.	Improved appearance and public realm.

Table 4.1 Summarised Development Proposals at Science Block

4.29 The site is car-free, minus permitted vehicles only such as servicing vehicles. This is set to be retained within the development proposals meaning no additional traffic impacts will occur as a result of the redevelopment of the Science Block and the site will continue to support sustainable travel objects set out by TfL.

Cycle Parking

4.30 Cycle parking is available at the Chapel Quad which is in the form of Sheffield bike stands.



Summary

- 4.31 The proposed redevelopment of the Science Block is focused on modernising and reconfiguring the existing accommodation to provide improved science teaching facilities, enhanced accessibility and more efficient use of the building, rather than increasing pupil or staff numbers. The scheme would increase the number of laboratories from 14 to 17, reduce general classrooms from 5 to 4, provide improved circulation and lift access, replace outdated building services, restore the existing external facades and introduce additional rooftop plant and observatory space.
- 4.32 Existing vehicular access arrangements would remain restricted to permitted vehicles only, with the site continuing to operate as car-free for general users.
- 4.33 Cycle parking remains available nearby at Chapel Quad and pedestrian access is supported by the surrounding footway network and existing controlled crossing facilities. As such, the proposals are not expected to generate additional travel demand or result in any adverse impact on the local highway network and would support the school's wider objectives of improving accessibility, sustainability and educational provision.

Net Impact Assessment

Trip Generation

- 4.34 As noted above, the proposals do not seek to increase pupil or staff numbers at the school and are instead focused on the modernisation and enhancement of existing facilities.
- 4.35 Accordingly, no material increases in trip generation, or trip attraction is anticipated, and the development is therefore not expected to result in any noticeable impact on the operation or capacity of the local highway network.

Local Highway Network

- 4.36 The proposed redevelopment will deliver enhanced teaching accommodation and modernised educational facilities, enabling a more efficient use of the school estate and improving operational flexibility. By providing additional specialist teaching space within the Science Block, the proposals will support a more consolidated campus arrangement, reducing the need for pupils and staff to travel between different buildings and sites during the school day.
- 4.37 Furthermore, as demonstrated previously within this section, the local highway network is currently operating safely, with no identifiable highway safety concerns. Given that the proposals do not seek to increase pupil or staff numbers, no material increase in travel demand, or trip generation is anticipated. Accordingly, the safe operation of the surrounding highway network is expected to continue following implementation of the development proposals.

Summary of the Science Block Planning Application

- 4.38 The redevelopment proposals seek to modernise and extend the existing building through a combination of internal reconfiguration, extensions, accessibility improvements and the replacement of building services. The proposals would result in a minor increase in specialist science accommodation from 14 laboratories to 17 laboratories, with a reduction



from 5 to 4 classrooms, helping to address identified shortages in science teaching space and improving the overall efficiency of the school estate.

- 4.39 The redevelopment has been developed to improve the quality, functionality and accessibility of the Science Block rather than to facilitate growth in pupil numbers. The proposals will provide enhanced circulation, level access throughout the building, wheelchair access to all floors, modernised laboratories and associated teaching facilities, ensuring the building is capable of supporting contemporary educational requirements.
- 4.40 Consistent with the objectives of the Highgate School Supplementary Planning Document, the proposals form part of the school's wider programme of estate modernisation and will contribute towards the provision of flexible, high-quality educational accommodation without increasing the school's pupil numbers.



5 Richards Music Centre

General Overview

- 5.1 The Richards Music Centre (RMC) was a former music school for the junior school. However, it now accommodates the School IT Department and temporary facilities for the Sports and Exercise Department (SpEx) and pupil sports.
- 5.2 The development of the RMC comprises of the following:
- “Redevelopment of Richards Music Centre, including complete demolition of existing structure and development of a replacement building of two and a half storeys plus basement, and associated landscaping with improved provision for emergency services, servicing and disabled parking.”*
- 5.3 The redevelopment of the Richards Music Centre is driven by a clear educational need arising from substantial growth in Drama provision and the limitations of the school's existing facilities.
- 5.4 Since the current Drama accommodation was established, the subject has expanded from being taught only to lower year groups to a full curriculum offer from Year 7 through to A-Level. This has resulted in a significant increase in demand for specialist teaching and performance space, with curricular provision increasing by almost 300% where two classes operate in each of Years 10 to 13.
- 5.5 As a consequence of the lack of dedicated facilities, more than half of Drama lessons, equating to approximately 65 periods per fortnight, are currently delivered outside specialist Drama spaces, often in general teaching classrooms or alternative accommodation not designed for performing arts education.
- 5.6 Furthermore, the existing facilities no longer meet operational requirements, lacking key theatre infrastructure such as changing rooms, backstage areas and wing space, while the growing popularity of co-curricular Drama has led to a substantial increase in the number and scale of school productions that the existing accommodation can no longer adequately support.

Site Location

- 5.7 The RMC comprises of a single storey building which is located at the Bishopwood Road Campus, Bishopswood Road. RMC is situated on the northern side of the carriageway and is situated to the south of the all-weather sports pitch.
- 5.8 The sites' indicative location is shown below in **Figure 5.1**.

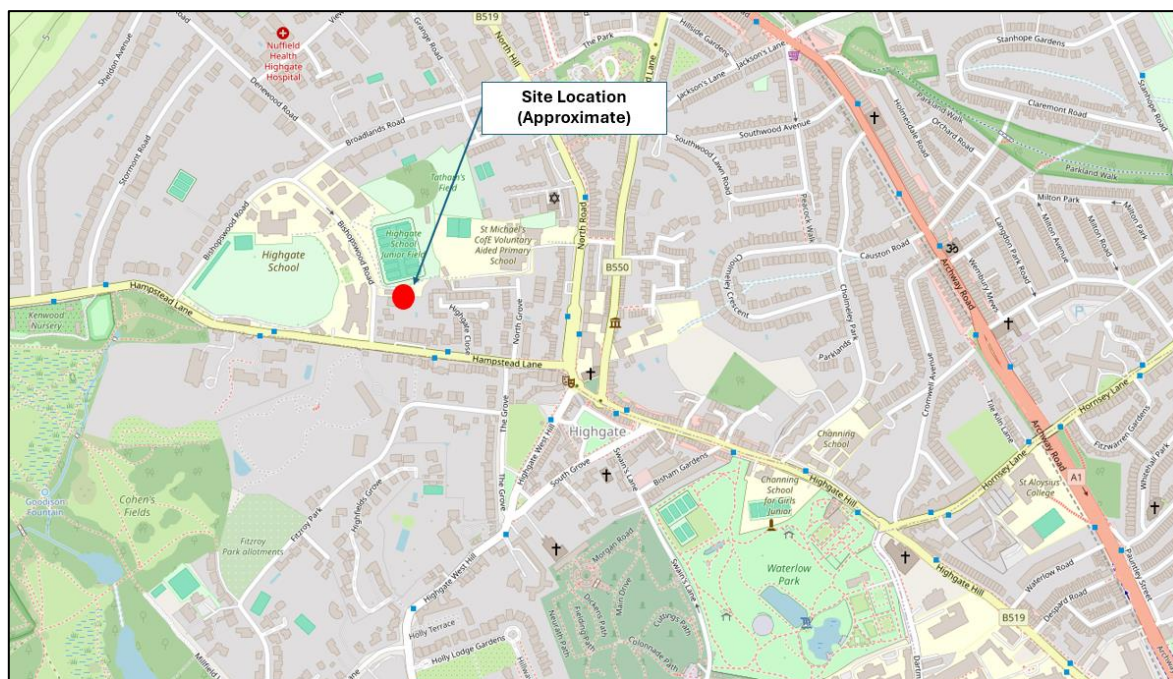


Figure 5.1 Richard Music Centre Indicative Location

Source: Openstreetmap.org

5.9 All surrounding roads are subject to a 20-mph speed limit.

Local Highway Safety

5.10 To determine whether there are any existing highway safety issues within the vicinity of the RMC, the CrashMap database has been reviewed for Bishopswood Road and the surrounding area, inclusive of approximately 200m in either direction from the sites location, for the most recent five-year period, up to December 2024.

All Collisions

5.11 The study area and the locations of all the collision is shown below in the CrashMap extract at **Figure 5.2** – the study area is the area shaded in blue.

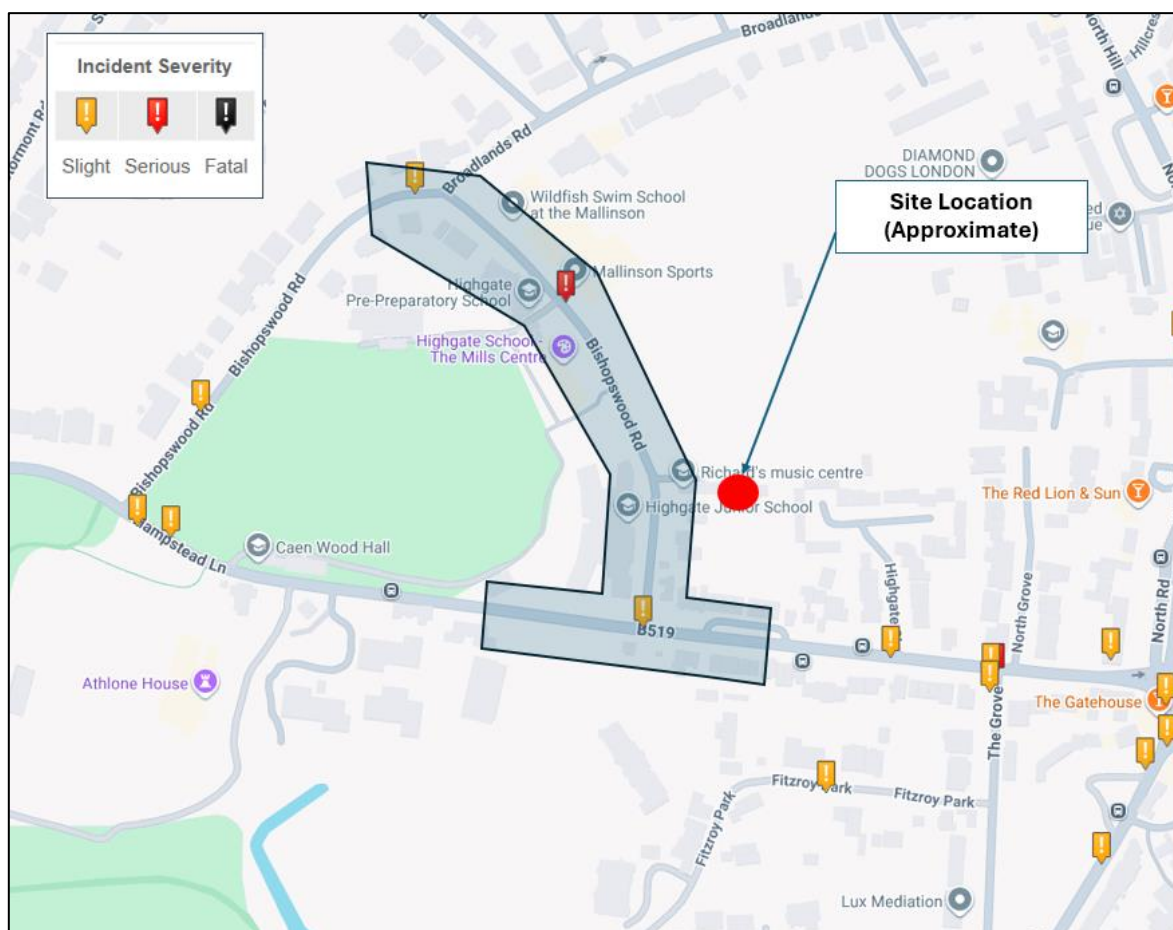


Figure 5.2 CrashMap Extract (All Collisions)

Source: www.crashmap.co.uk

- 5.12 The review identified that three Personal Injury Collisions (PIC) within the study area during the most recent five-year period, of which one collision was categorised as serious regarding severity, this was located to the north of the site, with the remaining two collisions categorised as slight regarding severity.

