

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Thursday, 1st August, 2024, 7.00 pm - George Meehan House, 294 High Road, Wood Green, London, N22 8JZ (watch the live meeting [here](#), watch the recording [here](#))

Councillors: Lester Buxton, Sean O'Donovan, Lotte Collett, Barbara Blake (Chair), Reg Rice (Vice-Chair), Nicola Bartlett, John Bevan, Cathy Brennan, Scott Emery, Emine Ibrahim and Alexandra Worrell

Quorum: 3

1. FILMING AT MEETINGS

Please note this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The Chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual, or may lead to the breach of a legal obligation by the Council.

2. PLANNING PROTOCOL

The Planning Committee abides by the Council's Planning Protocol 2017. A factsheet covering some of the key points within the protocol as well as some of the context for Haringey's planning process is provided alongside the agenda pack available to the public at each meeting as well as on the Haringey Planning Committee webpage.

The planning system manages the use and development of land and buildings. The overall aim of the system is to ensure a balance between enabling development to take place and conserving and protecting the environment and local amenities. Planning can also help tackle climate change and overall seeks to create better public places for people to live, work and play. It is important that the public understand that the committee

makes planning decisions in this context. These decisions are rarely simple and often involve balancing competing priorities. Councillors and officers have a duty to ensure that the public are consulted, involved and where possible, understand the decisions being made.

Neither the number of objectors or supporters nor the extent of their opposition or support are of themselves material planning considerations.

The Planning Committee is held as a meeting in public and not a public meeting. The right to speak from the floor is agreed beforehand in consultation with officers and the Chair. Any interruptions from the public may mean that the Chamber needs to be cleared.

3. APOLOGIES

To receive any apologies for absence.

4. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 11 below.

5. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

6. MINUTES

TO FOLLOW

To confirm and sign the minutes of the Planning Sub Committee held on 17th August as a correct record.

7. PLANNING APPLICATIONS

In accordance with the Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations. Where the recommendation is to refuse planning permission, the applicant and supporters will be allowed to address the Committee. For items considered previously by the Committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations.

8. HGY/2024/1008 TOTTENHAM HOTSPUR STADIUM, 748 HIGH ROAD, TOTTENHAM, LONDON N17 0AL (PAGES 1 - 178)

Proposal: Minor Material Amendment application under Section 73 of the Town and Country Planning Act for the variation to Condition B9 (Major Non-association Football Events) (MNFES) of the hybrid planning permission HGY/2023/2137 (as amended from HGY/2015/3000) for amendments to allow up to 30 major non-association football events including music concerts; and other associated changes.

9. PRE-APPLICATION BRIEFINGS

The following items are pre-application presentations to the Planning Sub-Committee and discussion of proposals.

Notwithstanding that this is a formal meeting of the Sub-Committee, no decision will be taken on the following items and any subsequent applications will be the subject of a report to a future meeting of the Sub-Committee in accordance with standard procedures.

The provisions of the Localism Act 2011 specifically provide that a Councillor should not be regarded as having a closed mind simply because they previously did or said something that, directly or indirectly, indicated what view they might take in relation to any particular matter. Pre-application briefings provide the opportunity for Members to raise queries and identify any concerns about proposals.

The Members' Code of Conduct and the Planning Protocol 2016 continue to apply for pre-application meeting proposals even though Members will not be exercising the statutory function of determining an application. Members should nevertheless ensure that they are not seen to pre-determine or close their mind to any such proposal otherwise they will be precluded from participating in determining the application or leave any decision in which they have subsequently participated open to challenge.

10. PPA/2020/0013 THE SELBY CENTRE, 1 SELBY RD, LONDON N17 8JL (DEVELOPMENT INCLUDES BULL LANE PLAYING FIELDS, BULL LANE, LONDON N18 1SX LOCATED WITHIN THE LONDON BOROUGH OF ENFIELD) (PAGES 179 - 228)

Proposal: The Selby Urban Village Project seeks the delivery of a new and replacement Selby Centre, 202 new homes for social rent, new and enhanced indoor and outdoor sport and leisure facilities, new children's play facilities, new pedestrian and cycle connections, and new tree planting and ecological enhancements.

11. NEW ITEMS OF URGENT BUSINESS

12. DATE OF NEXT MEETING

To note the date of the next meeting as 9th September.

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Fiona Alderman

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George Meehan House, 294 High Road, Wood Green, N22 8JZ

Wednesday, 24 July 2024

Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference Nos: HGY/2024/1008

Ward: Northumberland Park

Address: Tottenham Hotspur Stadium, 748 High Road, Tottenham, London N17 0AL

Proposal: Minor Material Amendment application under Section 73 of the Town and Country Planning Act for the variation to Condition B9 (Major Non-association Football Events) (MNFES) of the hybrid planning permission HGY/2023/2137 (as amended from HGY/2015/3000) for amendments to allow up to 30 major non-association football events including music concerts; and other associated changes

Applicant: THFC

Ownership: Private

Date received: 19/04/2024

Plans and Document: Quod Planning Statement, April 2024; Q230098.EIA Compliance Note.1.1.MT, dated 09 April 2024; Q240048 – Letter, dated 08 July 2024

Full list of plans for the Hybrid permission in appendices

- 1.1 The applications have been referred to the Planning Sub-Committee for decision as the planning application is a major application that is also subject to a s106 agreement.

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The original hybrid planning permission – reference HGY/2015/3000 granted consent for **Major Non-association Football Events (MNFES)** which capped these events at 16, of which only 6 can be music concerts. A Section 73 – Non Material Amendment planning application – reference HGY/2023/2137, for various revisions to the original hybrid permission has since been granted which includes the same MNFE condition (condition B9) which retains the capping of MNFEs at 16, of which only 6 can be music concerts.
- This planning application now proposes amendments seek to **increase the total number of MNFEs from 16 to 30 and for the cap on music events to be removed entirely**. Additional caps would be introduced to the total number of boxing events (2), consecutive events in a row (4) and number of events in

a week (5), with a further cap on the frequency of 5 events in a week would also be capped at 2 for the year.

- Events are currently controlled under the S106 and licensing obligations, including the Local Area Management Plan (LAMP), bespoke travel plans for individual events and Safety Advisory Group (SAG), which ensure that events are continuously monitored and refined as required, with input from relevant stakeholders.
- The original Hybrid permission - reference HGY/2015/3000, in 2016, required a Business Community Liaison Group (BCLG) to be established, this provides a forum where issues can be raised and addressed in operational management. The LAMP is currently under review and key changes were outlined in a recent meeting of BCLG on 17 June 2024.
- The increase of events is anticipated to have significant socio-economic benefits, including a total GVA contribution of £344m in the tri-borough area in 2021/22, consisting of both onsite and offsite activity which, after careful consideration and rigorous consultation with key stakeholders is considered to outweigh the potential harm caused through disruption to the local community.
- Transportation and noise and disturbance from events are considered to be satisfactorily addressed in the existing obligations and conditional requirements. These are considered to be refined through the updates in these working documents and to be improved from the extant permission.
- Officers consider that the significant increase in MNFEs proposed remains relatively untested at this scale and frequency. As such the permission is recommended alongside a review mechanism, which will be incorporated to ensure that the impacts are recorded and monitored. The review mechanism will be after 1 year presuming that at least 20 MNFEs have been hosted. If the impact is considered to be significant then LBH could require further mitigation or require the number or concentration of events to be reviewed down from 30 after one year.
- The S106 obligations around the operation of events, as with all other obligations, will be retained and refined as part of this permission.

2 RECOMMENDATION: That the Committee authorise the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to GRANT planning permission subject to the conditions and informatives set out below and the completion of an agreement satisfactory to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability securing the obligations set out in the Heads of Terms below following referral to the Mayor of London.

2.1 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 09 August 2024 or within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in her/his sole discretion allow.

- 2.2 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.3 That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.

Appendix 1 - Conditions Summary for the entire 'masterplan' site – (Relevant conditions amended):

- A1) Implementation Timescales – Full
- A4) Consented drawings and documents
- A5) Business and Community Liaison Group
- A6) Conformity with Environmental Statement

Appendix 2 - Conditions Summary for the Plot 1 - The Stadium (Relevant conditions B9 and B10 amended only):

- B1) Consented drawings
- B2) Temporary Site Hoarding
- B3) Waste and refuse
- B4) Fixed Illuminated Signage
- B5) Architectural Lighting
- B6) LED Screens
- B7) Event Day Lighting
- B8) CCTV
- B9) Major Non-association Football Events**
- B10) Noise Control Plan**
- B11) Diesel Generators
- B12) Diesel Fuel
- B13) Flues
- B14) Team Coaches
- B15) High Road Vehicular Access
- B16) Mobile Telecommunications Equipment
- B17) Contamination
- B18) Replacement Bird Nests
- B19) Car Parking Management Plan
- B20) Swept Path Analysis
- B21) Cooling Demand

2.4 Section 106 Heads of Terms:

1. Review mechanism:

- i. Permission for 30 events in perpetuity, subject to a single MNFE review taking place at the end of October 2025
- ii. Review period is 2 months from submission of Review Operational Report by the Club
- iii. Review process triggered by hosting of minimum of 20 MNFEs during 2025 (expressed indicatively or as a range 20-23)
- iv. Review of impacts (both positive and negative) on local residents and businesses taking into account the following factors (quantified wherever possible to reduce subjectivity):
 - (a) ASB/street urination/MNFE toilet provisions
 - (b) MNFE noise impacts (as currently measured)
 - (c) Littering/street cleanliness
 - (d) Car parking/enforcement (linked also to TP/mode share targets but also LBH Code of Enforcement)
 - (e) Road closures/traffic management issues
 - (f) Station queue management
 - (g) General compliance with LAMP
- v. Outcome of the review process to either:
 - (a) Confirm compliance
 - (b) Review non-compliance:
 - i. Consider whether any issues can first be addressed by better management (of 4a-g above), then by reviewing frequency of MNFEs and only then reducing the number of MNFEs
 - ii. Guaranteed minimum of 20 MNFEs & no cap on concerts
- vi. In the event of review of non-compliance (against 4 a-g above) or too few MNFEs during 2025 to allow proper measurement, the process repeats in 2026.
- vii. Dispute resolution as per current S106
- viii. Cap on consecutive events - No more than 9 in any 2 week or 14 day period (subject to the review) which is the combined effect of the currently proposed restrictions.

2 Regulatory Services -requested resourcing to mitigate staff for street trading, street drinking etc:

- a) Fee of £1k per event to mitigate street trading and street drinking and other ASB.

3 Noise Monitoring – £1,000 per concert (only) to monitor (where required) in accordance with the Noise management Strategy.

4 MNFE Travel Plan

- a) Bespoke Major Non-football Event Day Travel
- b) To achieve the agreed modal split targets for non-football events (maximum car mode share of 10%).
- c) £30k annual monitoring contribution for 5 years

5 Stadium Cycle Strategy

- a) Specific for MNFEs
- b) Achieve the 1% mode share

6 Stadium Development Coach Strategy

- a) To reduce car travel [The Coach Strategy is implemented via the LAMP.]

7 Red Route

- a) For the Club and the Council to use reasonable endeavours to agree a co-ordinated traffic management and parking enforcement plan within three months of the date of this permission, which is informed by the Council's revised Code of Parking Enforcement; the most recently approved Local Area Management Plan; and the most recent independent monitoring report. The plan should specify any financial contributions from the Club.

8 24-hour ticket window:

- a) For all MNFEs (other than pre-existing agreement for the 2 NFL matches already contracted).
- b) Uncapped for residents in postcodes N15, N17, N18
- c) Criteria for residents to ensure that this is not abused (assume similar to THFC matches)
- d) Notification to residents and ensure the links work

9 Free tickets:

- a) Minimum 100 tickets
- b) For all MNFEs (other than pre-existing agreement for the 2 NFL matches).
- c) Follow postcodes from THFC ticketing (N15, N17, N18)

10 Community fund:

- a) 5k for every MNFE over the existing 16 permitted events
- b) Funds to be allocated by community fund group (THFC, LBH, Cllrs, Business and community representation)

11 Business Charter:

- a) Within 6 months of the date of this permission the Applicant will finalise the terms within the Business Charter with LBH in conjunction with local traders

12 Enfield TMO:

- a) £2,500 to change and re-advertise the TMO

13 Parking Enforcement:

- a) LBH to refresh Code of Parking Enforcement and commit to minimum service standards

14 Amendments to existing S106:

- a) Amended Schedule 2 paras to include wording to “or such other updated or amended document, subject to LBH agreement”
 - para 1 (Major Event Day Stadium Development Travel Plan),
 - para 3 (Stadium Cycle Strategy),
 - para 5 (Stadium Coach Strategy) and
 - para 6 (Major Event Day LAMP)
- b) Annex 1 – updated walking routes

- 2.5 In the event that members choose to make a resolution contrary to officers’ recommendation, members will need to state their reasons.

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- 3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS
- 4.0 CONSULATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 COMMUNITY INFRASTRUCTURE LEVY
- 8.0 RECOMMENDATIONS

APPENDICES:

- Appendix 1: Planning Conditions for entire 'Masterplan' site
- Appendix 2: Planning Conditions for Stadium – Plot 1
- Appendix 3: Internal and External Consultee representations
- Appendix 4: Letter from THFC including their appendices 1-9
- Appendix 5: Communication between Club and public

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Background

- 3.1. The extant hybrid planning permission – reference HGY/2023/2137, follows amendments to the previous planning approval - reference HGY/2015/3000, which granted full detailed planning permission for the demolition of the existing Tottenham Hotspur Football Club (THFC) football stadium and club shop, three locally listed buildings (746, 748 and 750 High Road), and a terrace of seven houses (20 to 32 (evens) Worcester Avenue and the construction of the following:
- **Plot 1 - A new 61,000 seat stadium and surrounding public realm works.**
 - Plot 2 - 'The Tottenham Experience', a multi-use building incorporating the Grade II Listed Warmington House and comprising the club megastore, stadium ticket office, museum, club cinema, café, stadium tour and 'Skywalk' reception area.
 - Plot 3 - A 22-storey hotel comprising 180 bedrooms and 49 apartments.
- 3.2. Outline planning permission was granted for the following:
- Plot 4 - The Extreme Sports building (Class D2) providing up to 2500 m² of floor space in a structure up to a maximum height of 51.2 metres. Detailed approval was granted for matters relating to "access" and "layout", with matters relating to "appearance" and "scale" reserved.
 - Plot 5 – Residential development and flexible community/office space (Class D1/B1) comprising 4 residential towers (2 blocks up to 16 storeys (69m) in height above podium level; 1 block up to 24 storeys (96m) in height above podium level; and 1 block up to 32 storeys (123m) in height above podium level) providing a maximum residential floor space of 49,000 m² or a maximum of 585 units, and the construction of 4,000 m² flexible community (Class D1)/office (Class B1) floorspace in the lower floors of the podium below the residential blocks in the SE corner of the site. Detailed approval was granted for matters relating to "access", "layout" and "scale", with matters relating to "appearance" and "landscape" reserved.
 - Plot 6 - The Community Health Building (Class D1). Detailed approval was granted for matters relating to "access", "layout" and "scale" with only matters relating to "appearance" reserved.
- 3.3. Recent amendments to the original hybrid permission – reference HGY/2015/3000 were approved through a Section 73 minor material amendment application reference HGY/2023/2137 to the development of the hotel in Plot 3. It should be noted that Condition B16 (MNFES) of the original hybrid consent –

reference HGY/2015/3000 is now condition B9 (MNFEs) of the revised Section 73 planning consent decision notice - reference 2023/2137. However, the wording of condition B9 remains the same as the wording of condition B16 of the original hybrid consent, namely capping MNFEs to 16 of which no more than 6 shall be music events. Noise Control Plan condition B17 of the original hybrid consent reference HGY/2015/3000 is also now referred to as condition B10 in the revised section 73 permission reference HGY/2023/2137, but again retains the exact same wording as the original condition.

- 3.4. Previous Non-Material Amendments (NMA) allowed incremental increases in the stadium capacity to 62,850, most recently under planning permission reference HGY/2020/2108.
- 3.5. Two recent NMAs HGY/2023/0823 and HGY/2023/2041 permitted temporary relaxation of the annual limit of 6 music concerts within the 16 Major Non-association Football Events (MNFEs) for 2023 and 2024 calendar years.
- 3.6. The existing extant permission allows for unlimited major association football events and a limit of 16 Major Non-association Football Major Events (MNFEs), of which no more than 6 can be concerts for all other years.
- 3.7. All events are managed through measures secured through S106 obligations, including the Local Area Management Plan (LAMP) and bespoke travel plans to minimise disturbance to the local community. The LAMP was anticipated to be a single document but in practice this is now a 'live' document that can evolve and be updated as required. There is a main LAMP as anticipated, but also various LAMPs specific to other Major Non-association Football Events (MNFEs), such as concerts, NFL and boxing. The LAMPs are further refined through associated Transport Plans, which include the spatial and temporal extent of road closures; the management of regional coaches and shuttle buses; the management of pedestrians, cycles and taxis; street cleansing and waste collection; the provision of information; and management of public nuisance.
- 3.8. The bespoke Transport Plans typically comprise a Travel Demand Forecast (predicting mode shares and public transport entry/exit points) and the specific LAMP for the event. Management of events is further mitigated through a cycle and coach strategy, transport hub queue management strategy, reviews of modal split for travel to the Stadium, attendee retention and attraction measures, air quality reviews and a communications strategy.

Proposed Scheme Overview

- 3.9. The proposal seeks to amend the extant hybrid planning permission - reference HGY/2023/2137 through a 'Section 73' minor material amendment to Plot 1 of the hybrid permission.

3.10. The extant approved permission allows for unlimited association football matches but did apply a cap on Major Non-association Football Events. The application seeks to amend condition B9. This condition applies to MNFEs, which are categorised as those over 10,000 spectators, and currently states:

3.11. *No more than 16 major non-association football events (greater than 10,000 visitors) shall be held per annum in the stadium of which no more than 6 shall be music concerts and no more than 2 boxing, except during the calendar years 2023 and 2024 where there shall be no limit on the number of music concerts within the overall limit of 16 major non-association football events, subject to there being no more than three consecutive days of concerts and only one week in the year where there are more than three concerts in a single week.*

Reason: To protect the environment and amenities of the locality.

3.12. The term '**Major Non-association Football Events (MNFEs)**' refers to any event exceeding **10,000 visitors for non-association football**. The application proposes the following restrictions on these events:

- a permanent cap on the number of boxing events, with no more than two in a calendar year
- a permanent cap on the number of consecutive non-association football events, with no more than four in a row;
- a permanent cap on the number of non-association football events per week, with no more than five in one week; and
- unless agreed in writing with the Local Planning Authority, no more than two weeks in any calendar year where there are either four consecutive non-association football events in a week or five non-association football events in a week (to prevent the theoretical ability to stage all 30 events over a 6 week period).

3.13. This is detailed for ease of reference in the table below:

		2016 Original stadium planning permission condition	2023 and 2024 Condition negotiated and granted permission	2025 onwards proposal
Overall non-football major events	Overall cap	Capped at 16	Capped at 16	Capped at 30
Music concerts	Cap	Capped at 6	No cap (within 16)	No Cap (within 30) mindful of likelihood of NFL and other events
	Restriction on events in 1 week	No restriction. Unlimited	Only 1 week where >3 No other weeks >3	2 weeks in a year where up to 5 events in 1 week
	Consecutive events	No restriction. Unlimited	No more than 3	Capped at 4 consecutive days
Boxing	Cap	No cap (within 16)	Capped at 2	Capped at 2
NFL	Cap	No cap (within 16)	No cap (within 16)	No cap (within 30)
Other info			10 'Commitments'	<ul style="list-style-type: none"> Resident pre-sale window Community grant scheme
Conclusion		N/A	Within overall cap of 16, more concerts allowed Restrictions on amount in 1 week	30 events, cap on boxing, no cap on concerts Compared to 23/24 increased cap on consecutive events and increased 5 events in 1 week

- 3.14. There is reference in the Planning Statement to 'intermediate' events, where capacity would be capped and there would potentially require less extensive road closure times, but these are untested by the relevant safety groups and are therefore not considered in this application.

Proposal Amendment

- 3.15. A refinement of the proposal has been provided during the consultation period of the planning application in order to ensure that the additional events are for 2025 followed by a review at the end of October 2025 (i.e. after next summer's concerts). The review process will be dependent on the number of events for 2025 exceeding 20 and will determine whether the review is in compliance or non-compliance. Should the review be in non-compliance then this process will repeat in 2026. If the 2026 review is determined to be in non-compliance, then the quantum of MNFEs will revert to 20. If the review is compliant then the cap of 30 will remain in perpetuity.
- 3.16. The review mechanism will consider the following criteria:
- Socio Economic Impact
 - ASB/street urination/MNFE toilet provisions
 - MNFE noise impacts (as currently measured)
 - Littering/street cleanliness
 - Car parking/enforcement (linked also to TP/mode share targets but also LBH Code of Enforcement)

- Road closures/traffic management issues
- Station queue management
- General compliance with LAMP

The Site and Surroundings

- 3.17. The site forms part of the ongoing phased redevelopment of the THFC Stadium and surrounding land. A hybrid planning application (part full permission and part outline permission) was granted in 2016 (Reference: HGY/2015/3000) and amended through S.73 (Reference HGY/2023/2137). The redevelopment of the site granted a phased development of plots, which includes the Tottenham Hotspur Stadium (now built), Tottenham Experience (substantially completed), hotel, sports centre ('Extreme Sports Building') and health centre. The part of the site relevant to this proposal is Plot 1, relating to The Stadium.
- 3.18. Other substantial redevelopment has been undertaken within the wider area, including redevelopments around Tottenham Hale and Seven Sisters since the original approval in 2016. On the western side of High Road, directly opposite the stadium is the site of the recently approved High Road West development.



Figure 1: Stadium in context

- 3.19. The Stadium has been completed and has been used for football and numerous other high profile sporting events and concerts. The Experience building is substantially completed but has yet to complete the cafe and outdoor seating part of that permission. The 'town square' approved on the podium level has yet to be fully realised and retains its interim landscaping, as does the public realm surrounding the site. The 'hotel' building on Plot 3 has also recently commenced construction.

Surrounding sites

- 3.20. The site is within the Northumberland Park Area of Change as per Haringey's Spatial Strategy Policy SP1. This is a designated Growth Area and contains a number of other site allocations designated within the adopted Local Plan and Tottenham Area Action Plan. The stadium itself is referred to as NT7 and is bounded by NT3 (Northumberland Park North) to the north, NT4 (Northumberland Park), to the east and NT5 (High Road West) located west of the site. A hybrid permission for the High Road West redevelopment has been approved under reference HGY/2021/3175 but there are currently no permissions for NT3 and NT4.
- 3.21. The plans for High Road West include a number of tall buildings and public realm and the progression of the application site and surrounding site allocations seek to transform the area through a mixed and sustainable community and leisure destination. That development will include a town square (Moselle Square) which forms part of the crowd safety route from White Hart Lane Station. That permission included a requirement for this route to be retained through all phases of development.
- 3.22. An overview of the approved High Road West development is provided in Figure 2 below.



Figure 2 – Approved High Road West Masterplan

4. SITE HISTORY SUMMARY

4.1. The following are key summaries of the site history, predominantly referencing those permissions relevant to the amendments proposed in this application.

- HGY/2010/1000 - Outline permission for demolition and redevelopment of the site - Approved in September 2011.
- HGY/2011/2350 - Outline permission for demolition and redevelopment of the site - Approved in March 2012.
- HGY/2015/3000 – Hybrid permission: Full permission for Stadium, Tottenham Experience, Hotel and outline permission for Extreme Sports building, mixed use commercial and 535 residential units and Community Health Centre – Approved in April 2016.
- HGY/2017/2565 – Condition B17 (Noise Control Plan) of HGY/2015/3000 - Approved 05/04/2018
- HGY/2018/0905 - Condition B15 (CCTV) of HGY/2015/3000 – Approved 17/05/2018
- HGY/2018/1400 - Condition B12 (LED Screen strategy) of HGY/2015/3000 – Approved 08/02/2019

- HGY/2018/1817 - Non-material amendment of Condition B10 (Fixed Illuminated Signage) to HGY/2015/3000 – Approved 18/07/2018
- HGY/2018/2168 - Condition B13 (Event Day Lighting) of HGY/2015/3000 – Approved 08/04/2018
- HGY/2018/2169 - Condition B27 (Car Park Management Plan) of HGY/2015/3000 – Approved 13/02/2019
- HGY/2018/2171 - Non-Material Amendment to Condition B14 (External Stadium Screens) of HGY/2015/3000 – Approved 14/08/2018
- HGY/2020/2108 - Non-material amendment to planning permission ref: HGY/2015/3000 granted on 15.04.2016, involving the stadium seating bowl and a consequential amendment to the approved maximum seating capacity from 62,303 to 62,850 - an increase of 547 seats – Approved 09/10/2020
- HGY/2021/1039 - Application for the approval of reserved matters relating to the scale of Plot 4 'The Extreme Sports Building' of planning permission HGY/2015/3000 granted on 15.04.2016 for the demolition of the existing stadium and the phased redevelopment of the site to provide a new stadium, hotel, Tottenham Experience; sports centre ('The Extreme Sports Building'); community and / or office uses; housing; health centre ('The Community Health Building'); and associated works – Approved 19/07/202
- HGY/2021/1043 - Application for the approval of reserved matters relating to the appearance of Plot 6 'The Community Health Building' of planning permission HGY/2015/3000 granted on 15.04.2016 for the demolition of the existing stadium and the phased redevelopment of the site to provide a new stadium, hotel, Tottenham Experience; sports centre ('The Extreme Sports Building'); community and / or office uses; housing; health centre ('The Community Health Building'); and associated works – Approved 15/06/2021
- HGY/2022/4504 - Application for the approval of reserved matters approval is sought in respect of 'landscaping' associated with Plot 5 (residential and B1/D1) associated with planning permission HGY/2015/3000 for the demolition of the existing stadium and the phased redevelopment of the site to provide a new stadium, hotel, Tottenham Experience; sports centre ('The Extreme Sports Building'); community and / or office uses; housing; health centre ('The Community Health Building'); and associated works – Approved 13/10/2023
- HGY/2023/0823 - Amendment following a grant of planning permission HGY/2015/3000, in order to amend condition B16 to remove the annual limit of 6 on concerts within the 16 major non-football events for the calendar year 2023 only – Approved 06/07/2023
- HGY/2023/2041 - Amendment following a grant of planning permission HGY/2015/3000, in order to amend condition B16 (as previously amended by

HGY/2023/0823), to remove the annual limit of 6 on concerts within the 16 major non-football events for the calendar years 2023 and 2024 only – Approved 04/10/2023

- HGY/2023/2137 - Minor Material Amendments to height, design, maximum floorspace and associated works to Plot 3 (Hotel / Residential development) of the hybrid planning permission HGY/2015/3000 (following previously approved amendments including HGY/2017/1183 to allow part residential (C3) use on Plot 3) for demolition and comprehensive redevelopment of the Northumberland Park Development Project through variation of Conditions A4 (Consented Drawings and Documents); A6 (Conformity with Environmental Statement) and Condition A7 (Maximum Quantity/Density) and D1 (Plot 3 specific drawings) under Section 73 of the Town and Country Planning Act (EIA development) - Approved 08/04/2024

5. CONSULTATION RESPONSE

5.1. The following were consulted regarding the applications:

Internal Consultees

- LBH Building Control
- LBH Environmental Health
- LBH Licensing
- LBH Planning Policy
- LBH Tottenham Regeneration
- LBH Transportation
- LBH Waste Management

External Consultees

- Arriva London
- Greater London Authority
- London Fire Brigade
- Metropolitan Police - Designing Out Crime Officer
- Residents Associations
- Transport for London

5.2. An officer summary of the responses received is below. The full text of internal and external consultation responses is contained in **Appendix 3**.