Non-motorised Users (NMU)

- 5.13 Further review of the CrashMap data base was undertaken regarding PIC's involving NMU.
- 5.14 The PIC's involving pedal cyclists are shown in the CrashMap Extract below at **Figure 5.3**

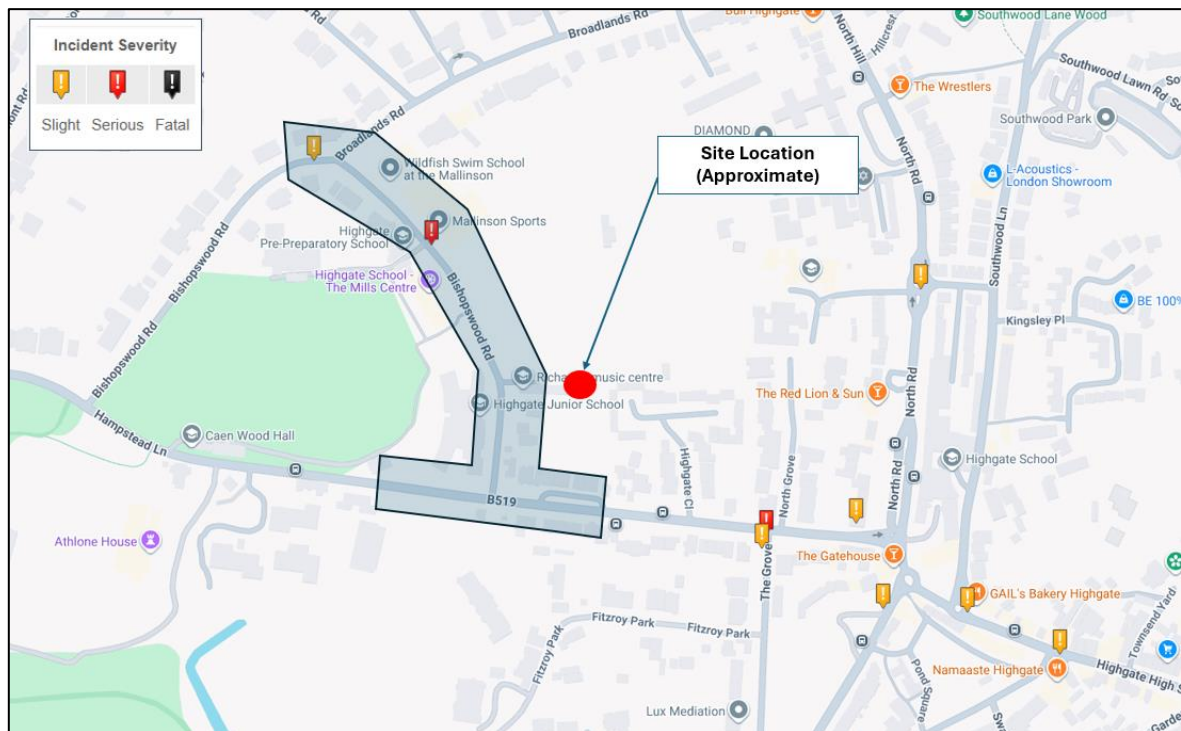


Figure 5.3 CrashMap Extract (Pedal Cyclist Collisions)

Source: www.crashmap.co.uk

- 5.15 **Figure 5.3** shows that of the three collisions that occurred within the study area in the latest five-year period, two involved pedal cyclists. Both of which occurred to the north of the site.
- 5.16 The serious PIC (ref: 2021010314001) occurred on Monday 14th June 2021 at 08:30am. The weather was fine without high winds, and the road surface was dry. The PIC involved a car and a pedal cycle on a one-way street, in the vicinity of a zebra crossing. The collision resulted in serious injuries to the cyclist. The full CrashMap report is contained at **Appendix B**.
- 5.17 After further review of the CrashMap database, it has been identified that there were no collisions which resulted in pedestrian injuries within the study area, this is confirmed by **Figure 5.4** below.

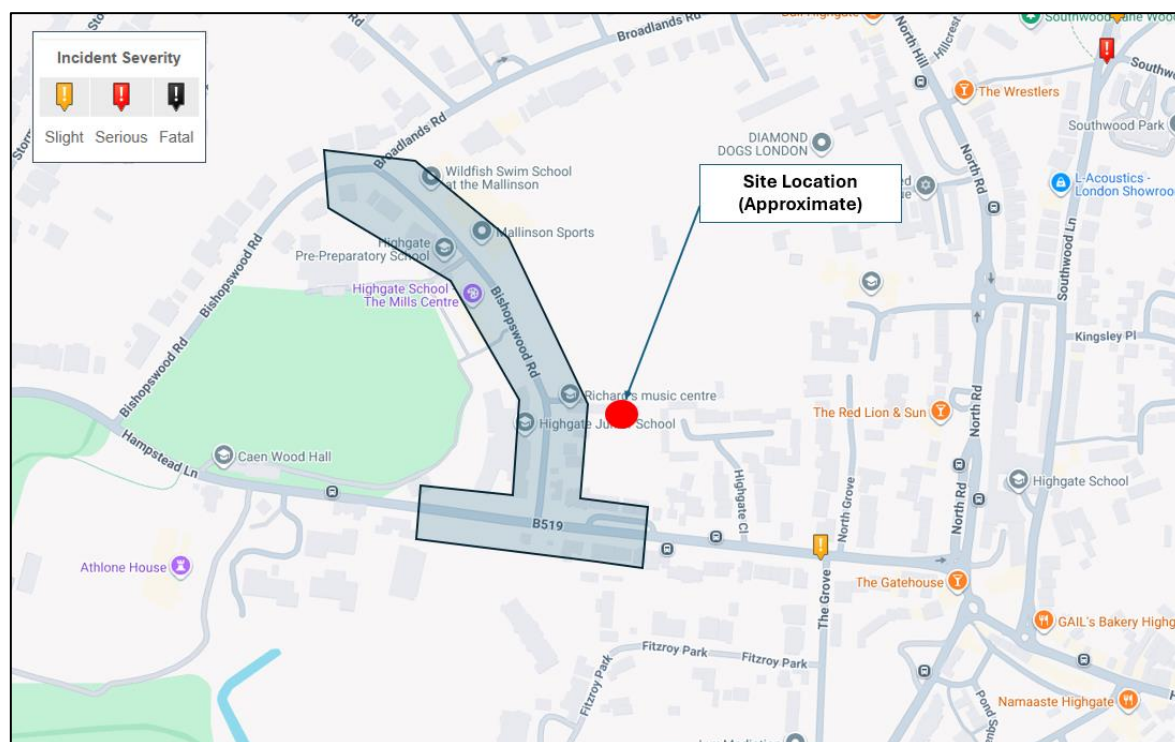


Figure 5.4 CrashMap Extract (Pedestrian Collisions)

Source: www.crashmap.co.uk

Summary

- 5.18 To summarise, the PIC data indicates that the local highway network is operating safely, with three Personal Injury Collisions recorded within the study area during the most recent five-year period.
- 5.19 Significantly, no pedestrian injury collisions were recorded within the study area. Overall, the collision data does not indicate any clustering of collisions or inherent highway safety issues in the vicinity of the Richards Music Centre.

NMU Infrastructure

- 5.20 Along the extents of Bishopswood Road and Hampstead Lane, illuminated footways are present to facilitate pedestrian movements along the carriageways.
- 5.21 To the north of the site, there is a zebra crossing to allow for safe carriageway crossing, the zebra crossing benefits from a build out and tactile paving.
- 5.22 In addition to the zebra crossing to the north of the site, Bishopswood Road benefits from two informal crossing points: one positioned north of the zebra crossing, closer to the junction with Hampstead Lane, and another located to the south. Both crossings are provided on raised tables and include tactile paving and bollards to support safer pedestrian crossing movements.
- 5.23 A designated cycle lane is present on Bishopswood road from its southern extent at the Bishopswood Road / Hampstead Lane junction to where Bishopswood Road junctions with Broadlands Road, the lane is approximately 1.2m wide and is marked.
- 5.24 The cycle lane connects to other local cycle routes within Haringey.



Existing

- 5.25 The existing RMC comprises of a single-storey building and currently accommodates the School IT Department and temporary facilities for the Sports and Exercise Department (SpEx) and pupil sports.

Vehicular Access

- 5.26 Vehicular access is provided from an existing crossover on Bishopswood Road, leading to the site via a gated entrance. This access is used by authorised staff, servicing vehicles and emergency vehicles.

Parking Provision

Car

- 5.27 At present there is an area of informal off-street parking which can accommodate approximately 12 vehicles.

Cycle

- 5.28 Cycle parking is available across the wider school estate, with approximately 12 Sheffield stands located opposite the site adjacent to the Junior School.

Pedestrian Access

- 5.29 The site benefits from the following forms of pedestrian access;
- a) **Bishopswood Road** – via the footway along the carriageway via the same gated access Vehicles utilise to enter the site; and
 - b) **A private footpath through St Michael's Church of England Primary School**, - this links Bishopswood Road with North Road and provides a direct connection between the Bishopswood Road Campus and the Senior School Campus.

Proposed

- 5.30 The proposed development comprises the demolition of the existing RMC and its replacement with a new purpose-built Drama and SpEx facility, forming part of Highgate School's wider estate modernisation programme. Importantly, the proposals do not seek to increase pupil or staff numbers, with the school remaining within its licensed capacity of 1,970 pupils.

- 5.31 The redevelopment will provide:

- a) A dedicated Drama Suite;
- b) A new performance theatre/auditorium;
- c) Dedicated rehearsal and teaching spaces for Drama; and
- d) Associated theatre facilities, including – a stage, background areas, costume storage, and AV/technical accommodation.

- 5.32 The provision of a dedicated Drama facility is operationally necessary, as Drama and Music have fundamentally different accommodation requirements.



- 5.33 Drama requires specialist theatre space incorporating blackout facilities, technical lighting and backstage areas, whereas Music provision requires acoustically designed teaching and rehearsal environments.
- 5.34 Given that both activities frequently operate concurrently, a shared facility would not adequately meet the needs of either department. Furthermore, relocating Senior School Music provision to the Richards Music Centre was considered impractical due to the need for regular movement of staff, pupils and specialist equipment between campuses. Consequently, the redevelopment of the site as a dedicated Drama facility represents the most appropriate and operationally efficient solution.
- 5.35 These proposals are summarised in **Table 5.1** below in respect to the existing provision to allow for a clear comparison.

Existing	Proposed
Single-storey former music building currently used by the School's IT Department and temporary SpEx accommodation.	Demolition of the existing building and construction of a new purpose-built Drama and SpEx facility.
No dedicated Drama accommodation. Drama teaching is often accommodated elsewhere across the estate.	Dedicated Drama Suite.
No purpose-built theatre facilities.	New performance theatre/auditorium with stage and rehearsal space.
Existing Drama facilities lack changing rooms, backstage areas and wings.	Provision of changing facilities, backstage accommodation, costume storage and technical/AV facilities.
Temporary SpEx accommodation.	Permanent SpEx offices and associated teaching accommodation.
No dedicated sports viewing facilities.	New sports viewing facilities.
Limited landscaping and public realm provision.	Associated landscaping and accessibility improvements throughout the site.

Table 5.1 Summarised Development Proposals at RMC

- 5.36 It is worth noting that the proposed floorspaces comprises ancillary accommodation that is required to support the effective operation of the primary teaching facilities, rather than increasing the school's educational capacity.
- 5.37 Facilities such as sports viewing areas, changing accommodation, backstage areas, costume storage and technical support spaces are all integral components of the Drama and SpEx requirements necessary to enable their day-to-day operation.
- 5.38 The redevelopment will significantly improve the quality, functionality and accessibility of the existing accommodation, it does not represent an increase in teaching capacity, pupil numbers or educational demand. Instead, the RMC proposals seek to provide modern, fit-for-purpose supporting infrastructure that addresses existing operational deficiencies and enhances the delivery of the school's current educational offer.



Access and Parking

- 5.39 The development is set to retain its existing access strategy, with pedestrian, cycle, servicing and vehicular access continuing to be taken from Bishopswood Road.
- 5.40 New entrance gates will be provided, but the overall access arrangements remain unchanged.
- 5.41 The access and parking proposals are summarised below in **Table 5.2**.

Existing	Proposed
Informal parking for approximately 12 vehicles	2 accessible parking bays
No dedicated visitor cycle parking	6 cycle parking spaces

Table 5.2 Access & Parking Development proposals for RMC

Summary

- 5.42 The proposals replace an outdated single-storey building currently used for IT and temporary SpEx purposes with a dedicated Drama and SpEx facility, whilst reducing car parking, increasing cycle parking provision and retaining existing access arrangements. No increase in staff or pupil numbers is proposed.

Net Impact Assessment

Trip Generation

- 5.43 The redevelopment of the RMC is not anticipated to result in any material increase in trip generation, as the proposals do not seek to increase pupil or staff numbers and instead represent the replacement and enhancement of existing facilities. Consequently, the development would have no adverse impact on the local highway or public transport network.
- 5.44 The removal of the existing informal parking provision which can accommodate up to 12 vehicles, and introduction of cycle parking is expected to support a modest shift towards sustainable travel modes, resulting in a neutral to minor beneficial transport impact overall.

Local Highway Network

- 5.45 As the proposals will decrease the availability of car parking spaces, it will therefore reduce the likelihood of cars travelling to the site.
- 5.46 By reducing car parking at the site, it is subsequently reducing noise, and air pollution whilst also reducing congestion and encouraging sustainable modes – this in accordance with the overall objectives set out in TfL's "Healthy Streets" guidance.

Summary of the Richard Music Centre Planning Application

- 5.47 The redevelopment proposals for the Richards Music Centre seek to replace the existing single-storey building with a purpose-built Drama and SpEx facility, addressing existing limitations in specialist drama teaching, rehearsal and performance accommodation.



- 5.48 The proposals would provide a dedicated Drama Suite, performance theatre/auditorium, rehearsal and teaching spaces, backstage and technical facilities, alongside permanent SpEx accommodation and associated landscaping improvements. A majority of the proposed facilities at RMC are ancillary to help aid the running of facilities, rather than being standalone facility which will house teaching.
- 5.49 The scheme has been developed to improve the quality, functionality and accessibility of the school's existing facilities rather than to increase pupil or staff numbers. Existing access arrangements from Bishopswood Road would be retained, with pedestrian, cycle, servicing and authorised vehicular access continuing to operate from the existing access point. The proposals would reduce informal car parking from approximately 12 spaces to two accessible bays and introduce six cycle parking spaces, supporting the school's wider sustainable travel objectives.
- 5.50 Given that no increase in pupil or staff numbers is proposed, the redevelopment is not expected to generate additional travel demand or result in any adverse impact on the local highway or public transport network. The reduction in car parking provision and introduction of cycle parking would support a modest shift towards sustainable travel modes, whilst the surrounding pedestrian and cycle infrastructure, together with the existing controlled and informal crossing facilities on Bishopswood Road, would continue to provide safe and convenient access to the site.



6 Mallinson Sports Centre

General Overview

- 6.1 The Mallinson Sports Centre (MSC) is the main indoor sports facility within Highgate School's Bishopswood Road Campus and forms a key part of the school's wider estate modernisation programme.
- 6.2 The MSC does not sufficiently meet the modern educational and sporting requirements of the school and wider community, thus requiring modernisation.
- 6.3 The development of MSC will comprise of the following:

“Redevelopment of Mallinson Sports Centre, to include: 1) Partial demolition of existing structure, squash and fives buildings; 2) Refurbishment and extension of the remaining facilities, comprising new part single basement, new double height sports hall and new entrances, new teaching classrooms, offices, gym and exercise studios, circulation and ancillary accommodation; 3) New basement level outdoor covered fives courts; 4) External sunken oval sports pitch; and 5) Associated landscaping and improved provision for emergency services and servicing.”

Site Location

- 6.4 MSC is located on Highgate School's Bishopswood Road Campus, on the north side of Bishopswood Road.
- 6.5 It sits to the north of the all-weather sports pitch and is one of the principal sports facilities within the school estate.
- 6.6 The sites' indicative location is shown below at **Figure 6.1**.

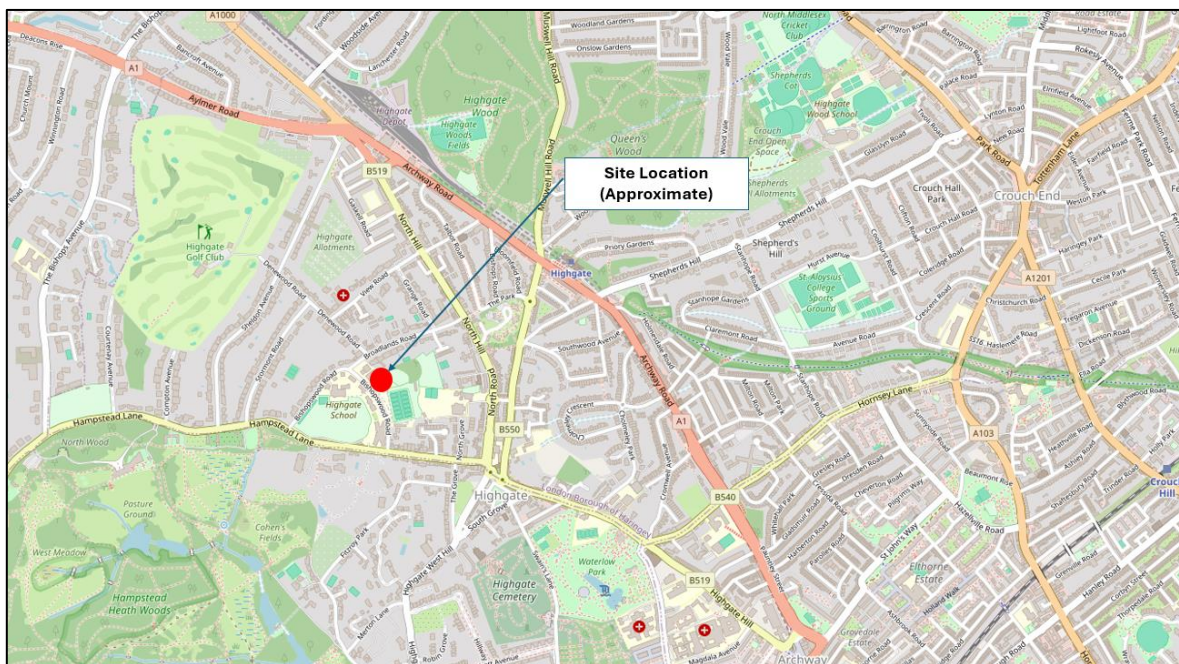


Figure 6.1 Mallinson Sports Centre

Source: [Openstreetmap.org](https://www.openstreetmap.org)



- 6.7 All surrounding roads are subject to a 20-mph speed limit.

Local Highway Safety

- 6.8 MSC is situated approximately 130m north of the Richards Music Centre (RMC). Given the close proximity of the two sites, the study area adopted for the Highway Safety Review is similar as that assessed for the RMC and includes the same key junctions and highway links. As a result, a separate collision review has not been undertaken, as this assessment is already presented within **Section 5**.
- 6.9 Accordingly, the same conclusions apply, significantly that the local highway network is operating safely and efficiently, with no evidence of a collision cluster or any existing highway safety concerns.

Pedestrian and Cyclist Infrastructure

- 6.10 Given the close proximity of the site to the Richards Music Centre, the local highway network characteristics are the same as those outlined in **Section 5**. Therefore, a separate summary of the pedestrian and cycle infrastructure within the local highway network for the Mallinson Sports Centre has not been provided.

Existing

- 6.11 MSC operates as the main indoor sports facility for Highgate School. The site consists of the following;
- a) 25m swimming pool;
 - b) Large sports hall;
 - c) Multi-purpose hall;
 - d) Weights suite;
 - e) Two squash courts;
 - f) Eton Fives courts;
 - g) Outdoor tennis courts;
 - h) Hockey pitches; and
 - i) Netball courts.
- 6.12 MSC does not just operate for Highgate School, the centre offers use of its facilities for locals, along with MSC being utilised by other schools within the area and local sporting clubs.
- 6.13 The Mallinson Sports Centre is often operating at or close to capacity due to limitations in the quantity and availability of indoor sports facilities across the school estate. Key factors include:
- a) The existing sports hall is required to serve the Pre-Prep, Junior and Senior Schools, meaning a single facility must accommodate a wide range of curriculum and extracurricular activities across all age groups.
 - b) The sports hall is also used for school examinations over extended periods, during which there are no suitable alternative indoor sports facilities available, placing additional pressure on the facility.
 - c) The existing sports hall records an occupancy rate of approximately 65% of the available school week, which creating scheduling constraints and limiting flexibility in the delivery of sports activities.



- d) The current hall does not meet Sport England standards for indoor netball and cannot adequately accommodate all sporting requirements, further constraining operational capacity.
- e) During adverse weather, outdoor facilities become less reliable, increasing reliance on indoor provision and intensifying demand on the sports hall.
- f) The school has also highlighted the growing need to support a broader range of sporting activities, increased participation levels, and community use while maintaining facilities for assemblies, fixtures and teaching.

Vehicular Access

6.14 The site does not have any vehicular access.

Pedestrian Access

6.15 Pedestrian access to MSC can be achieved via two access points: -

- a) Via Bishopswood Road which connects the site with the Junior School; and
- b) Via an internal, private footpath through St Michael's Church of England Primary School which runs between Bishopswood Road and North Road.

6.16 The main entrance to the building is located on southern side of the site and is taken from Bishopswood Road.

Servicing and Maintenance

6.17 It is anticipated that the majority of routine maintenance visits associated with the Mallinson Sports Centre (MSC) would form part of wider estate-wide servicing contracts. As such, many maintenance activities, such as boiler and building services inspections, would continue to serve multiple buildings across the Highgate School estate, with the MSC representing only one location within the overall servicing programme.

Swimming Pool

6.18 In addition to these routine estate-wide visits, the MSC requires specialist servicing associated with the operation of the swimming pool and its supporting plant. This is expected to comprise approximately 5 to 7 planned maintenance visits per annum, including inspections and servicing of the pool filtration system, pool cover mechanisms, pool equipment and plant room gas detection systems. Reactive maintenance visits may also be required from time to time; however, the frequency of such visits cannot be reliably presumed in advance due to the unexpectedness of them.

6.19 The operation of the swimming pool also necessitates the regular delivery of treatment chemicals to the plant room. At present, deliveries of chlorine and acid are undertaken on a fortnightly basis to support the ongoing operation of the pool facilities.

Waste Management Arrangements

6.20 General waste generated within the Mallinson Sports Centre (MSC) is collected by the school's cleaning team and transported to the centralised waste storage facility located between the Mills Centre and the Pre-Preparatory School.

6.21 Dry Mixed Recycling (DMR) is segregated at source and transferred to dedicated recycling containers located at Field House, situated opposite the MSC. Food waste generated within



the building is collected separately and transported to the designated food waste collection containers located within the catering compound.

- 6.22 This arrangement ensures that all waste streams are appropriately managed and consolidated within the school's existing waste management infrastructure prior to collection by the relevant waste contractors.

Summary

- 6.23 Wherever practicable, planned servicing and maintenance activities are scheduled outside of school term time in order to minimise disruption to pupils, staff and day-to-day school operations.

External Uses of the MSC

- 6.24 The operational hours for the existing external uses of the MSC is outlined below:

Term Time

- a) Monday to Friday 6pm-10pm
- b) Saturday and Sunday 8am-5pm
- c) Total hours per week 39 hours per week

School Holidays

- a) Monday to Friday 8am-10pm
- b) Saturday and Sunday 8am-5pm
- c) Total hours 89 hours per week

- 6.25 The MSC is open to general public for the following uses:

- a) Sports Hall;
- b) Mezzanine;
- c) Swimming Pool;
- d) Mallinson Room;
- e) Squash Courts;
- f) Fives Courts;
- g) Gym;
- h) Caenwood Hall; and
- i) Astro turf (weekends available, but seasonal midweek due to no lighting).

- 6.26 It should be noted that the facilities are closed on all bank holidays and during exams seasons, some facilities like sports hall and mezzanine are unavailable to hire.

- 6.27 The community usage is a combination of external groups and clubs delivering activities, Mallinson delivering activities, general facility hire by public and pay as you go usage of facilities.

- 6.28 The estimated level of local usage is outlined below:

Weekday evenings - 6pm -10pm

- a) Swim squads - 100 individual users
- b) Cricket clubs, football clubs, gym users, racket sport players - 75 individual users
- c) **Total per weekday - 175 individual users every evening**



Weekends 8am-5pm - Saturday

- d) Swimming Lesson, squads, public sessions - 700 individual users
- e) Cricket clubs, football clubs, Hockey Clubs, gym users, racket sport players, birthday parties - 200 individual users
- f) SpEx usage and fixtures - 200 individual users
- g) **Total per Saturday – 1,100 individual users every Saturday**

Weekends 8am-5pm - Sunday

- a) Swimming Lesson, squads, public sessions - 600 individual users
- b) Cricket clubs, football clubs, Hockey Clubs, gym users, racket sport players, birthday parties - 200 individual users
- c) **Total per Sunday - 800 individual users every Sunday**

6.29 It can be seen from the above levels of estimated existing usage, that the site provides a very significant level of existing usage for local users. This demand highlights the need for more changing provision, as currently at weekends there is insufficient provision which leads to people changing in corridors and toilets. This also impacts on the ability to clean the facilities.

Visitor Parking

- 6.30 MSC regularly hosts team sporting fixtures and tournaments. Consequently, when external teams attend the site, larger vehicles such as coaches and minibuses are often used to transport players, staff and associated spectators. These movements are generally associated with organised sporting events and occur on an occasional basis in accordance with the sporting calendar.
- 6.31 Coach and Minibus visitor parking associated with Highgate School's Bishopswood Road Campus, including the Junior School, Mallinson Sports Centre, Mills Centre, Field House and Richards Music Centre, is managed through designated parking arrangements within the local area.
- 6.32 These arrangements provide parking opportunities for visitors accessing the various educational, sporting and community facilities located across the campus.
- 6.33 The parking strategy is intended to facilitate visitor access whilst managing demand and minimising impacts on the surrounding highway network.
- 6.34 An extract of the parking map which is provided for visitors to the Bishopswood Road Campus is contained below at **Figure 6.2** below.