Internal:

Building Control (HBC) – No objection. Safety issues can be addressed through the SAG [Safety Advisory Group] and the extra resourcing will be dealt with directly

with the applicant (**Officer Response:** This will be resourced directly through Building Control Safety at Sports Grounds statutory functions rather than Planning)

Environmental Health - The additional events over the 16 currently approved will likely lead to additional complaints about noise, public nuisance and antisocial behaviour from residents. A revised condition B9 will be required for new monitoring spots to be agreed and the level for music noise at the nearest noise sensitive receptor should not exceed at 70dB (LAeq, 15 minutes) for any concert over the agreed 16 and 65 dB (LAeq, 15 minutes) for all other events. A requirement for a measuring off-site dB(C) (**Officer Response:** Noted and a condition has been amended accordingly)

LBH Licensing – The complaints line from Tottenham is fed into Licensing at BCLG so it is hard to get a full picture of the impacts. There are additional issues for residents from potentially 30 MNFEs above standard football. These bring additional ASB issues. There is also greater chance of clashes with other events, especially in summer. As such, additional resourcing will be required of £4,000 per event (**Officer Response:** The existing baseline is for 16 MNFEs so it is not reasonable to require additional payment for this. However, any additional MNFEs will be subject to the fee)

LBH Transportation – Existing events have been successfully managed and attendees were able to access and leave the area successfully. Existing S106 obligations help manage capacity even when there has been travel disruption. It is recommended that the Event day CPZ be further reviewed, alongside a “red route” emergency corridor. Regulatory Services require further resourcing for the additional events of £4k per event. A bespoke MNFE Travel Plan is required to reduce car travel, with a £30k monitoring contribution per year for 5 years. Cycle and coach strategies should be updated, specifically for MNFEs. Encouraging advance ticket window will help attract local attendees and improve walking mode share. Pedestrian Walking Routes within the S106 should be amended (**Officer Response:** There is some overlap between these obligations and existing obligations, for example, the CPZ is not required as part of this application as it is ‘triggered’ as part of another s.106 legal agreement. It is accepted that other requests require specific additional monitoring, so the fees have been included in the Heads of Terms of the legal agreement).

LBH Waste Management – An updated LAMP should be agreed prior to additional events being allowed. Cleaning around MNFEs should be undertaken by LBH or its appointed street cleaning contractor with the costs covered by the applicant. Formalising this process mitigates future risk and minimises the resource cost on the council. (**Officer Response:** It is understood that the applicant currently pays the Council's costs for street cleaning for MNFEs and that the platinum level is not required for all events. Covering costs for Football events is being discussed separately and is not the subject of this application).

External:

Greater London Authority (GLA) – Confirmation that this will not require Stage 1 referral, subject to addressing TfL comments.

Additional comment from deputy Chief of Staff outlines that: In an increasingly competitive world, it is imperative for London's cultural, music and sporting economy that the city maximises its assets. This makes the Tottenham Hotspur Stadium strategically important they must have the flexibility to perform their role effectively. Additional dates will allow London to attract more global artists, enhancing the city's cultural offerings and ensuring that London remains open for business.

London Borough of Enfield – Amendments to the Traffic Management Order (TMO) required for charges to permits and re-advertise the TMO. Cost of £2,500 (**Officer Response:** This will be secured in the S106).

Metropolitan Police –MPS were fully briefed by applicant prior to submission and this has been discussed internally. However, it is considered that the most appropriate place to make representations is through any future Licensing hearings.

TfL – Principle support of additional events in accordance with Good Growth. Review will be required to ensure best practice for scheduling Overground works around events. Improvements of marshalling required around Seven Sisters and review of ASB and toileting around Tottenham Hale. Information for bus driver diversions required in advance. Taxi rank marshalling required. Issues can be addressed through LAMP reviews, but request for further funding to cover extra staff. (**Officer Response:** As suggested in the comments, much of this can be actively addressed in the LAMP. There have been subsequent discussions around staffing and whether or not a financial contribution will be required).

LOCAL REPRESENTATIONS

- 5.1. The application was consulted on through neighbour notification letters to the immediate vicinity, over 20 site notices displayed in the vicinity of the site and around transport hubs and a press advert in the local newspaper.
- 5.2. The number of representations received from neighbours, local groups etc. were as follows:

No of individual responses: 62
Objecting: 49
Supporting: 12
Neither: 1

- 5.3. The main issues raised in representations from adjoining occupiers are summarised below.

Support:

- Benefits will outweigh harm
- Extra jobs and employment in the area
- Boom for local businesses
- Will help further regeneration
- Support on proviso that road closures reviewed
- Support on basis that there is community benefit fund

Objections:

Intensification of use:

- Increase is too great / too soon
- Existing issues need to be satisfactorily resolved first
- Drumsheds applying to increase events / hours
- THFC or MNFEs will be weekly occurrence
- Maximum so far has been 10, so should be more gradual increase
- If intermediate event brought in then should be lower level of 20k first
- This is a football stadium first and event space as an additional service

Socio-economic:

- People head straight to stadium – minimal economic benefit
- Claims of benefits are exaggerated – no independent review of economic results
- Should be trying to increase awareness of businesses in the area rather than just drawing attendees into the stadium
- Northumberland Park remains second most deprived ward in London
- Stadium aims to keep people in rather than using local businesses
- More free tickets required for residents

- Free tickets shouldn't be traded for more profit
- Extra income for the Club at residents' expense
- Residents pay council taxes for roads/ emergency services / litter collection etc that cannot be undertaken
- Typology of business focussed on visitors (fast food, betting shops) rather than for locals (small innovative creative businesses), many of which close on non-event days
- Wider economic base / wider commercial uses should be encouraged
- Area needs more than just the focus of Stadium to thrive
- Club needs to invest in local community events and organisations
- Lot of staff are not local
- Staff not properly organised for marshalling etc.
- Independent survey of impacts required
- Gig economy jobs rather than careers
- Transport Statement needs to be updated to include Drumsheds, newer road closures etc.
- Better consultation with neighbouring boroughs required
- Why is the Euros cited as a reason to increase – have capacity to provide unlimited football and 16 events

Noise and disturbance:

- Locals accept disruption from Spurs games as part of the established community but 30 events on top is excessive beyond the established level of disruption
- Restrictions on other stadia in similar sites e.g. 6 MNFEs at Emirates / 18 floodlit events at Lords
- Light pollution from floodlights
- Disruption will not be outweighed by benefits
- Overcrowding inhibits walking and public transport use
- Disruption of daily routines
- Residents trapped in their homes and difficult to plan visitors
- Hard to leave house with pram / if disabled on event days
- Honking of horns and hostilities
- Noise from stadium (PA announcements / general)
- Cumulative impact with events from Drumsheds
- BCLG have not had sufficient opportunity to help progress the LAMP and engage
- Lack of communication of events and closure times
- Communication needs to be improved – easily accessible information on events calendar or app and clearly signposted
- Link to <https://www.tottenhamhotspur.com/the-stadium/local/> is highlighted in comments but could be more prominent

Transport issues:

- Residents re-routed the long way around stadium
- Details of air quality results / traffic surveys to be detailed by Council
- Additional stress from road closures

- Increased reliance on residents having to plan lives around major events
- Need tangible benefits – improvement to infrastructure etc.
- Additional congestion on adjacent roads
- Issues of taxis and chauffeurs waiting (no enforcement if someone waiting in car)
- Increased stress on local transport
- PTAL 3 is not “highly accessible” (as stated in Planning Statement)
- No substantial improvements in infrastructure since stadium opened
- Appropriate parking required
- Drivers with lack of knowledge of routes and LTNs
- Larger area should be closed off for non-local drivers
- Further traffic filtering / LTNs required to stop rat runs of side / adjacent streets to High Road (LTNs focused in West Tottenham)
- Bromley Road (and other adjacent roads) not allowed to leave even in emergency
- Residents having to park further away on event days
- Length of time for road closures for certain events i.e. NFL
- Modal split for car use / cycling to be scrutinised - evidence of low car use?
- Transport impacts in Planning Statement focussed on football events not on non-football events
- Modal split for different types of MNFEs not specified in Planning Statement
- Long walk to bus during closures
- Cycle lane CS1 is partially closed on event day despite being advertised – danger for cyclists
- Lack of cycle storage
- Overcrowding at stations
- Demographic for events far wider – less likely to use public transport, especially late at night.
- EV charging points can be used by anyone on event day
- Unofficial temporary car parks encourage driving
- Parking restrictions have led to more off-street parking provision
- Abuse of blue badges - review enforcement
- Air quality issues from traffic backing up and engines revving (pollution already exceeds WHO limits)
Associated noise and air pollution

Issues with benefits:

- Tickets unaffordable to many residents
- Website for advance tickets often has broken links / webpage
- £5k contribution on events over existing 16 is insufficient compared to profit for Club

Not relevant planning considerations:

- Question over the wording of consecutive events and whether this would mean a football event would need to be in-between no-football events (**Officer Comment:** The meaning was clarified in conversation with officers that it would be consecutive MNFEs and would not need a football match to break the sequence)

Further Consultation

- 5.4. The applicant has undertaken their own public consultation prior to the submission of the application through the following means:
- 13 February 2024 - presentation at the Business and Community Liaison Group (BCLG),
 - 28 February 2024 - A public exhibition at the Stadium's M Café;
 - 20 March 2024 - A meeting of local businesses to establish how to maximise benefits of events
 - 25 March 2024 - A Ward Councillors consultation event at the Stadium.
- 5.5. During the consideration of the application the applicant has also engaged in a further special BCLG meeting on 19 June 2024 to discuss the improvements to the LAMP and to consult on the 'Blue Book'.

6. MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

1. Scope of Section 73 application
2. Policy Consideration
3. Regeneration overview
4. Principle of allowing additional events
5. Proposal detailed assessment
 - a. Assessment of proposal
 - b. Benefits / mitigations
 - c. Background
 - d. Intensification of use
6. Socio-economic benefits
 - a. Overview of socio-economic benefits
 - b. Impacts on local traders and wider area
 - c. Wider regeneration benefits
7. Noise and disturbance
8. Impact on Amenity of Adjoining Occupiers
 - a. Nuisance and anti-social behaviour
 - b. Litter and street cleaning
 - c. Concerts vs non-concert MNFEs
9. Transportation and Parking
10. Safety and crime
11. Equalities

12. Conclusion

6.1 Scope of Section 73 application

- 6.1.1 An application can be made under Section 73 (S.73) of the Town and Country Planning Act 1990 to vary or remove conditions associated with a planning permission. One of the uses of a S.73 application is to seek a minor material amendment, where there is a relevant condition that can be varied. A S.73 application results in a new permission being issued.
- 6.1.2 Guidance for determining S.73 applications is set out in the National Planning Practice Guidance (NPPG) which states that a minor material amendment is one “whose scale and nature results in a development which is not substantially different from the one which has been approved”. This is not a statutory definition and recent case law as clarified that provided changes do not impact on the ‘operative part’ of a planning permission they can be considered through a S.73 application. It is further stated that the development which the application under S.73 seeks to amend will by definition have been judged to be acceptable in principle at an earlier date. Consequently, the extent of the material planning considerations are somewhat restricted and only the amendments being applied for should be considered at this stage. Having said that, when determining the application, the local planning authority (LPA) will have to consider the application in the light of current policy. The LPA therefore has to make a decision that is based and focused on national, strategic and/or local policies which may have changed significantly since the original grant of planning permission as well as the merits of the changes sought.
- 6.1.3 Planning permission reference HGY/2015/3000, approved in 2016, was recently amended through S.73 process on 08 April 2024, with new reference HGY/2023/2137, which is the subject of this proposed amendment. Planning permission reference HGY/2023/2137 required consideration of the updates to planning policy and noted that with the exception of the adoption of a new London Plan in 2021 and alterations made to the National Planning Policy Framework (NPPF) in 2018, 2019, 2021 and 2023 since the granting of planning permission, the same policy documents used in the assessment of the proposal are currently adopted, and there are no further policy documents that have been adopted that materially alter the assessment of the current proposal. The overall policy approach relating to relevant considerations of socio-economic impacts, transport impacts and noise and disturbance remain broadly the same. Where relevant policy has been updated it is referenced within this report.
- 6.1.4 The S.73 application proposes to amend condition B9 of the recently amended hybrid permission reference HGY/2023/2137. This is the main focus of the assessment, although other conditions may require minor amendments to align with this assessment. Likewise, the relevant obligations within the S106.

6.2 Policy Consideration

6.2.1 *The Development Plan*

- 6.2.2 The Local Plan comprises the Strategic Policies Development Plan Document (DPD), Development Management Policies DPD and Tottenham Area Action Plan (AAP). These documents were all adopted after the determination of the hybrid planning application reference HGY/2015/3000 but were all considered within that assessment as emerging plans. The London Plan was subsequently updated in 2021 and these new policies are considered accordingly. Likewise, there have been updates to the NPPF and these are referenced where relevant.

The London Plan

- 6.2.3 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The London Plan (2021) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) and London Plan Guidance that provide further guidance.

Upper Lea Valley Opportunity Area Planning Framework

- 6.2.4 The Upper Lea Valley Opportunity Area Planning Framework (OAPF) (2013) is supplementary guidance to the London Plan. A Development Infrastructure Study (DIFS) in relation to the OAPF was also prepared in 2015. The OAPF sets out the overarching framework for the area, which includes the application site.
- 6.2.5 The OAPF notes the redevelopment of the High Road West area is supported by a comprehensive masterplan. The OAPF sets out the ambitions for the High Road West area to become a thriving new destination for north London, with a sports, entertainment and leisure offer supported by enhanced retail, workspace and residential development. This formed part of the assessment of the hybrid permission and remains relevant.

The Local Plan

- 6.2.6 The Local Plan Strategic Policies DPD sets out the long-term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision. The Site Allocations development plan document (DPD) and Tottenham Area Action Plan (AAP) give effect to the spatial strategy by allocating sufficient sites to accommodate development needs.

Strategic Policies

6.2.7 The site is located within the Northumberland Park Area of Change as per Haringey's Spatial Strategy and Policy SP1 'Managing Growth' within the Local Plan. The Spatial Strategy makes clear that in order to accommodate Haringey's growing population, the Council needs to make the best use of the borough's limited land and resources. The Council will promote the most efficient use of land in Haringey.

6.2.8 Policy SP1 of the Local Plan requires that development in Growth Areas maximises site opportunities, provides appropriate links to, and benefits for, surrounding areas and communities, and provides the necessary infrastructure and is in accordance with the full range of the Council's planning policies and objectives.

Tottenham Area Action Plan

6.2.9 The Tottenham Area Action Plan (AAP) sets out a strategy for how growth will be managed to ensure the best quality of life for existing and future Tottenham residents, workers, and visitors. The plan sets area wide, neighbourhood and site-specific allocations.

6.2.10 The AAP indicates that development and regeneration within Tottenham will be targeted at four specific neighbourhood areas including North Tottenham, which comprises Northumberland Park, the Tottenham Hotspur Stadium and the High Road West area.

6.2.11 These plans and strategies set the context for Tottenham's regeneration. These documents should be read in conjunction with the AAP. The application site is located within a strategically allocated site – NT7 (Tottenham Hotspur Stadium).