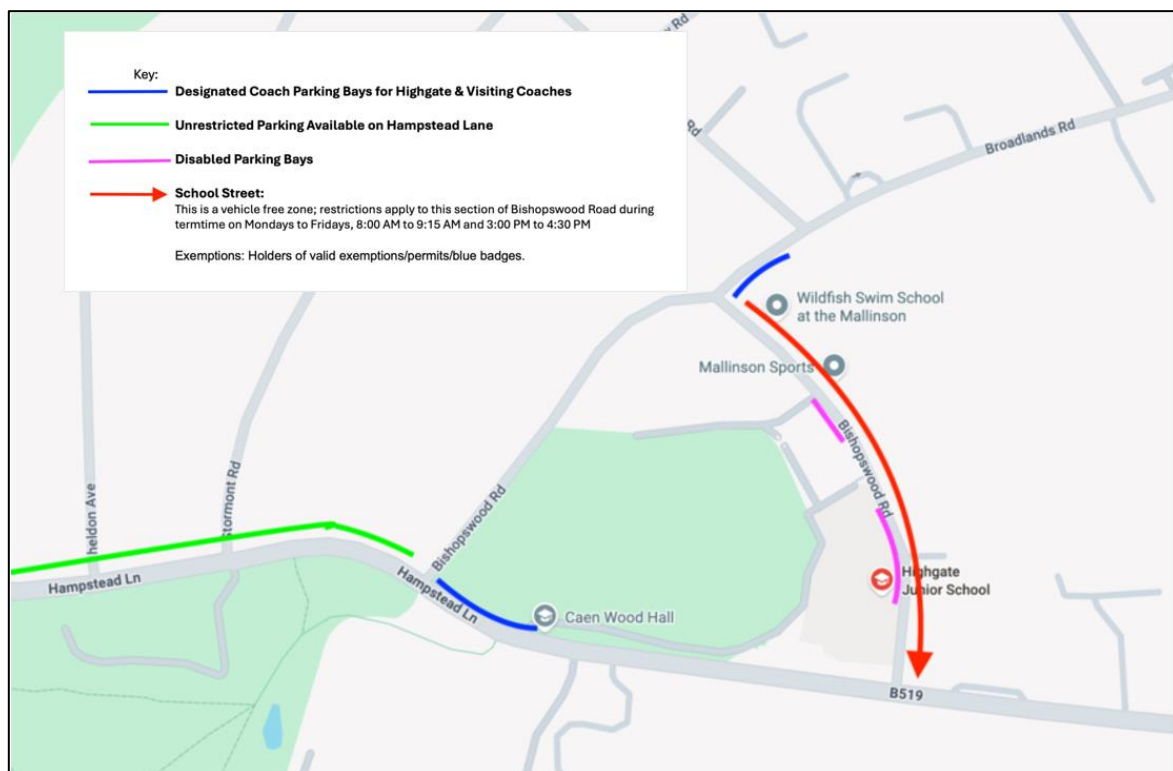


Figure 6.2 Extract of Parking Map given to Visitors of MSC

Proposed

6.35 The proposed redevelopment of the Mallinson Sports Centre forms part of Highgate School's wider estate masterplan and seeks to modernise and enhance the existing sports facilities.

6.36 The proposals comprise of the following:

- a) Refurbishment and extension of the existing Mallinson Sports Centre.
- b) Construction of an additional double-height sports hall within a partial basement.
- c) Provision of a new gym facility.
- d) Creation of two new multi-use studios.
- e) Additional staff office accommodation.
- f) A new entrance lobby and improved circulation spaces.
- g) Refurbished and expanded changing facilities.
- h) New teaching classrooms and ancillary accommodation.
- i) Relocation and replacement of the existing Eton Fives courts, including new covered courts at basement level.
- j) Formation of an external sunken oval sports pitch.
- k) 50 Cycle parking spaces.
- l) Associated landscaping and improvements for servicing and emergency vehicle access

6.37 The development is intended to be delivered through a four phase which consist of the following phases:



Phase	Works
1	Refurbishment of the existing pool hall (already granted planning permission).
2	Construction of the new sports hall.
3	Refurbishment of the existing sports hall and provision of a new main entrance.
4	Modernisation of the changing rooms and studios, together with a rear extension providing additional changing, storage and studio space.

Table 6.1 Phases of Construction of Proposed Development at Mallinson Sports Centre

- 6.38 **Table 6.1** confirms that the redevelopment of MSC is intended to be staggered, therefore minimising construction impacts upon the local highway network, and that Phase 1 already benefits from planning permission, planning ref: **HGY/2015/1029**.
- 6.39 The comments provided by LBH's Highways and Transportation team confirmed that the proposed refurbishment and extension of the Mallinson Sports Centre would not have a material impact on the local transport or highway network. Whilst the development was expected to provide approximately 554 sq.m of additional floorspace, it was acknowledged that the proposals would not result in any increase in pupil or staff numbers and, consequently, would not generate additional travel demand.
- 6.40 On this basis, the LBH Highways and Transportation Team concluded that the development would not adversely affect the operation of the local highway network and raised no objection to the application, subject to the submission of appropriate construction management measures.
- 6.41 The proposals are summarised in **Table 6.2** below in respect to the existing provision to allow for a clear comparison.



	Existing	Proposed
Sports Hall	One existing sports hall.	Existing sports hall retained and refurbished, plus an additional double-height sports hall.
Swimming Pool	25m swimming pool.	Pool hall refurbished and modernised.
Gym / Fitness Facilities	Weights suite.	New gym facility and upgraded fitness provision.
Studios	Existing multi-purpose hall.	Two new multi-use studios and refurbished studio accommodation.
Squash Courts	Two squash courts.	Existing squash courts subject to partial demolition as part of redevelopment proposals.
Eton Fives Courts	Existing Eton Fives courts.	Relocated and replaced with new covered basement-level Fives courts.
Changing Facilities	Existing changing accommodation.	Refurbished and extended changing facilities.
Teaching Space	No dedicated teaching classrooms identified.	New teaching classrooms provided.
Staff Accommodation	Existing staff facilities.	Additional staff office accommodation.
Entrance Facilities	Existing entrance arrangements.	New entrance lobby and improved accessibility.
External Sports Facilities	Tennis courts, hockey pitches, netball courts and all-weather pitch.	Existing external facilities retained, with provision of a new external sunken oval sports pitch and associated landscaping.
Cycle Parking	Existing cycle parking available elsewhere within the school estate.	50 cycle parking spaces proposed (42 covered and 8 uncovered).
Overall Building	Existing sports centre serving pupils, staff and community users.	Refurbished and extended four-storey sports centre providing modernised facilities, increased indoor sports capacity and enhanced accessibility.

Table 6.2 Summarised Development Proposals at Mallison Sports Centre

Servicing and Refuse Access

6.42 Servicing arrangements will remain as existing.

6.43 A new refuse and recycling store is to be located at the rear of the site.

Emergency Access

6.44 It is anticipated that emergency vehicles will access the site from Bishopswood Road, as per the existing arrangement.



Servicing and Maintenance

- 6.45 The servicing and maintenance is forecast to remain the same at the site as a result of the development proposals.

Swimming Pool

- 6.46 The frequency of specialist swimming pool maintenance visits is expected to remain unchanged following the redevelopment, with approximately 5 to 7 servicing visits per year, equating to around one visit every two months.
- 6.47 The facility will continue to receive fortnightly deliveries of pool treatment chemicals, including chlorine, to support the operation of the pool plant and associated equipment.
- 6.48 As these servicing and delivery activities are already accommodated within the existing operational arrangements at the site, there is no reason to expect any adverse impacts arising from their continuation following the redevelopment.

Waste Management Arrangements

- 6.49 The existing waste management arrangements will be retained as per the development proposals.

Summary

- 6.50 Due to the development proposals not intended to increase the use at the site, there is not expected to be a material uplift within the servicing and maintenance of the site.

External Uses of the MSC

- 6.51 It can be seen from Table 6.2 that the proposals largely relate to an upgrade and improvement to existing facilities. Whilst an additional sports hall is proposed, this will largely be used by the school and will be limited to external use outside of peak periods. Therefore the impact of the proposals will be limited and particularly so in the weekday peak periods.

Net Impact Assessment

Trip Generation

- 6.52 The trip generation at the site is not expected to materially increase due to the development proposals, as the proposals are not seeking increase pupil enrolment, staff numbers or the increased external usage of MSC. Instead, they comprise of the refurbishment, extension and modernisation of existing sports facilities. Consequently, whilst additional floorspace is proposed, the development is not expected to generate additional travel demand or increase peak-period movements on the surrounding highway network.
- 6.53 This conclusion is consistent with the findings of the London Borough of Haringey Highways and Transportation Team, who previously confirmed that phase 1 of the redevelopment would not materially impact the operation of the local transport or highway network.
- 6.54 The site will remain open for community use as per its existing arrangements and any external trips as a result are expected to be outside network peak hour periods and will consequently have a negligible impact on the local highway network.



Local Highway Network

- 6.55 Due to the proposals including the provision of 50 cycle parking spaces, the development proposals would have a positive impact on the Local Highway Network as these would encourage visitors to travel to the site more sustainably.
- 6.56 In addition, as the development proposals do not include for any parking provision, the site remains car-free therefore meaning that the proposals meet the overarching aims of the TfL's "Healthy Streets Guidance".

Summary of the MSC Planning Application

- 6.57 The Mallinson Sports Centre (MSC) is Highgate School's principal indoor sports facility and currently accommodates a wide range of indoor and outdoor sporting activities for pupils, staff and the wider community.
- 6.58 The existing facility includes a 25m swimming pool, sports hall, multi-purpose hall, weights suite, squash courts, Eton Fives courts and associated outdoor sports facilities. However, the building no longer fully meets the school's modern sporting and educational requirements, with the existing sports hall operating under capacity constraints and serving the Pre-Preparatory, Junior and Senior Schools, in addition to community users.
- 6.59 The facility is also used for examinations, placing further pressure on the availability of indoor sports provision.
- 6.60 The proposed redevelopment comprises the refurbishment and extension of the existing facility to provide modern, fit-for-purpose sports accommodation.
- 6.61 Key elements include the provision of an additional double-height sports hall, new gym facility, multi-use studios, teaching accommodation, enhanced changing facilities, improved circulation areas, a new entrance lobby and relocated Eton Fives courts. The proposals also include improvements to accessibility, landscaping and servicing arrangements, together with the provision of 50 cycle parking spaces.
- 6.62 The redevelopment does not seek to increase pupil or staff numbers and therefore will not increase the operational capacity of the school. The proposals are focused on improving the quality, functionality and accessibility of existing facilities whilst addressing identified deficiencies within the current sports provision. The scheme will continue to support both School and community use, whilst enabling the facility to better meet contemporary educational and sporting requirements. In transport terms, the redevelopment is not anticipated to generate any material increase in travel demand. This was previously confirmed by the London Borough of Haringey's Highways and Transportation Team, who concluded that the provision of additional floorspace at MSC would not result in an increase in pupil or staff numbers and therefore would not adversely affect the operation of the local highway network.
- 6.63 Accordingly, the redevelopment is expected to deliver significant improvements to the quality of the school's sporting facilities without resulting in a material impact on the surrounding transport network.



7 Temporary Decant Centre

General Overview

7.1 The temporary decant centre (TDC) proposals form an enabling element of Highgate School's wider estate redevelopment programme and are intended to ensure continuity of teaching whilst permanent buildings elsewhere on the estate undergo refurbishment and redevelopment.

7.2 The development proposals will comprise of the following:

“Installation of a single storey modular classroom facility, on a temporary basis, for a period of up to ten years; associated means of enclosure, footpaths and landscaping, and complete reinstatement of the synthetic surface upon cessation of use.”

This application is to be revised to a five-year consent.

Site Location

7.3 The Temporary Decant Centre (TDC) is proposed on the existing all-weather sports pitch (Junior Field) within Highgate School's Bishopswood Road Campus.

7.4 The site is situated between the Mallinson Sports Centre (MSC) and St Michael's Church of England Primary School, immediately east of the Richards Music Centre (RMC) and north of Bishopswood Road.

7.5 The site's indicative location is shown below in **Figure 7.1**.

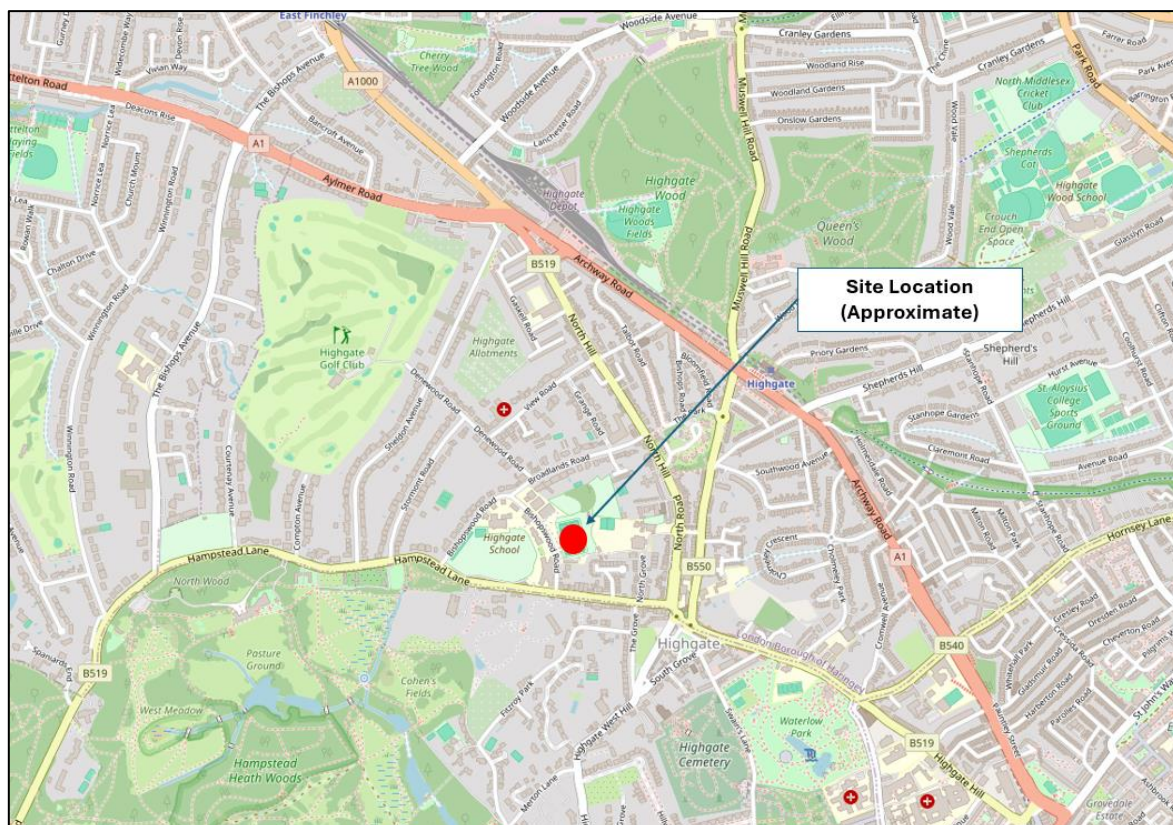


Figure 7.1 Indicative Site Location Plan of the Temporary Decant Centre

Source: Openstreetmap.org

- 7.6 As seen on **Figure 7.1** the site is situated on Bishopswood Road and is approximately 100m to the south of the Mallinson Sports Centre and approximately 70m north of the Richards Music Centre.

Local Highway Safety

- 7.7 Due to the proposed sites close proximity to both MSC and RMC, a separate Highway Safety Review has not been undertaken for the site and will utilise the Highway Safety Review enclosed at **Section 5**.
- 7.8 Accordingly, the same conclusions apply, significantly that the local highway network is operating safely and efficiently, with no evidence of a collision cluster or any existing highway safety concerns.

Pedestrian and Cyclist Infrastructure

- 7.9 Given the close proximity of the site to the Richards Music Centre, the local highway network characteristics are the same as those outlined in **Section 5**. Therefore, a separate summary of the pedestrian and cycle infrastructure within the local highway network for the Mallinson Sports Centre has not been provided.

Existing

- 7.10 The Temporary Decant Centre is proposed on the existing all-weather sports pitch (Junior school field) within Highgate School's Bishopswood Road Campus.



7.11 At present, this area functions as ancillary sports facility with the potential of accommodating:

- a) 10 netball courts;
- b) One full-size hockey pitch; or
- c) 12 tennis courts

Pedestrian Access

7.12 Pedestrian access is provided via the existing pedestrian network serving the Bishopswood Road Campus. Staff and pupils are able to access the site from Bishopswood Road, including via routes through the Mallinson Sports Centre and Richards Music Centre, and from the Senior School Campus via the private footpath through St Michael's Church of England Primary School, which connects North Road and Bishopswood Road.

Vehicular Access

7.13 At present, the site does not have a dedicated vehicular access. However, permitted vehicles are able to access the site via the existing gated access associated with the Richards Music Centre (RMC) on Bishopswood Road. This access is currently used by authorised staff and operational vehicles when required.

Proposed

7.14 The Temporary Decant Centre is proposed as an enabling development to support Highgate School's wider estate redevelopment programme. Its purpose is to provide temporary teaching accommodation while other school buildings undergo refurbishment and redevelopment, thereby ensuring continuity of educational provision throughout the construction period.

7.15 The proposals include the following:

- a) Temporary modular teaching accommodation located on the existing all-weather sports pitch (Junior Field);
- b) Two single-storey modular classroom blocks;
- c) A central covered circulation area connecting the classroom blocks;
- d) Temporary ancillary facilities, including a marquee and mobile toilet accommodation within Chapel Quad on the Senior School Campus, provided only when required;
- e) Associated pedestrian routes, low-level lighting and temporary fencing; and
- f) Air source heat pumps and photovoltaic panels to support the temporary accommodation.

Access and Operation

7.16 The existing pedestrian access arrangements will be retained as per the development proposals.

7.17 Vehicular and servicing access will continue to be taken via the existing Richards Music Centre access from Bishopswood Road.

7.18 No additional car parking is proposed within the proposals.



- 7.19 Existing servicing, refuse collection and emergency access arrangements will remain unchanged.

Net Impact Assessment

Trip Generation

- 7.20 The temporary accommodation is intended solely to replace existing teaching space during construction works elsewhere on the estate. As such:
- a) No increase in pupil numbers is proposed;
 - b) No increase in staff numbers is proposed; and
 - c) No material increases in trip generation, or travel demand is anticipated.

Summary of the Temporary Decant Planning Application

- 7.21 The Temporary Decant Centre proposals form an enabling component of Highgate School's wider estate modernisation programme. The development seeks to provide temporary teaching accommodation while existing buildings elsewhere within the school estate undergo refurbishment and redevelopment, thereby ensuring continuity of educational provision throughout the construction period.
- 7.22 The temporary facilities are proposed on the existing all-weather sports pitch within the Bishopswood Road Campus and will comprise modular classroom accommodation together with associated ancillary facilities.
- 7.23 Existing pedestrian, vehicular, servicing and emergency access arrangements will be retained, with staff and pupils continuing to access the site via Bishopswood Road and the private footpath through St Michael's School. No dedicated car parking is proposed, and existing servicing and refuse collection arrangements will remain unchanged.
- 7.24 As the temporary accommodation is intended solely to replace teaching facilities displaced by works elsewhere on the estate, no material increase in travel demand is anticipated. It can therefore be concluded that the proposals would not result in any significant adverse impact on the local highway network, pedestrian environment, cycle infrastructure or public transport services.
- 7.25 The temporary accommodation is to be under a five-year planning consent after which it will be removed and the site reinstated as a fully operational all-weather sports pitch.
- 7.26 Furthermore, the proposals are not intended to facilitate an increase in pupil numbers or expand the school's operational capacity but instead provide replacement accommodation for existing teaching activities during the construction period.



8 Construction Traffic Management Plan

General Overview

- 8.1 The National Policy Planning Framework (NPPF) August 2026 states the following:

“Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.”

- 8.2 To understand the potential construction impacts associated with the wider Highgate School redevelopment programme, a review of the previously submitted Construction Traffic Management Plans (CTMPs) has been undertaken.
- 8.3 This section provides a concise summary of the anticipated construction activities associated with each development site, together with an overview of the measures proposed to manage construction traffic, minimise disruption to the local highway network and safeguard pedestrian and cyclist movements.
- 8.4 The review also identifies the mitigation measures incorporated within each CTMP to ensure that construction-related impacts are appropriately managed throughout the construction period.

Dyne House & Island Site Tunnel

- 8.5 The previously submitted Construction Methodology and Management Plan (CMMP) prepared for the Dyne House and Island Site development identifies the construction programme involving the refurbishment and extension of Dyne House, demolition of existing rear buildings, construction of substantial new basement accommodation, and the delivery of a new building on the Island Site connected via the existing pedestrian tunnel.
- 8.6 The programme anticipated approximately 124 weeks of construction activity for Dyne House and 56 weeks for the Island Site works.
- 8.7 The CMMP identifies a number of site constraints that influence the construction strategy. The Dyne House site occupies a constrained and steeply sloping site fronting Southwood Lane, surrounded by residential properties and operational school facilities.

Access

- 8.8 Construction access is primarily proposed from Southwood Lane, with only limited plant access permitted via Kingsley Place.
- 8.9 To minimise impacts on the local highway network and surrounding area, the CMMP proposes that all material deliveries and waste removal activities are undertaken via Southwood Lane wherever practicable, with Kingsley Place restricted to occasional plant access only.



- 8.10 Vehicles would utilise a Delivery Management System, with delivery slots coordinated to avoid peak traffic periods and no vehicle waiting permitted on surrounding roads. All delivery vehicles would be required to comply with FORS and CLOCS standards.
- 8.11 The construction methodology includes extensive demolition, piling, excavation and structural works, supported by two luffing-jib tower cranes positioned within the site.
- 8.12 Temporary hoardings, traffic marshals, screening, scaffold encapsulation and dust suppression measures would be implemented throughout the construction period to manage the potential impacts on neighbouring properties, pedestrians and school operations. Particular attention is given to controlling noise, dust and vibration arising from demolition and piling operations through monitoring, environmental management and agreed mitigation measures.
- 8.13 With respect to highway and transport impacts, the CMMP concludes that construction traffic can be accommodated through careful management of vehicle movements, delivery scheduling and contractor logistics arrangements. Construction vehicles would access the site directly from Southwood Lane, thereby minimising disruption to the surrounding residential road network.
- 8.14 The CMMP also notes that more detailed Construction Logistics Plans would be prepared and agreed with the LBH and TfL prior to commencement of works.
- 8.15 It is forecast that the Island Site works would commence in August 2029 and completing in September 2030, followed by the Dyne House redevelopment commencing in September 2030 and completing in January 2033.
- 8.16 The review indicates that average daily construction vehicle activity would generally remain moderate and would be managed through the site-specific construction logistics measures outlined within the CMMP.

Science Block

- 8.17 The Outline Construction Management Plan prepared to acknowledge for the refurbishment and extension of the existing Science Block, including extensions into both the Garner Quad and Science Quad, alongside substantial refurbishment works to laboratories, circulation spaces and building services.
- 8.18 The building would be vacated during construction, with teaching activities relocated to temporary accommodation elsewhere within the school estate.
- 8.19 The Construction Management Plan identifies a number of constraints associated with the site's central location within the operational School campus.
- 8.20 While the Science Block is located within the Island Site and remains surrounded by active school facilities, the construction strategy proposes maintaining a protected pedestrian route through part of the building to preserve connectivity across the campus. Hoardings, crash decks and segregated access routes are proposed to ensure the safe movement of pupils, staff and contractors throughout the construction period.



Access

- 8.21 Construction access is proposed primarily via the Science Quad from Southwood Lane, with the existing access arrangements capable of accommodating small construction vehicles.
- 8.22 Temporary alterations to the entrance gate arrangement are envisaged to facilitate deliveries, whilst access via the rear Castle Yard gate would be restricted to occasional plant deliveries only.
- 8.23 The Plan notes that careful coordination with the LBH and TfL would be required to manage deliveries and construction logistics due to the constrained nature of the site.

Proposed Construction Schedule

- 8.24 The proposed construction methodology comprises an initial period of site establishment, service diversions, structural investigations and internal strip-out works, followed by the construction of the Garner Quad extension and the larger Science Quad extension.
- 8.25 The Science Quad extension represents the most significant construction element and includes piling, basement excavation, underpinning works, reinforced concrete structures, steel framing and associated façade works. The construction programme also incorporates extensive structural interventions within the existing building to accommodate new risers, staircases, services infrastructure and accessibility improvements.
- 8.26 The Construction Management Plan identifies a series of measures to minimise impacts on the surrounding area, including phased construction activities, controlled delivery arrangements, scaffold encapsulation, waste management procedures and the use of small-scale plant suited to the constrained site environment.
- 8.27 Specific risks associated with construction traffic, noise, neighbour amenity, utility diversions and interaction with ongoing school activities are also identified, together with corresponding mitigation measures to manage these impacts effectively.

Current Masterplan Programme

- 8.28 It is anticipated that construction of the Science Building will commence following completion of the Temporary Decant Centre works.
- 8.29 Based on the current Highgate School master programme, construction is expected to begin in August 2029 and continue for approximately 49 weeks, with completion anticipated in July 2030
- 8.30 The programme is structured around a series of key phases, as summarised below:

Pre-Construction and Decant

- a) Temporary classrooms made available.
- b) Decant of teaching spaces and removal of furniture, fittings and equipment.
- c) Intrusive structural and services survey.
- d) Early enabling works, including gate alterations, hoardings and site preparation.

Site Establishment and Strip-Out

- a) Site set-up and welfare provision.



- b) Construction of the protected pedestrian route through the building.
- c) Service diversions and segregation works.
- d) Internal soft strip and removal of redundant plant and services.
- e) Scaffold erection and access arrangements.

Garner Quad Extension

- a) Local drainage diversions and foundations.
- b) Structural propping and demolition of existing façade sections.
- c) Installation of new steelwork and floor structures.
- d) Cladding and roof construction.
- e) External works and reinstatement.

Science Quad Extension

- a) Demolition of external walls and existing stair structures.
- b) Piling and underpinning works.
- c) Basement excavation and raft foundation construction.
- d) Reinforced concrete liner walls.
- e) Steel frame erection and floor construction.
- f) Installation of new lift and staircase cores.
- g) Cladding and roof works.