6.2.12 The AAP states that for any future application for the site, the Council shall seek the following relevant criteria:

- Comprehensive redevelopment of the site;
- Complementary leisure and commercial uses;
- Support regeneration objectives to the east of the site with suitable interfaces; • High quality public accessible spaces on non-match days;

6.2.13 The site is within a designated Area of Change and contains a number of other Site Allocations in the AAP within close proximity of the site. These include NT4 (Northumberland Park), located to the west of the site and NT5 (High Road West) located north east of the site. An urban design strategy has been approved for NT4 but no permission has been granted to date. A hybrid full planning / outline application for the High Road West redevelopment has recently been approved under reference HGY/2021/3175.

6.2.14 The Council is preparing a new Local Plan and consultation on a Regulation 18 New Local Plan First Steps documents took place between November 2020 and

February 2021. The First Steps document sets out the key issues to be addressed by the New Local Plan, asks open question about the issues and challenges facing the future planning of the borough and seeks views on options to address them. It currently has very limited material weight in the determination of planning applications.

Masterplan and site wide delivery

- 6.2.15 The THFC Stadium is the first stage of wider regeneration, and the intention is for it to be fully integrated within the comprehensive regeneration of High Road West and Northumberland Park. The priority is to ensure that on match and non-match days, the area is lively and attracts people to make the most of the stadium development, the High Road, and wider urban realm improvements that will take place as part of this development.
- 6.2.16 The changes to the London Plan and NPPF were considered in the recent S.73 permission for the changes to the 'hotel' in Plot 3 (HGY/2023/2137). These policies retain a desire for use of sustainable sites for mixed use residential development. The proposed development would remain as a comprehensive redevelopment, with an increase in additional events only. The masterplan would retain complementary leisure and commercial uses. The stadium has been delivered and has been and continues to be a successful forerunner for the wider site delivery, with substantial public benefits by keeping the football club in the area, as well as the high profile non-football events that the stadium has been and continues to be used for. The Tottenham Experience building (Plot 2) has been partially delivered and is anticipated to be fully delivered alongside the hotel and residential development in Plot 3, within the next phase of development. The final phase of development will deliver the leisure, residential, commercial and community developments in Plots 4, 5 and 6.
- 6.2.17 The complementary leisure and commercial uses other than the stadium and Tottenham Experience include the Extreme Sports building (Plot 4), the lower levels of the residential blocks (Plot 5). These remain in outline stage and are yet to be finalised in design. The recently approved Section 73 amendment application HGY/2023/2137 reinforced that there will be phased opening of the wider masterplan site and public realm as this develops. The phasing schedule indicates that Phase B will complete the Tottenham Experience building alongside the delivery of the hotel on Plots 2 and 3 by the 4th quarter of 2027, as well as providing relevant associated landscaping within this part of the podium. Phase C will see the delivery of the Extreme Sports building and predominantly residential towers on Plots 4 and 5, alongside the completion of the permanent landscaping of the podium and is expected to be delivered by the second quarter of 2028.
- 6.2.18 The community medical centre approved for Plot 6 was not referenced within the approved phasing. The only remaining reserved matters approval for that plot was approved in June 2021 with a requirement that construction commence within 2

years of the final reserved matters approval. That part of the permission has now expired but the Club are exploring options to progress that plot.

6.2.19 The proposal retains the majority of uses aligned to the 2015 hybrid permission, although these have been updated through various non-material amendments post-decision.

6.2.20 Overall, it is considered that the uses within the masterplan will comply with the uses as approved under the extant permission and remain acceptable in as part of this S.73 application in creating a transformative, stadium led-mixed use development for the site.

6.3 Regeneration overview

6.3.1 The approved hybrid permission HGY/2015/3000 was approved in 2016 on the basis of this masterplan being a prominent driver of regeneration in the area. The existing socio-economic circumstances of White Hart Lane and Northumberland Park wards as the 2nd and 5th most deprived wards in London (124th and 190th nationally) at the time provided context for the need for regeneration. Retaining Tottenham Hotspur FC in the locality was, and still is, a key part of that regeneration and the successful delivery has already provided local socio-economic benefits.

6.3.2 These regeneration ambitions are reflected in the Local Plan Strategic Policies document and the Tottenham Area Action Plan and the various improvements in health, lifestyle and opportunities that improvements in the area would achieve. The importance of having a well-known club and prominent stadium was cited as a means of changing people's views of an area, increasing local pride and encouraging newcomers to set up homes and businesses.

The assessment of the hybrid permission highlighted these issues in detail along with the significant economic benefits that the masterplan would have for the area.

6.3.3 As well as the economic benefits, the assessment of the hybrid permission also highlighted the community endeavours undertaken by the Club, in particular with Tottenham Together, Percy House Future Skills Hub and the Tottenham Foundation. An Ernst & Young Economic Assessment has been submitted with the current application which outlines the socio-economic benefits of the existing stadium and events and is discussed in more detail below. This also refers to the community programmes that the Club is involved in, including employment, training and apprenticeships, as well as promoting physical health and wellbeing and a sense of community safety. The original approval of the hybrid permission also highlighted the benefit of securing additional housing, community uses, leisure and health facilities as benefits of the masterplan, which are benefits retained in this amended application.

6.3.4 Whilst the socio-economic benefits of retaining the stadium in the area and associated regeneration are significant, they were assessed in the original permission. Although it is expected the additional parts of the residential, community, sports and health / alternative community facilities may be forthcoming, the benefit was assessed when the original approval and 16 additional events were approved. The overall benefit of retaining the stadium, team and additional prestige of events is acknowledged and forms a relevant background of benefit to the area, but the more relevant consideration in this amendment is what benefit the additional MNFEs will have. The balance of socio-economic benefit and impact from the relaxation of the cap on those MNFEs is considered within this report.

6.4 Principle of allowing additional events

6.4.1 The current National Planning Policy Framework (NPPF) was updated in December 2023. The NPPF establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process.

6.4.2 Section 2 of the NPPF considers how sustainable development can be achieved. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. This goes on to outline that sustainable development has three overarching and interdependent objectives in achieving this. These are:

- **economic objective** to support strong, responsive and competitive economy build support economic growth, innovation and improved productivity and provision of infrastructure;
- **a social objective** to support strong, vibrant and healthy communities meeting the needs of present and future generations and consider safety, provision of services and support communities’ health, social and cultural well-being;
- **an environmental objective**, focusing on environmental and heritage issues, as well as minimising waste and pollution.

6.4.3 Section 6 of the NPPF details how to build a strong, competitive economy and places significant weight on the need to support economic growth, taking into account both local business needs and wider opportunities for development. The NPPF also notes the importance that the planning system can play in facilitating social interaction and creating healthy and inclusive communities. This also seeks to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment.

6.4.4 Section 7 of the NPPF considers the viability of town centres. This refers to the role that town centres play in the heart of local communities and hat a positive

approach to their growth, management and adaptation is recommended. This recognises the need for policy and decisions to help grow and diversify to allow a suitable mix of uses (including housing), the need to create positive strategy for the future of primary shopping areas and town centres and the role of residential development in enhancing viability of town centres.

- 6.4.5 London Plan Policy GG1 considers 'good growth' and seeks to support and promote the creation of a London where all Londoners, including children and young people, older people, disabled people, and people with young children, as well as people with other protected characteristics, can move around with ease and enjoy the opportunities the city provides, creating a welcoming environment that everyone can use confidently, independently, and with choice and dignity, avoiding separation or segregation. Policy GG5 seeks to ensure that benefits of economic success are shared more equitably across London.
- 6.4.6 London Plan Policy E10 recognises the benefit of retaining and enhancing existing venues stating that areas of international or national significance play a crucial role in putting London on the world stage, bringing internationally renowned culture, performers and productions.
- 6.4.7 The Tottenham Area Action Plan (TAAP) recognised that the stadium can help in establishing Tottenham as a premier leisure destination for London whilst also retaining and enhancing a more local retail function to support the community.
- 6.4.8 In short, these policies recognise the need for diverse socio-economic base with a diversity of commercial uses within town centres and the role that the stadium and associated events can play in driving this change. The socio-economic base relies in part on high quality and well design residential development and an environment that encourages further growth, including the important relationship with existing and future development. This also recognises the benefit of retaining and enhancing the profile of the stadium at the forefront of regeneration and vitality of centres.
- 6.4.9 The planning balance in this assessment is whether the additional socio-economic benefits, including for residents and businesses, outweigh the disruption to day to day life of current and future residents and businesses.

6.5 **Proposal – detailed assessment**

- 6.5.1 The approved permission HGY/2015/3000 (subsequently amended as HGY/2023/2137) allowed for unlimited association football matches and a cap of 16 Major Non-Footballing Events (MNFs), 6 of which can be concerts. However, there were no other restrictions within this condition beyond these quanta. The applicant proposes to introduce further restrictions to help mitigate the potential adverse impacts of the increase in MNFs. The proposed restrictions are outlined above, but to reiterate, these would:

- Limit the occurrence of concerts on consecutive days to no more than 4 in a row and no more than 5 in a week;
- Ensure that such consecutive occurrences do not occur in more than two weeks in any calendar year;
- Not more than 9 events within a 2 week period;
- A further cap of 2 boxing events per year is also proposed.

The following table breaks this down as follows:

		2016 Original stadium planning permission condition	2023 and 2024 Condition negotiated and granted permission	2025 onwards proposal
Overall non-football major events	Overall cap	Capped at 16	Capped at 16	Capped at 30
Music concerts	Cap	Capped at 6	No cap (within 16)	No Cap (within 30) mindful of likelihood of NFL and other events
	Restriction on events in 1 week	No restriction. Unlimited	Only 1 week where >3 No other weeks >3	2 weeks in a year where up to 5 events in 1 week
	Consecutive events	No restriction. Unlimited	No more than 3	Capped at 4 consecutive days
Boxing	Cap	No cap (within 16)	Capped at 2	Capped at 2
NFL	Cap	No cap (within 16)	No cap (within 16)	No cap (within 30)
Other info			10 'Commitments'	<ul style="list-style-type: none"> • Resident pre-sale window • Community grant scheme
Conclusion		N/A	Within overall cap of 16, more concerts allowed Restrictions on amount in 1 week	30 events, cap on boxing, no cap on concerts Compared to 23/24 increased cap on consecutive events and increased 5 events in 1 week

6.5.2 Although these proposed restrictions are welcomed in the context of the proposed increase in events, these are restrictions of mitigation for the relaxations to the condition rather than a significant improvement on the existing permission. The only occurrence of more than two events in a week were for the 2023 Beyoncé concerts, which were Monday and Tuesday, followed by a break on Wednesday, then a one off concert on Thursday, before another break on Friday and then resuming the concert on Saturday and Sunday, as detailed in **Appendix 4** (appendices 6 and 8 of that document) These appendices contain details of events and previous year calendar, which show there were also no non-concert MNFEs that required events on consecutive days. The existing cap on a total of 6 concerts would mean that anything above 5 events in a week would have used the annual quota within that week. As such, whilst the restriction on frequency of events is welcomed it would be a mitigation of the relaxations rather than a benefit over the existing situation.

6.5.3 Similarly, there has only ever been two boxing matches at the Stadium, so these have not had a frequency to suggest that the cap of 2 a year would be a significant improvement on the existing demand. However, this restriction would remain in

perpetuity and the boxing events have had the most impact on the local community, so the restriction is therefore welcomed as a recognition that these will be infrequent.

- 6.5.4 NFL games and any other MNFE's currently have no cap and no further cap on these events is proposed.

Benefits / Mitigation

- 6.5.5 As well as the caps on the proposed events outlined above, the applicant has suggested additional mitigation measures to help compensate disruption to the local community including:

- a contribution of £5,000 per additional event (over the existing cap of 16) to a community fund;
- at least 100 free tickets to all MNFEs for local residents; and
- a 24-hour advanced ticket window for all residents within the immediate vicinity for full priced tickets (N15, N17 and N18 postcodes).

- 6.5.6 There are currently no obligations on the applicant to provide any contribution, free tickets or advanced windows other than for THFC matches. As such, the free tickets and advanced ticket window are considered to be significant benefits for local residents with an interest and / or financial means to purchase tickets. These will apply to all MNFEs, not just the uplift above 16.

- 6.5.7 The community fund will also provide some financial means for local projects in the area. This will form part of the S106 legal agreement.

Review mechanism

- 6.5.8 The significant intensification of the use from the existing cap still remains relatively untested and for this reason officers have suggested a review mechanism that will require further monitoring of MNFEs to ensure that any impacts can be successfully mitigated. It is anticipated that the MNFEs will be able to continue to benefit the surrounding area without causing significant harm to the local character but should this not be possible then the review mechanism will allow a reduced number of any criteria (consecutive events, events in a week, total boxing, or any other specific type of event) or in the worst case scenario would reduce the cap back to 16 events.

- 6.5.9 The review mechanism would provide certainty for the club that they could operate 30 MNFEs for the year of 2025 and provide suitable monitoring and review of a larger quantum than the maximum of 10 MNFEs currently hosted at the Stadium. The review process will be dependent on the number of events for 2025 exceeding 20 and will determine whether the review is in compliance or non-compliance.

Should the review be in non-compliance then this process will repeat in 2026. If the 2026 review is determined to be in non-compliance then the quantum of MNFEs will revert to 20. If the review is compliant then the cap of 30 will remain in perpetuity.

6.5.10 The review mechanism will consider the following criteria:

- Socio-economic benefits
- ASB/street urination/MNFE toilet provisions
- MNFE noise impacts (as currently measured)
- Littering/street cleanliness
- Car parking/enforcement (linked also to TP/mode share targets but also LBH Code of Enforcement)
- Road closures/traffic management issues
- Station queue management
- General compliance with LAMP

6.5.11 The purpose of the review mechanism is to ensure that there is an opportunity for the Council to attenuate the impact of the increase in events, whilst providing the Club an opportunity to prove that these can be operated successfully and that impact on the local community would be managed and mitigated appropriately. This will run alongside the existing S106 obligations, such as the LAMP and will be accompanied by a continuation of BCLG and the complaints lines, so that residents and local stakeholders have an opportunity to feedback.

6.5.12 The review mechanism will form part of the S106 and is included in the Heads of Terms.

Background

6.5.13 The removal of the cap on concerts was approved on a temporary basis for the non-material amendment applications references HGY/2023/0823 and HGY/2023/2041 but these were for a fixed one year period each covering 2023 and 2024 only and the overall 16 MNFE cap was retained.

6.5.14 The previous applications for additional concerts were supported by a list of commitments that the applicant would undertake following the grant of permission. These included the following action points and relevant updates:

- **Stewarding improvements** – Permanent staff in supervisory roles are currently being employed around main transport hubs. Briefing packs are also given to all staff so that they are aware of the key information. This ensures stewards have local knowledge of the area and event day operations. Stewards may also be redeployed when requested when by the local community.

- **Litter and ASB improvements** – Enhancements to the LAMP have addressed issues of ‘wet spots’ and other ASB. The litter and clean up for MNFEs is largely paid for by the applicant and undertaken by LBH staff, rather than private contractors. The request from Regulatory Services to fund more officers is also welcomed as a means of addressing such issues.
- **Economic benefits** – The economic benefits of events are assessed in detail below. A community fund, free ticketing and advance booking window is also proposed.
- **Ensuring benefits for traders in Tottenham** – The applicant has engaged in discussions with traders and has agreed to the principle of a Business Charter. A subsequent meeting between LBH and the Club has confirmed a draft version of this to coordinate and promote all businesses and external-led events, production of a map and directory of local businesses, linking players and artists to local businesses, hold training sessions for local businesses in social media / communications. A draft Business Charter is attached to the application file and a S106 obligation will ensure these details are finalised.
- **Review of toilets and signage** – This has been addressed in the revised LAMP with additional signage provided to ensure toilets can be easily found.
- **Improvements to communication of events** – **Appendix 5** provides detail of ways in which residents can receive notifications of events and communication with the Club. This will also be highlighted with the launch for the new ‘Blue Book’ and within that document. The Blue Book provides an overview for residents about the Club and operations, how events are managed and disruption to day to day life. This also provides contact numbers for complaints and details for how to stay connected with latest updates.
- **Review of concentration of events** – Controls on the concentration of events have been included within the current proposal which has not been tested beyond the concentration for the Beyoncé concerts. A review mechanism of the proposed condition is recommended and will provide a means of reviewing any impacts in the future.
- **Concluding review of the of the LAMP, including consultation of the ‘Blue Book’** – A special BCLG meeting was held on 19 June 2024 to cover the changes to the LAMP and as a means of consultation for a revised Blue Book. These discussions are ongoing but the response has been broadly positive from LBH and BCLG members. Officers are clear that further engagement meetings on the LAMP must continue on a regular basis for BCLG.

Intensification of use

6.5.15 The proposed increase in events would be on top of the existing uncapped men’s and women’s association football events; any other additional football events (such

as the Euro 2028 matches); and the 16 events already permitted. The base amount of men's football matches is 19 home games, plus any midweek European matches, FA and League Cup matches (where drawn at home) and any friendlies. There has been a significant increase in popularity of women's football since planning permission was granted in 2016. Although the Women's team predominantly play at Brisbane Road (Leyton Orient) there has been an increase in matches held at the Stadium, with 3 matches hosted in the 2023/24 season – and it is envisaged that the popularity will increase over time. Indeed, the Chairman's message in the Financial Results, June 2023 state a desire to increase these further. Whilst the success and growth of women's football is welcomed it does have potential to further add to the total events at the stadium.

6.5.16 Regardless of any increase in women's football, it is reasonable to assume that the total matches could be up to around 30 or even greater depending on the success of the THFC teams. The increased number of total Major Events would have potential to be 60 if the proposed relaxation of the cap is approved, although the applicant has emphasised that this is not expected to be fulfilled every year. In this reasonably anticipated scenario, this would be an event approximately every 6 days, if spread evenly throughout the year, compared to almost one every 8 days under the current restrictions. It is more likely that in practice the MNFEs would be focussed in summertime and in higher concentration at a time when residents might be using outside spaces, local businesses and food and beverage uses. This is reflected in the indicative schedule in **Appendix 4** (appendix 7 of that document), which plots an indicative timetable of how potential MNFEs might look. These closed season periods would have traditionally been a period of respite from such associated disturbance from events as there would have been limited football activity. The frequency of events would also likely mean that more weekends than not would be subject to a Major Event and associated disruption to the day to day life, as expressed by residents in the objection letters.

6.5.17 It is important to note the Club does not envisage hosting 30 events every year, as its ability to do so is partly dependent upon the number of football matches being played and the amount of time that the pitch can be kept within the pocket (when the pitch is moved out of the stadium 'bowl' for third party events). Success on the pitch resulting in increased games would also limit the free dates for the number of MNFEs, so there is not a direct correlation between success and more events, as this would create more restrictions on MNFEs. The Planning Statement notes this with regard to Euro 2028 games, which will be played at the time when concerts would normally be held and the logistical limits that would place on hosting MNFEs. As such, the amendment is sought to provide the applicant with more flexibility rather than as an expectation that 30 MNFEs would be achieved every year. The additional flexibility as cited is a requirement for the stadium to remain competitive on a national and international platform.

6.5.18 The maximum number of MNFEs to date has been 10, which took place in 2023 (detailed in **Appendix 4** (sub appendix 8)). That year also had only one domestic cup fixture and one European football match, meaning there was only a total of 36 Major events in the calendar year. As such any potential increase approaching 60 total events in a year remains very much untested. Likewise, there have only ever been events on 2 consecutive days and only once has there been more than 2 MNFEs in a week (5 nights for Beyoncé). The management of the stadium and refinements to the LAMP are accepted to help mitigate impacts of all Major Events but regardless of how well events operate there will be an impact on local residents through these intensifications.

6.5.19 These concerns have been expressed to the applicant and an amendment has been received in the Letter dated 08 July 2024 which agrees to the use of review mechanism. This review mechanism will allow for residents, businesses, surrounding Boroughs and, ultimately, LBH, to assess the impacts of the proposed intensifications in MNFEs. This will also provide a reasonable timeframe for the Club to identify further improvements and refinements to the running of events and management of the LAMP. As such, the review mechanism will be required through a S106 obligation.

6.6 Socio-Economic Benefits

6.6.1 London Plan Policy HC5 'Supporting London's culture and creative industries' also states that development proposals should enhance existing venues especially where they can provide an anchor for local regeneration and in areas with a good public transport connectivity.

6.6.2 London Plan Policy E10 recognises the benefit of retaining and enhancing existing venues stating that areas of international or national significance play a crucial role in putting London on the world stage, bringing internationally renowned culture, performers and productions.

6.6.3 Local Plan Policy SP1 (Managing Growth) states that the Council will focus growth and promote development in three Growth Areas, one of which is North Tottenham, which includes Northumberland Park, containing the Tottenham Hotspur Football Stadium.

6.6.4 The Site Allocation for Tottenham Hotspur Stadium (NT7) recognises the need for the Stadium to be a destination on match and non-match days and to contribute to creating a wider commercial and visitor destination for the area.

6.6.5 The original assessment of the proposed stadium recognised the importance of having a well-known club and prominent stadium as a means of changing people's views of an area, increasing local pride and encouraging newcomers to set up homes and businesses in the area. The same can be said for the boost in prestige

to the area from having world renowned artists perform at the stadium and the boost this has to the area.

6.6.6 The latest supporting letter from the applicant, dated 22 July 2024, has referenced a press release from the Mayor of London citing a Visit London poll on 20 June 2024 explained how the recent Taylor Swift tour generated £300m million for the Capital's economy and confirmed its status as a World leader for music. It demonstrates the importance of major artists in raising the profile of London and the areas around its venues. The letter highlights that the Visit London poll found that:

- 54 per cent of people said they would consider travelling to London for a music event in the past year – higher than New York, LA, Paris and other UK cities.
- 76 per cent would extend their trip after visiting a music event here, 77 per cent agree London offers a variety of music events and 72 per cent think the capital attracts the best international artists.

6.6.7 Those Taylor Swift events were at Wembley rather than the Tottenham Hotspur Stadium but highlight the boost to London from having such prestigious artists playing extended dates in the capital. The Mayor's Deputy Chief of Staff has specifically highlighted this in the letter of support for the application and how London should maximise its assets, such as the THS.

6.6.8 The success of the stadium as a multisport and music venue is detailed in the regeneration section alongside the associated benefits that the existing stadium and events have had on the area. The Planning Statement references the Ernst & Young assessment of Gross Value Added (GVA) from THFC within the Borough as £296m in 2021/22 and £478m in GVA across Greater London. The report also highlights that this is expected to grow within the borough to £549m by 2026/27. The Ernst & Young report estimates THFC's contribution in terms of employment is forecasted to grow from 3,700 to 4,300 FTEs by the 2026/27 season.

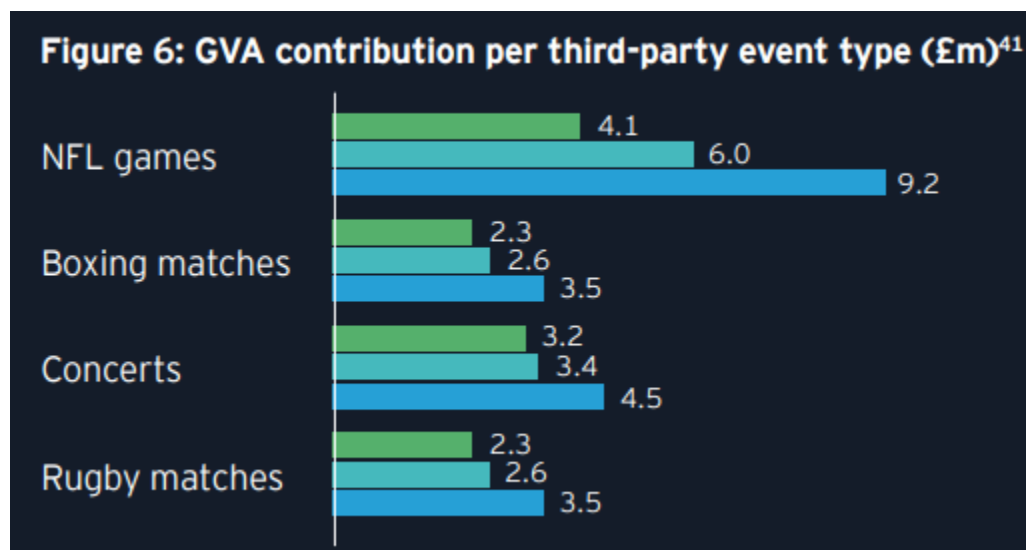
6.6.9 The GVA methodology consists of direct impacts (money spent inside and outside the stadium); indirect impacts from economic activity stimulated through the supply chain; and induced impacts from additional activity supported by employment income and consumer spending.

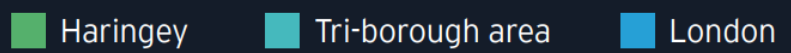
6.6.10 The assessment of expenditure inside the stadium is based on financial information provided by THFC and NFL accounts, whereas spending from outside the stadium was based on data from ONS and Visit Britain on spending patterns of domestic and international tourists in the UK to derive an estimated spending profile for visitors.

6.6.11 The supplementary letter received from the applicant, dated 08 July 2024, clarifies that any primary analysis of shops would be dependent on local businesses being able or willing to provide details of additional takings or staffing requirements

arising from specific events. To provide a more localised granular analysis of local spend would require local business to provide details of their takings and staffing levels during specific events which would be challenging to ensure accurate data was provided. The letter also references a similar scheme for additional events at the Emirates Stadium (this was an Appeal Decision by the Planning Inspectorate ref: APP/V5570/A/13/2202521), where a similar methodology of questioning local businesses was criticised by the Inspector. As such the data sources are considered to be a reasonable gauge on GVA assumptions sufficient for an overview of benefits.

- 6.6.12 The GVA inputs also detail that Tottenham Hotspur generated a total GVA contribution of £344m in the tri-borough area (Haringey, Waltham Forest and Enfield) in 2021/22, including both onsite and offsite activity, with £229m of this from direct (onsite and offsite) impact of Tottenham Hotspur's activities. A further £70m is stimulated by spending within the Club's local supply chains (indirect) and £45m from spending of employment incomes (induced spending). The report also summarises that there is £105m of expenditure in the tri-borough supply chains.
- 6.6.13 These are benefits of the existing stadium and events, which are recognised as having had a significant socio-economic benefit for the local and wider economy. The application is a minor material amendment to the original extant permission so is expected to increase these socio-economic benefits.
- 6.6.14 Figure 6 of the Ernst & Young (EY) report considers third party events (MNFEs), estimating the GVA contribution per event. This is broken down into specific types of events (NFL, boxing, concerts, rugby matches), as well as benefits for Haringey, Tri-Borough area and London as a whole. The report highlights the international visitor wider appeal of NFL games and higher spending of those events. Concerts are also highlighted as more beneficial than rugby and boxing matches in this regard.





41. NFL game impacts are relatively high compared to other types of third-party event, driven by significant levels of visitor spend (including hotel expenditure) and commercial activity.

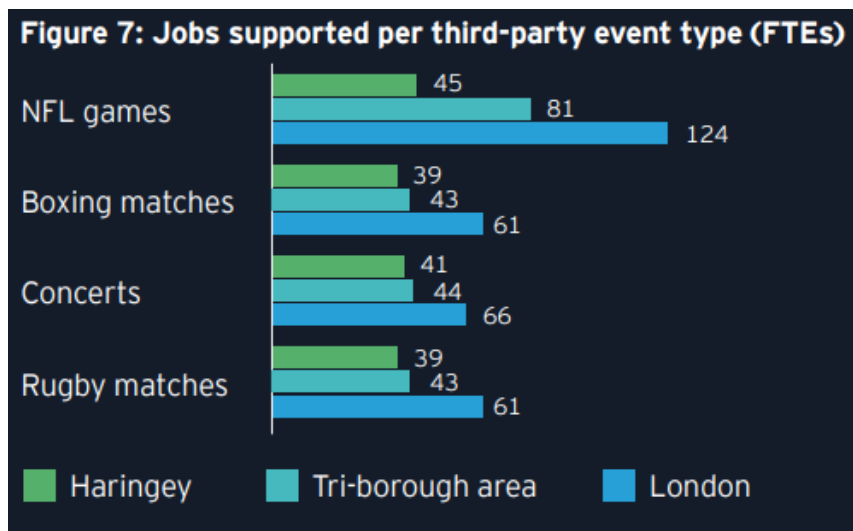
6.6.15 It is not possible to disaggregate how much is spent inside and outside the stadium from the EY report but was widely accepted that the figures do show significant boost to the economy through the additional third party events. A subsequent letter, received 22 July 2024, has looked into these benefits in more detail and clarifies that approximately 60% of the GVA per event (between £1.3m and £2.5m) was spent inside the Stadium and around 40% (between £1m and £1.6m) was spent outside. GVA within the stadium also benefits the local area through Club expenditure on local supply chains. During the financial year 2023/24, the Club spent £18.2m on goods and services with businesses based in the N17 post code area, as quoted in the letter dated 22 July 2024.