Existing Building Refurbishment

- a) Structural interventions and formation of new risers.
- b) New room layouts and builders' works.
- c) Window replacement and façade refurbishment.
- d) Mechanical and electrical installations.
- e) Internal fit-out, decoration and fixed furniture installation.

Completion and Handover

- a) Services commissioning (approximately 12 weeks).
- b) Whole-building testing and commissioning (approximately 4 weeks).
- c) External works and site clearance.
- d) Practical Completion and return occupation by the school.

Construction Management

- 8.31 In transport terms, construction vehicle movements are expected to be managed through a coordinated logistics strategy focused on the use of Southwood Lane and the Science Quad for deliveries, materials handling and waste removal.
- 8.32 Deliveries would be scheduled and controlled to minimise disruption to local traffic conditions, while plant selection and construction methodologies have been designed to reflect the restricted site access available.
- 8.33 Overall, the Construction Management Plan concludes that, subject to appropriate management and mitigation measures, the Science Block redevelopment can be delivered without resulting in significant adverse impacts on the local highway network or wider school operations.



Richards Music Centre

- 8.34 The Construction Methodology and Management Plan prepared for the RMC relates to the demolition of the existing Richards Music Centre and the construction of a new three-storey educational building with a single-storey basement.
- 8.35 The proposed development comprises drama classrooms, a double-height studio theatre, offices, cadet facilities and sports changing accommodation associated with the adjacent all-weather sports pitch.
- 8.36 The plan identifies that the site is located on the eastern side of Bishopswood Road and benefits from a relatively unconstrained layout compared with other redevelopment sites across the Highgate School estate.

Access

- 8.37 Construction access is proposed via the existing frontage onto Bishopswood Road, although the one-way operation of the road presents a logistical constraint.
- 8.38 To address this, the Construction Management Plan identifies a Temporary Traffic Order (TTO) to permit two-way traffic movements during the construction period, enabling construction vehicles to access the site directly from Hampstead Lane and reducing the need for HGVs to travel through surrounding residential streets.

Proposed Construction Schedule

- 8.39 It is proposed that the redevelopment of RMC will commence once the Dyne House redevelopment project has finished. The following schedule is expected:

- a) Start Date: January 2033
- b) Completion Date: September 2034
- c) Construction Duration: Approximately 88 weeks

- 8.40 The programme is structured around a series of key phases, as summarised below:

Pre-Construction and Decant

- a) School decant and vacation of the existing building.
- b) Refurbishment and Demolition (R&D) asbestos survey.
- c) Contractor mobilisation.
- d) Temporary Traffic Order (TTO) arrangements and stakeholder consultation.

Site handover.

- a) Site Establishment and Early Works
- b) Installation of hoardings and site security measures.
- c) Temporary services and welfare facilities.
- d) Creation of temporary haul roads and access arrangements.
- e) Establishment of construction compounds.
- f) Vegetation clearance and tree protection measures.

Demolition Works

- a) Internal soft strip of the existing building.



- b) Removal of roofs, windows, doors and services.
- c) Demolition of the existing Richards Music Centre.
- d) Removal of foundations and ground slabs.
- e) Processing and recycling of demolition materials where practicable.

Substructure Works

- a) Sheet piling and capping beam construction.
- b) Bulk excavation and basement formation.
- c) Load-bearing and tension piling works.
- d) Below-ground drainage installation.
- e) Basement slab and foundation construction.
- f) Formation of future sports pitch access connection.

Superstructure Construction

- a) Reinforced concrete walls, columns and floor slabs.
- b) Ground floor slab construction.
- c) Glulam roof frame and roof deck installation.
- d) Construction of stairs and primary structural elements.

Building Envelope

- a) Structural framing system (SFS) façade installation.
- b) Window and curtain walling installation.
- c) Brickwork construction.
- d) Standing seam roof installation.
- e) Achievement of a weather-tight building.

Internal Fit-Out

- a) M&E first fix installations.
- b) Lift installation.
- c) Theatre, teaching and office fit-out.
- d) Changing rooms and workshop fit out.
- e) Final finishes and commissioning.

External Works and Completion

- a) Attenuation tank installation.
- b) Ground floor waterproofing and paving.
- c) Landscaping and sunken garden works.
- d) Final commissioning and testing.
- e) Practical Completion and occupation.

8.41 This programme includes enabling works, demolition, substructure construction, superstructure works, envelope installation, fit-out, external works and commissioning.

8.42 Following demolition, the programme proposes substructure works, including sheet piling, bulk excavation, basement construction, load-bearing piles, reinforced concrete foundations and associated drainage infrastructure. The superstructure would then be constructed using reinforced concrete elements, glulam roof structures and associated structural works before progressing to external envelope construction, internal fit-out and commissioning phases.



- 8.43 The construction process would be supported by a single luffing-jib tower crane positioned within the site, together with temporary welfare facilities located adjacent to Bishopswood Road.

Construction Management

- 8.44 Managing potential impacts on local residents, school activities and the surrounding highway network is important to mitigate any impacts during construction.
- 8.45 Proposed mitigation measures include enclosed scaffolding systems, dust suppression procedures, noise and vibration monitoring, controlled delivery schedules, waste management strategies and environmental monitoring throughout the construction period. The plan also requires construction vehicles to be managed through a booking system, with deliveries scheduled outside peak traffic periods and all suppliers complying with FORS and CLOCS requirements.
- 8.46 With regard to highway and transportation impacts, all construction traffic would access and egress the site via Bishopswood Road, with vehicle movements managed through agreed routes, delivery scheduling and traffic management measures.
- 8.47 The CMMP concludes that, subject to implementation of the proposed mitigation measures and the potential introduction of the Temporary Traffic Order, the redevelopment can be undertaken without giving rise to significant adverse impacts on the local highway network, pedestrian environment or surrounding residential areas.

Mallinson Sports Centre

- 8.48 The previously submitted Construction Management Plan prepared for the MSC relates to the phased redevelopment of the Mallinson Sports Centre.
- 8.49 The proposals comprise the construction of replacement fives courts, the Orchard Practice Pitch, a new sports hall, refurbishment of the existing sports hall and the construction of an infill building linking the sports facilities. An initial phase involving refurbishment of the swimming pool building was completed separately and already benefits from extant planning permission.
- 8.50 The Construction Management Plan identifies that the site occupies a distinct part of the Highgate School estate fronting both Bishopswood Road and Broadlands Road.

Construction Access

- 8.51 Bishopswood Road and Broadlands Road are the two principal access routes for construction activities associated with the Mallinson Sports Centre redevelopment.
- 8.52 Both roads are residential in nature and experience significant parking demand and school-related traffic, requiring careful management of vehicle movements throughout the construction period.
- 8.53 These construction phases will occur within the following phases:

Phase 2A: New Fives Courts and Orchard Practice Pitch

- 8.54 Primary construction access would be taken from Bishopswood Road via a temporary crossover, gates and access road.



- 8.55 Access arrangements would need to accommodate both construction traffic and ongoing pupil movements to the existing sports facilities. Traffic marshals and delivery management measures would be required during peak periods.
- 8.56 The Orchard Practice Pitch is proposed to share the same construction access route as the new Fives Courts, allowing efficiencies in logistics and reducing the number of separate construction access points.
- 8.57 Temporary parking suspensions and modifications to boundary fencing would likely be required to facilitate construction vehicle access

Phase 2B: New Sports Hall

- 8.58 Construction access would be provided from both Broadlands Road and Bishopswood Road.
- 8.59 Broadlands Road would provide the preferred access route during the early demolition and enabling works stages.
- 8.60 Once basement excavation commences, access would primarily shift to Bishopswood Road, where a larger construction gate and loading gantry would be established.
- 8.61 Bulk excavation materials would be loaded directly into lorries positioned off-road adjacent to Bishopswood Road. The CMP anticipates significant HGV activity during this phase associated with excavation and concrete deliveries.
- 8.62 A spider crane operating within the basement structure is proposed to facilitate superstructure construction while minimising impacts on surrounding mature trees.

Existing Sports Hall Refurbishment and Infill Building

- 8.63 Due to site constraints, vehicles would generally unload from the roadside using controlled kerbside loading arrangements. Temporary barriers and delivery scheduling would be used to minimise conflicts with students and other users.
- 8.64 Materials for the infill building would be delivered in smaller loads and transferred using lifting beams and temporary gantries positioned between operational sports facilities.
- 8.65 The redevelopment is proposed to be delivered through a phased construction programme designed to maintain continuity of sports provision wherever possible. The first major phase comprises the construction of replacement fives courts, enabling the subsequent demolition of the existing courts occupying the footprint of the proposed new sports hall.
- 8.66 The Orchard Practice Pitch is proposed to be delivered alongside the replacement courts to maximise efficiencies associated with shared access routes and construction traffic movements.

Summary

- 8.67 Access arrangements would be carefully managed to maintain safe pedestrian movements, minimise disruption to neighbouring residents and allow the continued operation of existing school sports facilities throughout the phased construction programme



Mitigation Measures

- 8.68 The Construction Management Plan includes a comprehensive range of mitigation measures to minimise disruption during construction, including traffic management arrangements, delivery scheduling, environmental monitoring, waste reduction strategies, scaffold encapsulation, dust suppression measures and noise and vibration controls.
- 8.69 In order to maintaining safe pedestrian routes for pupils and staff, managing interactions between construction activities and ongoing school operations will be key during the construction phases as well as reducing impacts on neighbouring residential areas.
- 8.70 Following completion of the new sports hall, the existing sports hall would be refurbished and reconfigured. During this phase, construction activities would remain segregated from operational sports facilities through the use of temporary entrances, internal partitions and controlled logistics arrangements – this will help ensure that safe links are maintained throughout the school and the wider highway network.
- 8.71 The final phase would involve the construction of an infill building linking the various sports facilities together and improving internal circulation across the wider sports centre complex.

Current Masterplan Programme

- 8.72 Under the current master programme, the MSC redevelopment is anticipated to commence first within the overall estate strategy, beginning with the flood basin, recreation space and replacement five court works before progressing to construction of the new sports hall and refurbishment of the existing sports hall.
- 8.73 Overall works associated with the Mallinson Sports Centre are forecast to extend from 2027 through to 2029, prior to commencement of the temporary accommodation and Science Building phases. The full delivery sequence is set out below in **Table 8.1** below.

Phase	Programme
Flood Basin & Recreation Space	Jul 2027 to Jan 2028
New Five Courts	Jan 2028 to Aug 2028
New Sports Hall	Aug 2028 to Jul 2029
Refurbishment of Sports Hall 1	Nov 2028 to Aug 2029
Infill Building	Mar 2029 to Aug 2029
Overall MSC Completion	August 2029

Table 8.1 Construction Delivery Programme of MSC

- 8.74 Subject to the implementation of the proposed construction logistics and mitigation measures, the phased redevelopment of the Mallinson Sports Centre can be delivered without resulting in significant adverse impacts on the surrounding highway network, neighbouring residential properties or the continued operation of Highgate School.



Temporary Decant Building

- 8.75 The Construction Management Plan for the TDB relates to the installation of a temporary single-storey modular teaching building on the existing synthetic sports pitch off Bishopswood Road.
- 8.76 The facility is intended to provide temporary teaching accommodation during the redevelopment of the Science Block, Dyne House and Richards Music Centre and is expected to remain in place for up to ten years before being removed and the site reinstated.
- 8.77 The Plan identifies that the proposed temporary accommodation would be located within the southern half of the existing all-weather pitch on the Bishopswood Road campus. The site benefits from a relatively level topography and direct access from Bishopswood Road, although access is constrained by the road's one-way operation, significant on-street parking demand and the presence of adjacent school facilities.
- 8.78 Nearby sensitive receptors include residential properties to the south, St Michael's CofE Primary School to the east and operational Highgate School facilities surrounding the site.

Construction of TDB

- 8.79 Unlike the other redevelopment projects across the Highgate School, the temporary decant building does not involve demolition or significant structural construction works. Instead, the project comprises installation of prefabricated modular classroom units on simple support pads located directly on the existing synthetic sports pitch.
- 8.80 It is key to note that by using a modular structure, it significantly reduces on-site construction activity, minimising programme duration, construction traffic, noise, dust and disruption to neighbouring occupiers.

Construction Access

- 8.81 Construction access is proposed from Bishopswood Road, a Temporary Traffic Order (TTO) is proposed allowing partial two-way operation of the road, this would provide the most efficient means of accommodating HGV deliveries and modular unit installation.
- 8.82 A temporary haul road widened access arrangements and turning facilities would be established within the school grounds to enable construction vehicles and cranes to operate without affecting the public highway.
- 8.83 All HGV movements would be managed through a delivery booking system, with deliveries scheduled outside school arrival and departure periods, this ensures that construction vehicles would not be added to the local highway network during their peak hours.
- 8.84 The principal construction activity would comprise the delivery and installation of the modular units using a mobile crane operating entirely within the site boundary. Welfare facilities, contractor compounds and temporary site offices would be established adjacent to Bishopswood Road and the Richards Music Centre car park.
- 8.85 Additional works include utility connections, minor drainage works, construction of pedestrian diversion routes around the sports pitch and limited external landscaping.
- 8.86 Emphasis has been placed on safeguarding operational school requirements and maintaining safe movement throughout the Bishopswood Road campus. Strict controls are



therefore proposed regarding contractor conduct, access permissions, noise-generating activities and delivery times.