6.6.16 The report states that these contributions to the local economy are through the additional 60% increase in local footfall and associated money spent by visitors to the stadium on accommodation, transport, food and drinks. The report highlights that there are additional benefits of third-party activity through salaries of stadium employees, hire fees and in-stadium visitor expenditure. Overall, these GVA figures are considered to have positive weight in the balance of impact. Testimonies have been presented at BCLG and from local trader testimonies in the submission as benefits from the additional events.

6.6.17 The Club employs a significant number of permanent and casual employees in this area of London, which remains one of the most deprived areas in London with lower proportion of economically active residents and associated health and wellbeing issues. The table below highlights the local base for employment.

	Local (5 mile radius)	Total Count	% employed locally (5 mile radius)
Permanent Employees	235	780	30%
Event Day (Casuals)	995	1,520	65%
Total	1,230	2,300	

6.6.18 Figure 7 in the EY report specifically considers the employment benefits of third party events, again breaking this down by event and geographical benefits. Significant employment benefits within the locality as well as the wider community. Those additional hours of employment will have induced benefits of additional spending within the economy as well. The Club also has a London Living Wage policy for all employees, suggesting a high quality of employment. The most recent supporting letter from the applicant has highlighted testimonies from local residents about how the Club has helped them into employment.



6.6.19 Each individual event delivers up to £4.1m GVA for Haringey (£9.2m for London) and supporting the equivalent of up to 45 FTE jobs (124 FTE jobs for London) based on data from actual events in the 2021/22 season and comprise £2.3M & 39 jobs for rugby matches and boxing matches, £3.2M & 41 jobs for concerts and £4.1M & 45 jobs for NFL games. The NFL in particular also included over 70% of jobs created outside of the stadium (33 FTE out of a total of 45); 66% of the concert jobs were outside (27 FTE out of a total of 41) and 56% of boxing and rugby event jobs were created outside of the stadium (22 FTE out of a total of 39).

6.6.20 The EY report concludes that during 2021/22 season (and the following summer), the Stadium hosted two NFL games, two rugby matches, four concerts and a boxing match, generating £47m of GVA and over 700 jobs across London. An increase of 14 additional events has the potential to generate around 48 additional jobs in Haringey.

Impact on local traders and the wider area

6.6.21 There have been ongoing discussions between LBH Regeneration and Economic Development service and the applicant about how the Club can encourage further engagement between attendees and local businesses. A draft Business Charter has been agreed in principle by the applicant, along with the broad benefits highlighted therein. These include advertising local businesses in the stadium, providing a local book of these partnering businesses and provision of a map of local businesses. An agreed Charter will be required within a reasonable timeframe. This will form part of the S106 legal agreement.

6.6.22 The impact on local food and beverage uses in the vicinity on event days is broadly positive. Concern has been raised that these uses often do not open on non-event days, which impacts on the vitality of the shopping parades at those times. However, it is considered that this is an issue associated with the existing Major

Events rather than something specific to the proposed additional events. The proposed additional events would likely result in the local businesses also operating on the proposed additional event days thereby resulting in a positive impact for local businesses.

- 6.6.23 Concern for the vitality of the shopping parades has also focused on the popularity of more food and beverage establishments and other uses that appeal to occasional visitors rather than the local community. There has not been significant concern raised through the traders' representation at Tottenham Traders Partnership nor in BCLG events held in relationship to the current application or LAMP amendments. As above, this appears to be an existing issue that may be partially exacerbated but appears somewhat anecdotal. As with the narrow socio-economic base, referenced above, this is considered to have a neutral impact from the proposed increase of events.
- 6.6.24 A concern raised in the Emirates appeal was that an increase in the number of concerts, which are more likely to occur in evenings and on weekdays would mean that there is less time for attendees to explore the area and have associated spending in the local community. This is based on the idea that attendees may be attending from work and having to leave soon after the event due to the late night finish time. Any assumptions on that basis are anecdotal and there has not been the customer surveying or monitoring required to confirm this one way or the other. Regardless of the total spending potential outside the stadium, the net impact would be more spending than the baseline for non-event days. However, that spend outside of the stadium may be less than the averages assumed from events to date.
- 6.6.25 Comments from LBH Licensing have raised a concern about unauthorised trading, ticket touting and street drinking associated with events at the Stadium. Additional resourcing to address this is requested by the LBH Licensing team. This is something that was not foreseen in the 2016 approval and has been a drain on local authority resources. As such it is considered that this be applied to all additional MNFEs going forward, although it is not considered reasonable to apply this to the existing 16 MNFEs previously approved. More detail on this has been provided in "Amenity" section of this report.
- 6.6.26 Overall, it is considered that the additional footfall will have a net positive impact on the vitality and viability of the shopping parades and although this may be less significant than suggested by the applicant, would be beneficial over non-event days.
- 6.6.27 As well as the economic benefits of the additional events, the ability to attract world renowned artists and events has the benefit of improving the prestige of the area. This was apparent in the recent run of Beyoncé concerts, which were cited as highlighting Tottenham as a prestigious location for music. It is also noted that the applicant seeks to encourage these artists to spend time in the community and

engage with local businesses and notes that Beyoncé's charity 'BeyGood' also contributed £8k to a local business. It is important to stress that these charitable donations are at the bequest of the artist rather than a secured planning benefit but do add to the overall positive impacts from having prestigious events and artists perform in Tottenham.

- 6.6.28 The benefits proposed through the S106 obligations are considered separately in this report, but it is important to also note that there are socio-economic benefits proposed through the provision of the community fund, which has potential to be invested in local programmes and regeneration in the area.

Wider regeneration objectives

- 6.6.29 It is of note that there have been a number of completed, commenced and approved developments yet to be implemented since the 2016 approval of the hybrid permission. The most relevant of these is the High Road West approval – reference HGY/2021/3175 on the western side of High Road, between the Stadium and White Hart Lane Station. The safe walking route outlined for the hybrid permission of High Road West requires access through the proposed Moselle Square, which was approved as part of that scheme and linking White Hart Lane Station to the Stadium. The use of this as a through route for the existing MNFEs and football events could limit the potential for community events within this square in some evenings and weekends. Although this development has not commenced the permission remains active and the inter-relationship between these sites is a relevant consideration.
- 6.6.30 The increased frequency of this safe walking route could inhibit the use of that space for community events, especially given that these would be focussed on weekends in summertime. This has been raised with the applicant and they have referred to the community fund already proposed and that this is already more generous than other stadia in London. It is acknowledged that the temporary closure / increased presence through that emerging development will have an impact on the usability of that space for smaller scale community events. However, there will also be positive impacts through the increased football for commercial occupiers surrounding this space. Although additional events will further impact the use of this area, the impact is considered to be outweighed by the substantial wider public benefits from the stadium and socio-economic benefits and at least partially benefitted by the community fund. On balance this is considered to be a neutral impact.
- 6.6.31 The latest supporting letter regarding the Community Fund, dated 22 July 2024, has highlighted the wider community work that the Club undertake, aside of the community fund. This includes the recent partnership to tackle Serious Youth Violence (SYV) between the Club and the Foundation following an approach by the Council's Youth Justice Service. Whilst not directly linked to this application for

additional MNFEs it does illustrate the wider context of community work that is undertaken by the Club in the locality.

6.7 Noise and Disturbance

Policy and background

- 6.7.1 The NPPF states that planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.
- 6.7.2 London Plan Policy D13 introduces the concept of 'Agent of Change', which places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on proposed new noise-sensitive development. Policy D14 of the London Plan sets out requirements to reduce, manage and mitigate noise. London Plan Policy D14 also seeks to separate noise generating uses from housing or ensure that there is appropriate mitigation where this is not possible and minimise noise from development and to improve health and quality of life. Similar objectives are included in Policy DM23 of the DM DPD.
- 6.7.3 World Health Organisation Community Guidelines (WHO, 1999) and the Noise Council's Code of Practice on Environmental Noise Control at Concerts published by the UK Noise Council in 1995 (CoP) were assessed in the extant permission and have not been significantly altered since that approval.
- 6.7.4 The WHO provides guideline values for community noise in specific environments. For outdoor living areas, the noise guideline value for serious annoyance, daytime and evening' (07.00-23.00 hours) is 55 dBLAeqL 6hour, and for moderate annoyance, daytime and evening' 50 dh6BoLAuerqL. The level of noise outside bedrooms at night (23.00-07.00 hours) that is likely to result in sleep disturbance with the window open (outdoor values) is 45 dh8BoLuAreq, and or nighttime impulsive noise levels of 60dB LAmx. For inside, indoor living areas, the WHO noise guideline value for speech intelligibility and moderate annoyance, daytime and evenings is 35 dh6BoLuAreq. For inside bedrooms, the noise guideline value for sleep disturbance, night-time is 30 dh8BoLAuerq or 45dB LAmx. These were assessed as part of the original permission and found to be acceptable.
- 6.7.5 Acoustic conditions attached to a Premises Licence should reflect guidance provided in the Noise **Council's Code of Practice (CoP)** on Environmental Noise Control at Concerts published by the UK Noise Council in 1995 for music events,

which rely on the use of high powered amplification. The CoP is designed to assist both Local Authorities and event organisers, giving guidance on the prevention of public nuisance, setting Music Noise Levels (MNLs) for the event, and procedures for dealing with noise complaints.

- 6.7.6 The CoP states, for urban stadia or arenas where 3 concert days are proposed per calendar year measured noise levels (MNLs) should not exceed 75dB(A) over a 15 minute period.' For all venues where 4-12 concert days are proposed per calendar year, the CoP states, MNLs should not exceed the background noise level by more than 15dB(A) over a 15 minute period'.
- 6.7.7 Excessive noise or 'unwanted sound' from any premises may cause a statutory noise nuisance under Section 79(1)(g) of the Environmental Protection Act 1990. There is no set level at which a noise becomes a nuisance, but cumulative impact of occurrences over consecutive days or higher frequency would have a greater impact. For noise to be deemed a statutory nuisance, the nuisance complained of must be, or likely to become, prejudicial to people's health or wellbeing or cause unreasonable interference with a person's legitimate use and enjoyment of their home, materially impacting on comfort and amenity.
- 6.7.8 In terms of noise and disturbance a concert is different to a football match, or other MNFE. The music is continuous rather than comprising occasional roars and chants from the crowd. The sound is loud and audible outside the Stadium and may also cause vibration. The original permission in 2016 recognised this and included a cap on concerts to 6 within the total of 16 events. Subsequent applications have sought temporary removal of the cap on concerts within the 16 event cap for the years 2023 and 2024.
- 6.7.9 The sample size of music events at the Stadium to date show that these tend to take place more often in the evenings and are more likely to occur midweek than other sporting events that have been hosted at the stadium. These are also more likely to occur on consecutive days / nights. This should be considered alongside the noise limits that are set for music venues with an awareness that the impacts of such events have on an area.
- 6.7.10 The CoP states, for urban stadia or arenas where 3 concert days are proposed per calendar year MNLs 'should not exceed 75dB(A) over a 15 minute period' or all venues where 4-12 concert days are proposed per calendar year, the CoP states, MNLs 'should not exceed the background noise level by more than 15dB(A) over a 15 minute period'. In this regard the condition setting the maximum level at 75dB(A) over a 15 minute period already exceeds guidance, as 6 concerts were allowed in the original permission. The removal on concert caps through temporary permissions HGY/2023/0823 and HGY/2023/2041 meant that 7 concerts were allowed in the year 2023, at the same cap of 75dB(A) over a 15 minute period. HGY/2023/0823 and HGY/2023/2041 meant that 7 concerts were allowed in the year 2023, at the same cap of 75dB(A) over a 15 minute period.

Table 1: Extract from Code of Practice on Environmental Noise Control at Concerts, Noise Council, 1995 (COP)

Concert Days Per Calendar Year, per venue	Venue Category	Guideline
1 to 3	Urban Stadia or Arenas	The MNL should not exceed 75dB(A) over a 15 minute period
1 to 3	Other Urban and Rural Venues	The MNL should not exceed 65dB(A) over a 15 minute period
4 to 12	All Venues	The MNL should not exceed the background noise level (1) by more than 15dB(A) over a 15 minute period

6.7.11 Noise associated with the approved development will remain primarily from road traffic noise, external building plant, and match day and other events, as was the case with the approved hybrid permission. Chapter 13 of the Environmental Statement submitted with the hybrid approval HGY/2015/3000 recognised the impact of noise on local residents but categorised negligible to minor impact on the basis of the 6 concert and 10 other MNFEs. That application was also supported by a Noise Assessment, which was independently reviewed by LBH officers and third party environmental health professionals, Sanctum.

6.7.12 On the basis that there would be a total cap on concerts of 6, Sanctum suggested that the Council may wish to limit the noise to a 15 decibel increase over background noise for anything over the 3 concerts. However, officers were of the view that the economic benefits of the concerts meant this was not a reasonable approach particularly given that there was an existing stadium in-situ. Instead, a condition requiring a noise control plan was attached to the permission and was approved under reference HGY/2017/2565. The approved noise control plan recognised that noise break-out from MNFEs within the stadium would depend upon a number of factors such as the placement of the stage and the orientation of the loudspeaker systems in relation to that.

6.7.13 A revised Environmental Statement and Noise Assessment were submitted as part of the S.73 application relating to the changes to the hotel in Plot 3 (HGY/2023/2137) but related to the impact of the amended hotel only. This reiterated the initial assessment that windows to the proposed hotel, as with the outline permission for the residential towers on Plot 5, should normally be kept closed during events and rooms would need to be fitted with mechanical ventilation to reach WHO internal target values.

Assessment

6.7.14 The proposed amendment to condition B9 would increase the frequency of MNFEs and remove any cap on the number of concerts, within the overall proposed limit of 30 the greater number of events, the worse the cumulative impact will be.

- 6.7.15 The Environmental Statement Compliance Note submitted with the application notes that noise impacts would not be significantly beyond the 2015 ES conclusion. That statement references that although there would be direct and permanent effects at the receptors as a result of stadium noise, these would remain negligible to minor.
- 6.7.16 Regular noise monitoring is currently undertaken during each MNFE at agreed sensitive receptor locations to ensure that the predicted noise levels are not exceeded. Since the Stadium opened it has been found that the acoustic design has performed better than anticipated. LBH Environmental Services officers have been involved in event monitoring and assessments since the stadium opened. Some of these results are detailed within the comparison between concerts and non-concert MNFEs in **Appendix 4**. These show that events do successfully retain sound inside the stadium bowl and the 75d/b limit as set by condition B10 (formally B17) are not exceeded.
- 6.7.17 **Appendix 4** provides detail of the number of noise complaints from the 17 MNFEs monitored in 2022 and 2023. These average at 0.8 noise complaints per concert and no noise complaints for non-concerts. The level of complaints is not an exact indicator that there is no noise impact, as residents are aware of the potential for 6 music events and that this is an accepted position but does further support that the sound retention has been broadly successful. There have been 50 objections received to the potential increase, of which noise has been cited as a concern, but these tend to focus on the increased number of events rather than specific noise issues from music events.
- 6.7.18 LBH officers have confirmed that the monitoring presented by the applicant is better than anticipated and the maximum of 69dB(A) recorded in the monitoring locations close to the stadium are well within the existing 75dB(a) limit. However, LBH officers have reported that on occasion there have been noise complaints further away from the stadium, as far as Bruce Grove. This is an area that was not anticipated to have significant noise impact from events given the distance between the Stadium and these residents. It is assumed that this is as a result of the Stadium design which creates a cylindrical noise dispersal, meaning these further points also face nuisance. Further monitoring of these areas is recommended for future events and a review of Condition B10 will require those additional monitoring stations to be agreed.
- 6.7.19 The existing condition B10 limitation of 75dB(A) was on the basis of only 6 music events a year and LBH officers consider it reasonable that this cap be retained for 16 concerts on the basis that this level of noise is considered acceptable. However, the greater frequency of events is considered likely to have a significant cumulative impact so the applicant will be required to demonstrate how this impact will be mitigated to minimise / prevent noise and nuisance. Accordingly, the applicant will be required to submit a noise management plan (NMP) for each MNFE, which should include details of all external monitoring locations, noise criteria and the

noise control management procedure. Post event meetings will assess any issue of complaints raised and how performance can be improved for future events. Noise issues will be part of the review mechanism for the events and complaints and mitigation measures will form part of that assessment.

6.7.20 As well as the addition NMPs, monitoring and post-event meetings, the amended condition B10 limits the noise impact of the additional music events. The Councils Noise and Nuisance Team have advised that the noise generated from 16no. music concerts must not exceed 75dB LAeq; any additional concerts above 16no. shall not exceed 70dB over a 15 minute period and all other MNFE's shall be limited to 65dB LAeq, over a 15 minute period.

6.7.21 Part of the review mechanism and addressing resident concerns will be through the complaint's procedure. Residents can register complaints through a dedicated hot line to the Club, as well as directly to LBH. The Blue Book and THFC events webpage provide details of how to make such representations.

6.7.22 As with the approved hotel and outline permission for the residential blocks, emerging developments approved since the approved Environmental Statement would have been designed mindful of the noise issues associated with the existing stadium and knowing that there would be concerts and other MNFEs as well as football. Those developments would fall under the 'agent of change' consideration, in that the stadium should not have unreasonable restrictions placed on it as a result of development permitted after it was established.

6.7.23 Overall, the proposed amendment to frequency and concentration of events is not considered to materially affect the noise and vibration conclusions of the approved hybrid permission. Therefore, the findings of the 2015 Environmental Statement are considered to remain valid and applicable. Any impact would be assessed through the rigorous monitoring and review mechanism, which could result in further restrictions or lowering of the cap if issues are not reasonably mitigated.

6.7.24 The ongoing impact of noise and disturbance from events has been considered in detail by LBH officers through monitoring and review of processes and through the LAMP. The review mechanism of the increased quantum and frequency are considered to provide sufficient assurance that such issues can be assessed and attenuated if required. On that basis, the impact of noise and disturbance is considered to be acceptable.

6.8 Impact on Amenity of Adjoining Occupiers

6.8.1 Policy DM1 of the Councils Development Management Development Plan Document (DM DPD) states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that address issues of vibration, noise, fumes,

odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.

- 6.8.2 London Plan Policy HC6 considers management of the night-time economy. This notes that the night-time economy refers to all economic activity taking place between the hours of 6pm and 6am and includes evening uses. As well as clarifying that managing issues such as transport, servicing, increased noise, crime, anti-social behaviour, perceptions of safety, the quality of the street environment, and the potential negative effects on the health and wellbeing of Londoners, will require specific approaches tailored to the night time environment, activities and related behaviour.
- 6.8.3 The impacts on amenity to neighbouring properties are predominantly impacted by noise impact from the events, as assessed above. However, the additional impact of increased noise not only from the stadium but from the increased pedestrian movements is also a concern. This is particularly relevant to night-time activities. Disruption is not limited to night-time though and impact on day to day life from the events over weekends is also a relevant concern.

Nuisance and anti-social behaviour

- 6.8.4 Significant public consultation responses to this proposal have highlighted antisocial behaviour associated with all Major Events at the stadium. Regulatory and Enforcement services are crucial for ensuring a safe environment for both residents, business/traders and those attending events at the new stadium. The main areas of concern relate to regulating and controlling the main locations attendees arrive and enter the stadium. Concerns in these locations regard illegal vendors, ticket-touts and illegal street trading. This impact on the safety, fair trading (due to potential unregulated goods) or impeding the flow of those arriving and departing an event.
- 6.8.5 There are also other issues surrounding ASB and Public Nuisance in the form of noise arriving and departing the venue, urination, broken glass (before cleaning) and drunkenness. There is also the issue of Community Safety, namely the use of CCTV to monitor issues of safety and welfare from those that might queue early for big acts.
- 6.8.6 The draft LAMP has also sought to address this requirement to improve toilet provision, on-street signage and improved advertisement of toilet siting online, as well as stewarding and marshalling of these areas. Reviews of 'wet spots' and anecdotal accounts also influence these reviews and help dictate where to focus efforts
- 6.8.7 Increasing the number of MNFEs will require additional resources in the form of 9 officers for larger events larger events, 6 of which would be working between 1pm till 23.30. The cost of enforcing these additional events is estimated as £4,000 per

event. Regulatory Services will therefore require mitigation in the form of a revised management and monitoring strategy to be included in the new LAMP to deal with this issue and for adequate resources to be secured as part of this planning permission to deal with these issues.

- 6.8.8 Overall, the management of these issues is considered to be improving and will continue to be reviewed. It is accepted that there will always be some level of undesirable behaviour associated with large scale events but the systems and review mechanisms in place are considered to be sufficient for additional events without significant impact on the surrounding character. The intensification of use and concentration of events will be reviewed as part of the review mechanism agreed which includes a focus on monitoring these issues.

Litter and street cleaning

- 6.8.9 Issues of litter from Football and other MNFEs have been cited as objections in numerous public consultation comments.
- 6.8.10 As with all event day activity, this is largely covered by the LAMP and associated monitoring and review. There is a specific differentiation between Football Event and MNFEs, with football cleansing being undertaken by private contractors to the Club and MNFEs being subject to LBH Cleansing, at the Club's expense. LBH officers have expressed a desire that their contractors continue to undertake street cleaning for MNFEs, as this is considered to have had better results and wider coverage than when performed by the Club's contractor. This arrangement is anticipated to continue in the latest draft LAMP.

Concerts / non-concerts

- 6.8.11 The sample size of music events show that concerts tend to be more in the evenings and are more likely to occur midweek than the other sporting events that have been hosted at the stadium. As well as the in-stadium noise impacts there is also the dispersal impacts of large numbers of people leaving the stadium after the event and the impact on adjacent residential properties from noise and disturbance.
- 6.8.12 The event capacity for the Stadium is currently capped for concerts by the layout of the stadium and these tend to be less than for sporting events, at approximately 45,000 people. The licensing restrictions also mean that any event that goes beyond 22:00 would require a specific late night license. In these regards the finish times of the midweek events are comparable with the disruption from midweek football matches. Retention techniques also aim to stagger the exit time of attendees and help mitigate crowding around transport hubs. Monitoring reports for the recent review of the LAMP have clarified that these stadium retention methods have been broadly effective, but further work is required for MNFEs and will form part of the monitoring of a bespoke MNFE Travel Plan. The draft LAMP

revisions also reference methods such as improved signage and stewards located along the main walking routes and these stewards aim to discourage attendees from deviating from main roads. It is also noted that midweek or evening events mean there is more likelihood of some weekend respite for the local community.

- 6.8.13 On balance it is considered that the amenity impact from concerts over MNFEs is not significant in this regard, but the review mechanism of quantum and concentration of events is required.

6.9 Transportation and Parking

- 6.9.1 The NPPF (Para. 110) makes clear that in assessing applications, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up.
- 6.9.2 London Plan Policy T1 sets a strategic target of 80% of all trips in London to be by foot, cycle, or public transport by 2041 and requires all development to make the most effective use of land. Policy T5 encourages cycling and sets out cycle parking standards and Policies T6 and T6.1 to T6.5 set out car parking standards.
- 6.9.3 London Plan Policy T4 'Assessing and mitigating transport impacts' requires that development proposals reflect and are integrated with current and planned transport access, capacity and connectivity. The cumulative impacts of development on public transport and the road network capacity must also to be taken into account.
- 6.9.4 Policy SP7 of the Local Plan states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking, and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in Policies DM31 and DM32 of the DM DPD.
- 6.9.5 A key principle of the Tottenham AAP was to create high quality, publicly accessible and activated spaces within the site on non-match days that complement other public realm / spaces in the area and link with key existing and future walking and cycling routes in the locality and improved permeability across the site, linking High Road West and Northumberland Park regeneration areas.

Transport Assessment

- 6.9.6 The Planning Statement and Environmental Statement Compliance Note submitted in support of the application provide details of the changes since the earlier consents, and also references updated transportation policy changes since the original submission, including the Mayor's Transport Strategy, the updated

London Plan, the NPPF update and Haringey's Walking and Cycling Action Plan and Transport Strategy.

- 6.9.7 Improvements in transport referenced in the Planning Statement were referenced in the 2016 application as anticipated so would not create a significantly improved transport setting to justify the increase in isolation. It is also noted that there has been delivery of new build developments, especially around Tottenham Hale and Seven Sisters. Further new developments have been approved in the vicinity as well, such as the High Road West development immediately adjacent to the stadium site. It is also unclear what impact the post-Covid working patterns have had on transport capacity.
- 6.9.8 Although no Transport Assessment has been submitted with this application, there have been regular monitoring of events and independent Transport Plans provided for events and ongoing discourse between stakeholders. These issues have been reviewed by officers and considered in this assessment, alongside comments raised in BCLG meetings and as a result of the public consultation undertaken for this application.
- 6.9.9 The application has been reviewed by LBH Transport officers in conjunction with a review of the latest LAMP. This has considered the baseline (existing events and operation) current public transport capacity and ability to cope with the additional events. Further review of the existing mitigation secured by the S.106 legal agreement and performance in relation to the current approved events and monitoring proposal document. The assessment also considers impacts on the transport network from future events and recommends changes to the existing S.106 obligations to help mitigate the impacts of the additional events.
- 6.9.10 Annual monitoring of events has taken place in accordance with Schedule 19 of the S106, but there have not been specific Travel Plans created to review the target modal splits for MNFEs. Specific bespoke Travel Plans for these events have been requested by LBH Transport officers to better review and improve performance. This will be fed into the Major Event Day LAMPs and monitoring.

Extant permission

- 6.9.11 There have been eleven different types of MNFEs in the Stadium since it was developed, as shown in **Appendix 4** (appendix 8 of that document). There have been several variations in relation to the availability of public transport service due to Industrial action and planned engineering works which has resulted in the closure of White Hart Lane Station or Northumberland Park Station. This has resulted in changes in the demand forecast which has been fed into the travel demand management and Local Area Management Plan (LAMP) which was informed and supported by a Bespoke Transport Plan. In each event ranging from 45,000-50,632 spectators were able to access and leave the local area using the available capacity on the local transport network, with the support of additional

mitigation measures, such as shuttle bus service to Liverpool Street station as a contingency.

6.9.12 The management of the capacity on the local transport network is addressed by a number of S.106 obligations attached to the original planning permission HGY/2015/3000 and are listed below:

- 1) Attraction of Visitors and retention measure to encourage spectators to arrive early and stay later at the stadium.
- 2) Bus Priority and Diversion Measures, including the termination of the W3 bus route and the east bus diversion route.
- 3) Modal Split around concerts and non-football events: concert modal split a target of 90% of all spectators attending a concert at the completed stadium shall use modes of transport other than private car to arrive within the vicinity of the completed stadium.
- 4) Major Event Day Local Area Management Plan (Schedule 18): requires a Plan to mitigate adverse environmental impacts and nuisance to residents and business to cover a geographical area. The area is to be agreed with the Council in consultation with the Local Ward Councillors, the BCLG, TfL and the Metropolitan Police in accordance with the framework set out in Schedule Eighteen.
- 5) Major Event Day Control Parking Zone- Design consultation, Extension, and Monitoring, including changes to the existing CPZ operational hours (paid for by Owner).
- 6) Major Event Day Monitoring programme, Major Event Day Review, a monitoring programme in respect of the Major event day Stadium Development Travel Plan.
- 7) Major Event Day Stadium Travel Plan, to manage the modal split of the stadium.
- 8) Transport and communication strategy, the strategy for communicating the agreed measures in the Major Event Day Development Travel Plan to spectators and the local community.

6.9.13 These obligations will be retained within the proposed increase of events and should ensure that the sustainable transport methods remain at the forefront of any events.

Disruption through Major Events

6.9.14 The main impact from events at the Stadium relate to the road closures, lengthy walking and driving diversions, increased queuing at stations, parking issues, taxis and chauffeurs idling, lack of knowledge and authority from stewards, parking enforcement from LBH. **Appendix 4** (appendices 8) provides details of events since March 2019 and shows the High Road closure times generally requiring around 5 hours for rugby; 6.5-7 hours for concerts; 5.5 hours for boxing; and NFL up to 12 hours.

- 6.9.15 The Local Area Management Plan obligation contained within the S106 has been in practice since 2019, was designed to limit the impact on local residents and businesses on event days, as well as managing movements to and from the Stadium. This is a 'live' document that is under review by officers in conjunction with relevant stakeholders. These issues have all be raised as concerns within the recent discussions of BCLG and other stakeholders and seeks to ensure that such impacts are mitigated.
- 6.9.16 LBH Transportation have clarified that the existing arrangements are working satisfactorily but can be better refined through the LAMP. The continued meetings of BCLG will provide a pathway that such issues can be addressed and mitigated. However, regardless of how well these are mitigated there will inevitably be a level of disruption experienced by residents through stadium events. The greater the number and frequency of events, the greater the impact on the local community. Such impact of consecutive days of road closures and associated impact on public transport, road network and day to day life of residents remains relatively untested at the level proposed. In this regard the review mechanisms and associated further monitoring will help inform what level of events will be acceptable for the area. It is essential that these are monitored and impacts reviewed and that BCLG members and general public have the opportunity to raise concerns regarding any greater concentration of events. There is a direct line between residents to the Club if there are any complaints and these can also be logged to LBH directly.