- 8.87 Temporary pedestrian diversion routes will be provided to maintain connectivity between the Junior School, Senior School and sports facilities throughout the construction period.

Mitigation Measures

- 8.88 A range of mitigation measures are also proposed to minimise environmental impacts, including delivery management procedures, dust suppression measures, noise monitoring, waste minimisation strategies and traffic management controls.

- 8.89 Owing to the modular nature of the development, the construction impacts would be substantially lower than those associated with conventional construction projects.

Construction Programme

- 8.90 The indicative programme comprises:

- a) 4 weeks of site establishment, utility enabling works and access preparations.
- b) 18 weeks (approximately 4 months) for modular building installation, connections, fit-out and external works.
- c) Approximately 10 weeks for eventual dismantling and removal of the temporary accommodation at the end of its operational life.

Summary

- 8.91 Due to the off-site manufacture and modular construction approach, the development would generate comparatively low levels of construction traffic, noise and disruption, and is anticipated to be completed within approximately 18 weeks following an initial enabling works period

Summary

- 8.92 A review of the associated Construction Traffic Management Plans (CTMPs) prepared for the Highgate School redevelopment projects demonstrates that construction impacts have been considered in detail for each phase of the wider estate masterplan.

- 8.93 The redevelopment programme comprises the phased delivery of the Mallinson Sports Centre, Temporary Decant Building, Science Block, Dyne House and Richards Music Centre, with construction programmed sequentially to minimise overlap between major projects and reduce cumulative impacts on the local highway network.

- 8.94 Across all projects, a consistent approach to construction traffic management is proposed. This includes the use of:

- a) Delivery Management Systems (DMS) to control and coordinate all construction deliveries.
- b) Delivery schedules arranged outside peak school arrival and departure periods where practicable.
- c) Contractor compliance with FORS and CLOCS requirements.
- d) Use of traffic marshals to manage vehicle movements where required.
- e) Implementation of dust suppression and noise mitigation measures.



- f) Provision and maintenance of safe pedestrian routes throughout the construction period.
- g) Utilisation of existing site access points wherever practicable.
- h) Careful management of construction vehicle movements to minimise impacts on surrounding residential areas.
- i) Measures to safeguard pupils, staff and other vulnerable road users.
- j) Ongoing management of construction logistics to minimise disruption to the local highway network and maintain its safe and efficient operation.

8.95 The reviewed CTMPs conclude that, subject to the implementation of the proposed mitigation measures, construction activities can be undertaken without resulting in significant adverse impacts on the local highway network, neighbouring residential areas, pedestrian movements or the continued operation of Highgate School.

8.96 Furthermore, it is anticipated that appropriately worded CTMP conditions will be applied to any planning permissions, ensuring that detailed construction logistics arrangements are agreed and implemented prior to commencement of each phase of development.

8.97 It is considered that the proposed redevelopment programme accords with the requirements of Policy TR6 of the National Planning Policy Framework (2026), as construction-related transport impacts can be appropriately managed and mitigated to maintain the safe and efficient operation of the surrounding transport network.



9 Travel Plan Approach

Overview of the School Travel Plan

- 9.1 Highgate School has an established Travel Plan which promotes and encourages the use of sustainable modes of travel by pupils, staff and visitors. The Travel Plan forms a key component of the school's wider transport strategy and seeks to reduce reliance on private car travel through a range of measures designed to encourage walking, cycling, public transport use and car sharing.
- 9.2 The Travel Plan is based upon the TfL Travel for Life system and the school has been awarded a Gold Accreditation for sustainable travel by the Transport for London for sustainable travel. The current Gold Accreditation is valid until August 2028 and was formerly the superseded STARS accreditation system.
- 9.3 Importantly, the redevelopment proposals do not seek to increase pupil capacity or staff numbers. Instead, they focus on the modernisation, refurbishment and rationalisation of existing facilities across the school estate. As a result, no material increase in travel demand is anticipated and the Travel Plan will continue to support sustainable travel patterns associated with the existing school population.
- 9.4 Highgate School will continue to build upon the measures already in place through its Travel Plan, including:
- a) Promotion of walking and cycling for journeys to school.
 - b) Provision and enhancement of cycle parking facilities across the estate.
 - c) Encouragement of public transport use where appropriate.
 - d) Promotion of staff car sharing initiatives.
 - e) Ongoing communication of sustainable travel opportunities through school publications and engagement activities.
 - f) Monitoring of travel mode share through periodic travel surveys.
 - g) Identification and implementation of further opportunities to reduce single-occupancy car trips.
 - h) Continued engagement with the London Borough of Haringey and Transport for London regarding sustainable travel initiatives.
- 9.5 Through the implementation of Travel Plan measures, Highgate School seeks to achieve a continued modal shift away from private car use and towards walking, cycling and public transport, thereby supporting local and national transport policy objectives.

TfL Travel for Life

- 9.6 The Highgate School Travel Plan, which is contained at **Appendix C**, confirms that Highgate School holds the TfL Travel for Life Gold Accreditation, which is the highest level achievable and places the school amongst the top-performing schools in London for promoting sustainable travel.
- 9.7 The accreditation was awarded in September 2025 and is valid until August 2028. These results are not yet in the public domain however it is not expected that the results will be materially different. A total of 7 school bus services are now provided with 12% pupils from Senior & Junior schools using the service (not available to Pre-prep pupils).



9.8 A summary of the results at the time of the accreditation being awarded is shown below.

School Profile

- a) Approximately 1,880 pupils.
- b) Approximately 650 staff.
- c) No staff parking provision on site.
- d) Extensive cycle parking provision, including:
- e) 26 covered Sheffield stands.
- f) 44 Sheffield stands.
- g) 22 cycle rack spaces.
- h) 5 additional cycle spaces.
- i) 16 scooter parking spaces.

Sustainable Travel Measures

9.9 The Travel Plan identifies a range of measures already in place, including:

- a) School street stewarding arrangements during arrival and departure periods.
- b) School-funded zebra crossings on Bishopswood Road and Hampstead Lane.
- c) Dedicated cycle lane along Bishopswood Road.
- d) Safe pedestrian route through St Michael's Primary School.
- e) Seven school bus routes serving destinations across London.
- f) Walking, cycling and public transport promotion initiatives.
- g) Facilities for cyclists, including showers and changing facilities.

Latest Travel Survey Results (June 2022)

9.10 The most recent pupil survey achieved:

- a) 950 responses
- b) 86% response rate

9.11 The mode share identified within the latest travel survey showed the following splits:

Mode	Percentage
Walking	30%
Cycling	3%
Scooting	1%
Public Bus	14%
School Bus / Taxi	9%
Tube	3%
Car Share	21%
Car / Motorcycle	19%

Table 9.1 Existing Mode Split at Highgate School



Summary

- 9.12 Highgate School maintains an established and successful Travel Plan, supported by TfL Travel for Life Gold Accreditation, the highest level of accreditation available, recognising the school's commitment to promoting sustainable travel and reducing reliance on private car use.
- 9.13 Travel survey data demonstrates that sustainable travel is already well established across the Highgate School estate, with a significant proportion of journeys being undertaken by active travel and public transport modes.
- 9.14 The Travel Plan has contributed to a long-term reduction in car dependency with an increase in active travel.
- 9.15 Existing measures include dedicated school bus services, School Street arrangements, enhanced pedestrian crossing facilities, cycle infrastructure, secure cycle parking, public transport promotion and ongoing engagement with pupils, staff and parents regarding sustainable travel choices. The school also continues to monitor travel patterns through regular travel surveys and the TfL STARS framework to identify opportunities for further modal shift.



10 Summary and Conclusions

Summary

- 10.1 Rappor Consultants Ltd has been appointed by Highgate School to prepare this Estate-Wide Transport Statement in support of the school's wider estate redevelopment programme.
- 10.2 The redevelopment proposals comprise the refurbishment, extension and modernisation of a number of key buildings across the school estate, including Dyne House, the Science Block, Richards Music Centre, Mallinson Sports Centre and the Temporary Decant Centre.
- 10.3 Significantly, the proposals do not seek to increase pupil capacity or staff numbers and are focused on improving the quality, functionality, accessibility and sustainability of existing facilities.
- 10.4 Highgate School occupies a highly sustainable location with excellent accessibility by walking, cycling and public transport. The school benefits from extensive bus services, Underground connections via Highgate Station, local walking and cycling infrastructure, dedicated school bus services and strong pedestrian connectivity between the various parts of the estate.
- 10.5 A review of Personal Injury Collision (PIC) data surrounding each development site demonstrates that the local highway network is operating safely with no evidence of significant highway safety concerns or collision clusters that would preclude the proposed development. Furthermore, the redevelopment proposals include several improvements to accessibility and pedestrian connectivity, including enhanced links between Dyne House and the Island Site and improved accessibility across the wider estate.
- 10.6 The redevelopment proposals have been formulated in accordance with the Highgate School Supplementary Planning Document (SPD), which confirms that the school's long-term estate strategy is focused on modernisation rather than expansion. As such, no increase in pupil enrolment is proposed and the school will continue to operate within its existing licensed capacity.
- 10.7 The individual planning applications demonstrate that:
 - a) Dyne House will provide improved Sixth Form facilities, additional seminar rooms, enhanced music accommodation and step-free access without increasing pupil capacity.
 - b) The Science Block redevelopment will address existing deficiencies in specialist science accommodation through refurbishment and reconfiguration rather than expansion of educational capacity.
 - c) The Richards Music Centre will provide a dedicated Drama and SpEx facility, replacing existing temporary and outdated accommodation.
 - d) The Mallinson Sports Centre redevelopment will modernise and expand sports facilities whilst maintaining existing levels of school and community use.
 - e) The Temporary Decant Centre will provide replacement teaching accommodation to facilitate refurbishment works elsewhere on the estate and will not generate additional travel demand.



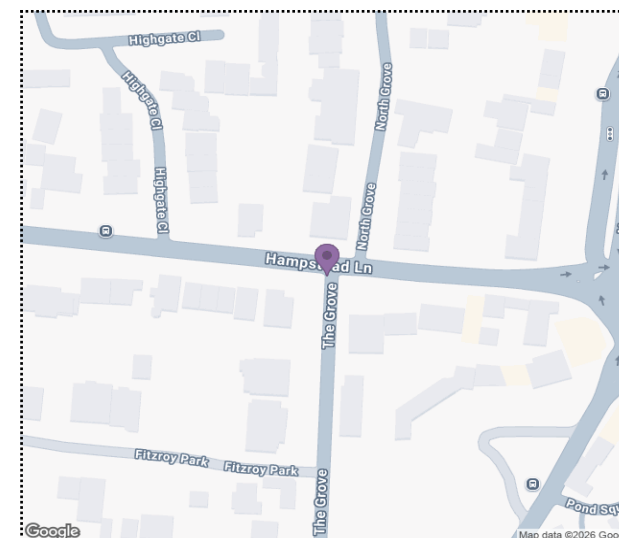
- 10.8 A review of vehicle access, servicing and parking arrangements confirms that the proposals generally retain existing access arrangements whilst reducing parking provision at several sites and improving opportunities for active travel.
- 10.9 New cycle parking facilities are proposed at multiple locations, including the Mallinson Sports Centre and Richards Music Centre, supporting the school's continued commitment to sustainable transport.
- 10.10A comprehensive review of Highgate School's TfL STARS Gold Accredited Travel Plan demonstrates a strong uptake of sustainable travel throughout the school. Travel survey data indicates that car dependency has reduced substantially over time, whilst active travel and public transport use remain significant components of the school's travel profile. The redevelopment proposals will continue to be supported by the Travel Plan and associated sustainable travel initiatives.
- 10.11The assessment confirms that no material increase in trip generation would result from the redevelopment proposals. As pupil and staff numbers remain unchanged, the proposals would not increase peak-period travel demand on the surrounding highway network. Any changes in travel patterns are expected to arise from improvements to internal site efficiency, accessibility and sustainable travel opportunities rather than an increase in overall travel demand.
- 10.12Construction impacts have also been considered through a review of the previously submitted Construction Traffic Management Plans and Construction Management Plans. These documents demonstrate that construction traffic can be successfully managed through phased delivery programmes, controlled delivery arrangements, contractor booking systems, traffic management measures and site-specific mitigation strategies. It is anticipated that appropriately worded CTMP conditions will be applied to any planning permissions, ensuring that detailed construction logistics arrangements are agreed and implemented prior to commencement of each phase of development.
- 10.13Subsequently, this report has demonstrated that:
- a) The redevelopment programme is focused on modernisation and refurbishment rather than expansion.
 - b) No increase in pupil capacity or staff numbers is proposed.
 - c) No material increases in trip generation or travel demand will occur.
 - d) Existing and proposed access arrangements are suitable for all users.
 - e) Sustainable travel opportunities will continue to be promoted through the School Travel Plan.
 - f) Construction impacts can be appropriately managed through site-specific CTMPs.
 - g) The proposals will not result in an adverse impact on highway safety or the operation of the local transport network.
- 10.14It is therefore concluded that the redevelopment proposals are acceptable in transport and highway terms. The proposals support the long-term modernisation of Highgate School, improve educational facilities and accessibility, and accord with the relevant transport objectives of the National Planning Policy Framework (2026), the Highgate School SPD and local transport policies. As such, there are no highway or transportation reasons why planning permission should not be granted.

Appendix A – CrashMap Reports (Science Block)



Validated Data

Crash Date:	Saturday, March 19, 2022	Time of Crash:	11:44:00	Crash Reference:	2022010366267
Highest Injury Severity:	Serious	Road Number:	B519	Casualties:	1
Highway Authority:	Haringey	Vehicles:	2	OS Grid Reference:	528206 187484
Local Authority:	Haringey				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, March 19, 2022

Time of Crash: 11:44:00

Crash Reference: 2022010366267

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	1	Male	46 - 55	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Pedal cycle	-1	Male	26 - 35	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

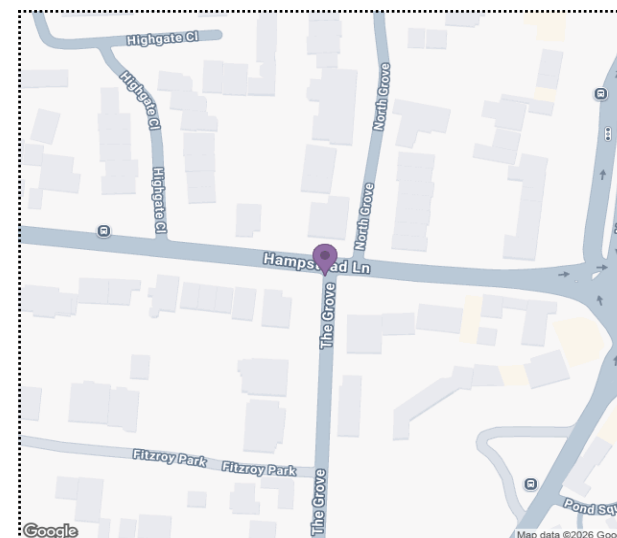
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Appendix B – CrashMap Report (RMC)



Validated Data

Crash Date:	Saturday, March 19, 2022	Time of Crash:	11:44:00	Crash Reference:	2022010366267
Highest Injury Severity:	Serious	Road Number:	B519	Casualties:	1
Highway Authority:	Haringey	Vehicles:	2	OS Grid Reference:	528206 187484
Local Authority:	Haringey				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Saturday, March 19, 2022

Time of Crash: 11:44:00

Crash Reference: 2022010366267

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	1	Male	46 - 55	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Pedal cycle	-1	Male	26 - 35	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix C – The Highgate School Travel Plan

London Borough of Haringey

Highgate School



Gold Accredited | From Sep 2025 to Aug 2028

Travel for Life Travel Plan 2025 – 6

01/09/2025 – 31/08/2026

School details

Basic information

Opening hours
7:00 AM – 6:00 PM

Student school hours
8:00 AM – 4:00 PM

Breakfast club opening hours
7:00 AM – 8:00 AM

Extended school visiting time
5:00 PM

Number of staff
650

Site crossing points
3 crossings

Site crossing patrol
No

Joint access
We have an agreement to use a pathway with St Michael's Primary School for pupils & staff from both schools. This provides a safe route between Bishopswood Road and Castle Yard, where the pedestrian crossing is monitored at travel times by security s

Facilities and parking

Covered sheffield stand
46

Sheffield stand
34

Student storage lockers
120

Staff storage lockers
100

Number of entrances
9

Local speed limit
20

Motorcycle parking spaces
6

Staff parking spaces

Staff car share parking spaces

Disabled parking spaces
4

Number of entrances
9

Visitor parking spaces

Scooter parking spaces
16

Cycle racks
22

Other cycle parking spaces
5

Helmet lockers

Staff shower facilities
Yes

Access to car park
No

Car park access
The School have a recognised car parking area to the rear of the Junior School, (by Hampstead Lane) for the School's fleet of minibuses & commercial vehicles operated by our estates and catering departments. This is not used for staff parking.

Coach parking facilities
Yes

Travel and planning

Bus routes

There are several TfL bus routes which can be accessed outside of very close to the School entrances and / or within 500 metres of the School: Route 143 (Brent Cross - Archway). Route 210 (Brent Cross - Finsbury Park Station) Route 214 (Highgate Village - Moorgate) Route 263 (Barnet - Tufnell Park) Route 310 (Stamford Hill - Golders Green) Route 603 (Swiss Cottage - Muswell Hill Broadway) The following TfL bus routes stop on Archway Road, 800 Metres away from The School (10 minute walk) Route 43 (Friern Barnet - London Bridge) Route 134 (North Finchley - Euston) Route 234 (Barnet - Archway) On Hornsey Lane by Highgate Hill, (also 800 metres / 10 minute walk) is route W5 (Archway - Harringay). 2 additional minutes along Highgate Hill, by Magdala Avenue stops route number 4 (Whittington Hospital - Blackfriars) The School also offers a School Bus Service, providing 6 routes connecting the School to many parts of London including (but not limited to): Belsize Park, Cricklewood, Golders Green, Gospel Oak, Hampstead, Highbury, Islington, Kilburn, Ladbroke Grove, North Kensington, Maida Vale, Marylebone, Primrose Hill, Regents Park, St Johns Wood, Stoke Newington, Swiss Cottage, Willesden, West Hampstead & other surrounding areas. This enables pupils to travel to School socially and sustainably. Additional stops are at tube stations en-route to enable pupils to link up with a School bus route.

Bus stop procedure

All pupils are aware that they are ambassadors for The School & as such, The School expects all pupils to abide by the same standards of behaviour and conduct as they do within the School's premises. This includes whilst waiting at bus stops and when on board at all times.

Catchment area

The School have a wide catchment area, with pupils travelling to school from across all of London.

Expansion plans

Subject to consent

Engineering measures

The School have invested in two pedestrian crossings; 1) Outside the Mallinson Sports Centre on Bishopswood Road; 2) On the corner of Hampstead Lane / Bishopswood Road. The School invested in these crossings to help facilitate walking journeys and reduce road safety concerns on the route to School. The crossings are monitored at selected times during the School day by security staff. On Bishopswood Road, between its junction with Broadlands Road to Hampstead Lane (Passing the Pre-prep School, Mallinson Sports Centre, The Mills Centre and Junior School), there is a defined cycle lane to provide safe access for cyclists and those using scooters. A School street is in operation in Bishopswood Road during term-times at arrival and departure times. The School street scheme prohibits the use of motor cars and commercial vehicles during these times. This provides a safe area for those walk, cycle or scoot to the school. There are disabled parking bays located in Bishopswood Road, one is between the Pre-prep and Mills centre (opposite Mallinson Sports Centre), There are also 3 bays directly outside the Junior School. Coach parking bays are located in Broadlands Road and also in Hampstead Lane (by Caen Wood Hall). These are to assist with safe embarkation / disembarkation of pupils and are for the use of the daily School Coach services and visiting schools' coaches.

Cycle routes

There are no Cycle Superhighways or National Cycle Network routes close to the School. A non-segregated cycle lane is situated outside the Pre-Prep and Junior School on Bishopswood Road.

Other travel information

The School is situated a 10-minute walk from Highgate Underground Station, which provides direct connectivity to the Northern Line. (High Barnet Branch.) London Overground Services are available 1.75 Km (20 minute walk) away at Upper Holloway Station. (Gospel Oak to Barking) The Northern Line provides a connection to the following services: Bakerloo, at Charing Cross, Elephant and Castle, Embankment, and Waterloo; Central, at Bank and Tottenham Court Road; Circle, at Embankment, King's Cross and Moorgate; District, at Embankment; DLR, at Bank; Hammersmith & City, at King's Cross and Moorgate; Jubilee, at London Bridge and Waterloo; London Overground, at Euston; National Rail, at Balham, Charing Cross, Elephant and Castle, Euston, Kentish Town, King's Cross, London Bridge, Moorgate, Old Street, and Waterloo; Metropolitan, at King's Cross and Moorgate; Piccadilly, at King's Cross and Leicester Square; Victoria, at Euston, King's Cross, Stockwell and Warren Street; Waterloo & City, at Bank and Waterloo. The Gospel Oak - Barking London Overground line provides connections to other London Overground, Tube & DLR services.

Rules relating to school travel

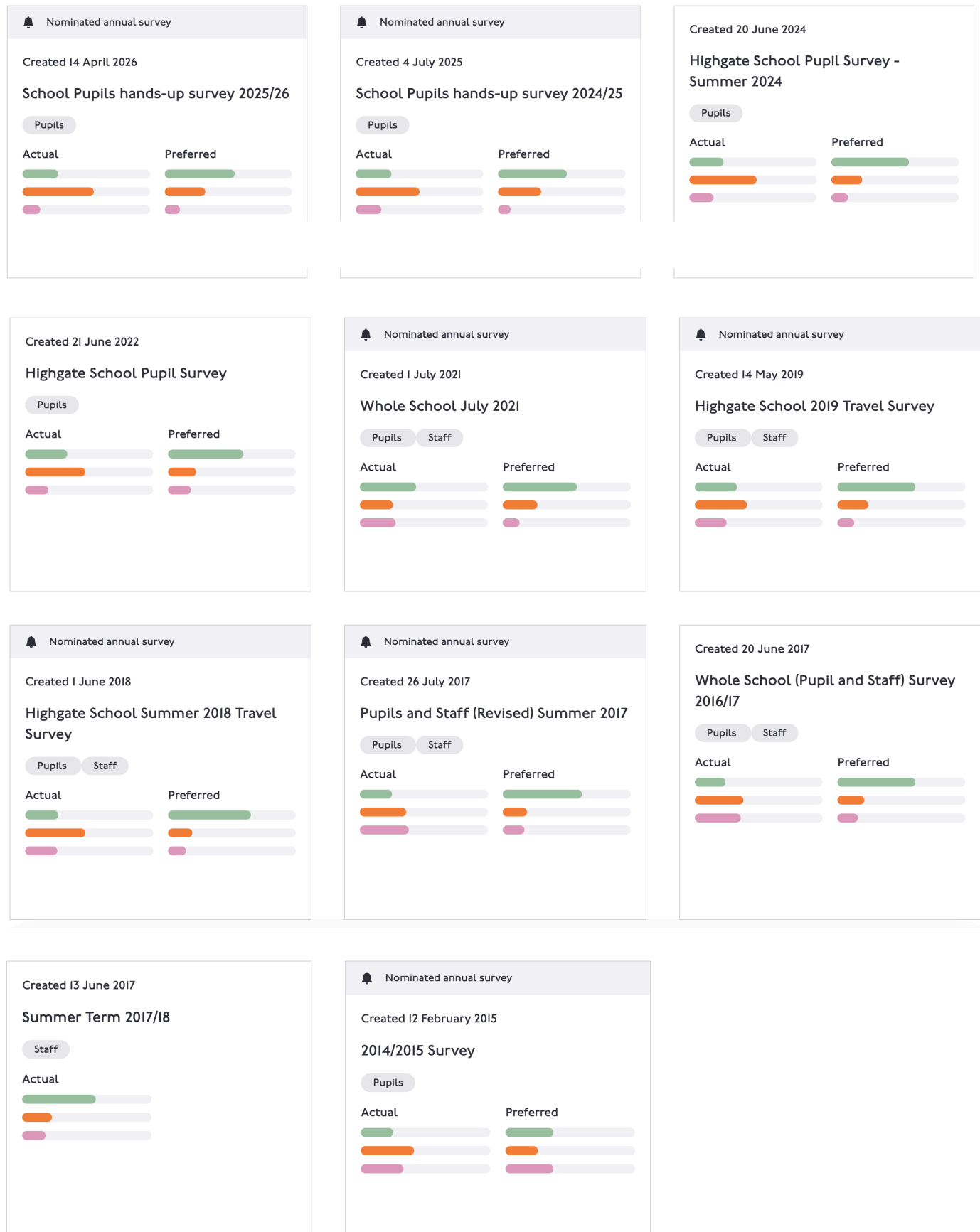
The School currently has a Code of Conduct for pupils using the School Bus Service, to ensure their safety on board. The School is working on both strategies and policies relating to active travel, parking and air quality.

Edubase data

URN 102163	Phone number 02083401524	Phase of education Not applicable	DfE number 6001
School type Other independent school	Gender Mixed	Status Open	Close date
Statutory low age 3	Statutory high age 19	Number of pupils 1946	Website www.highgateschool.org.uk
Address line 1 North Road	Address line 2 Highgate	Address line 3	Town
Postcode N6 4AY			

Completed whole school surveys

● Active travel ● Sustainable travel ● Car



rappor



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