Trip generation and Public Transport improvements

- 6.9.17 Public Transport capacity and arrival and departure information show that there is sufficient capacity on the network to cater for the additional events at the stadium, this has been successfully demonstrated by the number of MNFEs held at the stadium to date. These events have had to be held with varying levels of public transport capacity available due to closure of various local stations from engineering works and industrial actions. Even in those adverse occurrences the transport impact has been successfully managed.
- 6.9.18 The increase in the number of events will result in additional demand on the local area which will require mitigation. Whilst the current S.106 agreement provides some mitigation, additional measures will be required due to the number of events and the nature of the events and the demand on local infrastructure.

- 6.9.19 Mitigation will be required in the following areas:

Major Event Day Stadium Development Travel Plan

- 6.9.20 There is currently no MNFE Travel Plan for events at the new stadium. The applicant will be required to submit a Bespoke non-football Event Day Travel Plan covering all non-football Major Events at the stadium. The Travel Plans must be

monitored annually to achieve the agreed modal split targets for non-football events with a maximum car mode share of 10%.

- 6.9.21 Schedule Four of the S.106 legal agreement should be revised to reflect the new obligation including a Travel Plan monitoring fee of £30,000 per year for the monitoring of the non-football event Day Travel Plan and Local Area Management plan for a minimum period of 5 years.

Parking Management

- 6.9.22 The independent monitoring report has concluded that the actual mode share for football is higher than the approved 23% car mode share, which is referenced in the Planning Statement. However, the car mode share for MNFEs has a significantly lower target of only 10% car mode share, as detailed in the S106 agreement. The applicant has not met this target and data collected needs to be compiled for more events. These will be required as part of the monitoring through the MNFE Travel Plan.

- 6.9.23 The higher mode share of car travel has resulted in a greater amount of street parking, with surveys on event days indicating an increase in on-street parking in most controlled parking zones. LBH Transportation have stated that although there is a clear issue of undesirable car use, this is still described as 'moderate' with 276 additional vehicles parked in 54% of the CPZ surveyed areas.

- 6.9.24 In addition to the review of the Event Day Control Parking Zone, there are a number of locations which have been identified as requiring additional parking management measures, especially around an emergency corridor. LBH Transportation have suggested that the implementation of a "Red Route" be used to help mitigate this issue. The red route would involve using camera enforcement to assist in keeping the emergency corridor clear and to enable safe egress of the stadium particularly along White Hart Lane, where two new cameras are expected to be required and a contribution has been requested to cover this implementation. Other roads such as Creighton Road, Northumberland Park, Shelbourne Road, Leaside Road, Bull Lane / Queens Street, Lordship Lane, High Road North to the borough boundary with Enfield, and the High Road south junction Lordship Lane to the junction with Bruce Grove are also expected to form part of this red route.

- 6.9.25 Overall, the impact on parking management of the additional events is considered to be acceptable, subject to the proposed S106 obligations, which will help existing parking management enforcement not only for the additional events but also the existing ones.

Comparison of concerts to non-concert MNFEs

- 6.9.26 As detailed in the Noise section of this report, the sample size of music events at the Stadium to date show that these tend to take place more often in the evenings

and are more likely to occur midweek than other sporting events that have been hosted at the stadium. These are also more likely to occur on consecutive days / nights as shown in the illustrative calendar in **Appendix 4** (Appendix 6 of that document) including 30 events. Therefore, it is reasonable to conclude that concerts have different characteristics and impact to sporting events throughout a day at the weekend.

6.9.27 In terms of specific transport impacts, all concerts whether midweek or at weekend require shorter road closures than NFL events but longer than other sporting events. Characteristic for midweek, evening concerts have potential for conflict with transport hubs and people returning from work, as well as attendees arriving and leaving in batches before and after the event. Measures for early attraction and retention of attendees and mode shares for these events should be closely monitored to ensure that these are successfully managed. This will ensure the different characteristics in transportation measures are suitably attenuated.

6.9.28 LBH Transportation officers have reviewed the current submission and raised no concerns regarding the principle of concerts over non-concerts but emphasised a requirement for bespoke Travel Plan for MNFEs so that such behaviour and monitoring can provide enhanced services. This will form part of the S106 obligations and monitoring review.

Cycling

6.9.29 The S106 seeks a modal share of 1% of attendees travel for all Major Events at the stadium. The S106 required a Cycle Strategy to identify means of achieving and exceeding this modal target, highlighting that specific event management may identify additional measures. No specific cycle strategy has been approved, although these do form part of the individual LAMPs. LBH Transportation have reiterated that the cycle strategy should be submitted and that cycle measures continue to be reviewed to address this modal target. This will be part of subsequent LAMP and Travel Plan reviews.

6.9.30 The existing cycle strategy indicates that on Major Event days, temporary secure, covered cycle parking is provided in convenient locations in close proximity to the stadium, as well as permanent on-street cycle parking options available. Detail of cycling facilities are available on the website, where assurances are also provided regarding entering the stadium with cycling accessories (helmets etc.) without having to check them in, unlike other bags.

6.9.31 Recent LAMP discussions have acknowledged that Major Events are not achieving this target and how this might be addressed. It is also acknowledged that the level of secure cycling provided does not meet a 1% share and that this will need to be increased as the modal share increases. This will be reviewed further through LAMP and Travel Plan review.

6.9.32 Public consultation comments also reference closure of the Cycle Superhighway on matchdays. The applicant has responded that this is a partial closure around Tottenham Hale only, to accommodate safe queuing for the station, rather than a complete closure and that the Cycle Superhighway is otherwise unaffected.

6.9.33 The level of cycling provision is under constant review for all events and is expected to be significantly changed through use of rental bikes, such as Lime bikes. This is an issue for all events and whilst there is a need to achieve this modal target, this would not be sufficient reason to justify refusal of an increase in the number or type of events. The proposed review mechanism would also allow for further review and monitoring of this.

Coach Strategy

6.9.34 There is an existing S106 obligation relating to the Coach Strategy, but this will require a revision to maximise the number of spectators by coach for MNFEs and reduce the car mode share. This is especially relevant to boxing events which had a 24.1% car mode share. This should form part of the bespoke Travel Plan.

Major Event Day Local Area Management Plan (LAMP)

6.9.35 The Pedestrian Walking routes attached in Annex 1 of the S.106 legal agreement, will require updating to reflect the changes since the original drafting of that document. Since the opening of the stadium shuttle bus locations and additional routes have been identified which will need to be revised in the Annex. The revised walking routes will assist in determining the extent of the cleansing and monitoring required to ensure the cleansing element of the LAMP mitigate the impacts of the additional events.

6.9.36 The LAMP must be revised to reflect the impacts of the additional events on the Council's Regulatory Services. Therefore Council's Regulatory Services require mitigation in the form of a revised management and monitoring strategy to be included in the new LAMP to deal with this issue and for adequate resources to be secured as part of the revised LAMP and of this planning permission to deal with these issues – a financial contribution has been secured as part of the s.106 legal agreement.

Cumulative impacts

6.9.37 Responses received from the public consultation have flagged changes around the site since the original approval in 2016. These include additional residential developments within the vicinity, especially around key hubs such as Tottenham Hale and Seven Sisters, as well as the approved development of High Road West. These have been flagged in discussion with TfL and LBH Transportation officers but these developments have been deemed not to have had a significant impact on potential crowd flows and use of these stations.

6.9.38 TfL comments have highlighted there will be a requirement for additional staffing for the MNFEs for queue management and associated operations. However, the applicant has advised that such resourcing should come from their own budget and any increase in users will correspond with associated expenditure. The applicant has referred to the GLA letter of support as an indication that the obligation from TfL is not supported at a strategic level.

Transport Conclusions

6.9.39 Overall, it is accepted that the events at the Stadium have been successfully managed but further work will be required to mitigate future events, especially with the extent of MNFEs. These will be covered by existing and proposed conditions and S106 obligations.

6.10 Safety and Crime

6.10.1 London Plan Policies D11 relates to 'Safety, Security and Resilience to Emergency' and links design out crime and counter terrorism prevention measures, as well as acknowledging fire safety issues. This considers the community safety needs, policies and sites required for their area to support provision of necessary infrastructure to maintain a safe and secure environment and reduce the fear of crime.

6.10.2 The Metropolitan Police have stated that they have been involved with discussions surround the extra events and reviewed internally. The significant increase in events is noted but they consider the most appropriate forum is through Licensing rather than Planning.

6.10.3 The existing permission requires that all significant MNFEs are monitored and reviewed by Safety Advisory Group (SAG) and Sports Ground Safety Authority (SGSA) and any concerns regarding staffing numbers, siting of relevant officers and detailed review are open to review as part of those ongoing reviews. The LAMP also provides an overview of required emergency service arrangements. These safety reviews are considered sufficient for the additional events.

6.11 Equalities

6.11.1 In determining this planning application, the Council is required to have regard to its obligations under equalities legislation including obligations under the Equality Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between persons who share a protected characteristic and persons who do not share it. Members must have regard to these duties in taking a decision on this application.

6.11.2 As noted in the various sections in this report, the proposed scheme would provide a range of socio-economic and regeneration outcomes for the Tottenham area including the now built stadium and Tottenham Experience. The wider regeneration benefits proposed to be delivered by 2028 would also have significant public benefits. The applicant has highlighted existing arrangements with local faith groups who are disrupted by events and road closures from events at the Stadium and acknowledges that such impact will continue to be mitigated through the LAMP.

6.12 Conclusion

6.12.1 The proposed amendments will further enable the delivery of prestigious events at the stadium and associated regeneration, as desired by the site allocations. This regeneration will continue to provide socio-economic improvements in the area, which included two of the most deprived wards in London prior to the original permission.

6.12.2 The intensification of the increase in events is considered to be insufficiently tested to date and the impact on the local community requires further assessment and review. In this regard the review mechanism for the increase in events is welcomed.

6.12.3 Overall, it is considered that the socio-economic benefits from hosting additional events, encouraging more people to the area will have a positive socio-economic benefit. The community fund will enable some improvements to the area and further benefits to the community. The free tickets and 24-hour advanced booking system will ensure that there is more local involvement in events at the stadium, which not only benefit the interaction between the stadium and community, but also have benefits in reducing travel to the stadium.

6.12.4 Noise within the stadium has been better contained than was assumed in the original hybrid permission. The noise levels for all Major Events have been below the condition limit and in this regard the impact from noise is considered acceptable. A revised noise management Plan (condition B10) is recommended to have further monitoring and a lower music limit for the additional proposed MNFE's. The intensification of events and cumulative impact of consecutive events will need to be further monitored and assessed. In this regard the review mechanism and further monitoring of events is welcomed.

6.12.5 Transport impacts have been reviewed through regular monitoring and continue to be reviewed in the latest draft amendment of the LAMP. The requirement for further bespoke Travel Plan and monitoring will help address concerns over high car use for certain MNFEs and is welcomed.

6.12.6 The amenity impacts from ASB, noise impacts outside the venue and associated litter and cleaning up of the area for MNFEs are considered to have been

satisfactorily addressed and will continue to be reviewed and monitored through existing obligations.

- 6.12.7 Subject to the recommended planning conditions and s106 planning obligations to secure necessary mitigation and policy objectives, officers consider that the proposed scheme is acceptable on its own merits, when considered against the development plan and all other material considerations.

7 COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 7.1 There is no change in floorspace and therefore no change in CIL from the extant permission.

8 RECOMMENDATIONS

- 8.1 GRANT planning permission for the reasons set out in Section 2 above.

A. CONDITIONS RELATING TO THE WHOLE SITE

A1 Implementation Timescales – Full

The part of the development where details are approved by this planning application, namely “Plot 1”, “Plot 2” and “Plot 3” shall begin as follows:

- a. The Plot 1 development shall commence within five years of from 15/04/2016.;
- b. The Plot 2 development shall commence within five years from 15/04/2016.; and
- c. The Plot 3 development shall commence within seven years from 15/04/2016.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

A2 Reserved Matters

Development shall not be commenced on each Plot submitted in OUTLINE, namely “the Extreme Sports building”, “the Residential” and “the Community Health Centre” until the Council has approved the following reserved matters in respect of each Plot:

- a. Plot 4: The Extreme Sports Building – (i) appearance and (ii) scale;
- b. Plot 5: The Residential and Flexible B1/D1 Space – (i) appearance and (ii) landscape; and
- c. Plot 6: The Community Health Building – (i) appearance.

Reason: In order to comply with Article 2 of the Town and Country Planning (Applications) Regulations 1988 (as amended) which requires the submission to, and approval by, the Local Planning Authority of reserved matters.

A3 Phasing Plan

The development shall be undertaken in accordance with the phasing plan as indicated on Figures 101, 102 and 103 in the Design and Access Statement Addendum Update Revision 1 dated October 2023 or any amendments to the phasing plan as approved by the Council

REASON: To secure the programming and phasing of, and an orderly pattern to the development.

A4 Consented drawings and documents

The development shall be constructed in accordance with the following drawings and details listed in Schedule 1.

Full List of drawings, parameter plans and documents including Design Code set out in Schedule 1.

Reason: In order to avoid doubt and in the interests of good planning.

A5 Business and Community Liaison Group

For the duration of the construction phase of development the Applicant will establish and maintain a Liaison Group having the purpose of:

- a) informing local residents and businesses of the design and development proposals;
- b) informing local residents and businesses of progress of pre- construction and construction activities;
- c) considering methods of working such as hours and site traffic;

- d) providing local residents and businesses with an initial contact for information relating to the development and for comments or complaints regarding the development with the view of resolving any concerns that might arise;
- e) producing a leaflet prior to commencement of demolition for distribution to local residents and businesses identifying progress of the Development and which shall include an invitation to register an interest in the Liaison Group;
- f) providing advanced notice of exceptional works or deliveries;
- g) providing telephone contacts for resident's advice and concerns.
- h) providing a forum for local people and businesses to provide feedback on the operations and management of events.

The terms of reference for the Liaison Group should be submitted to the Council for approval prior to commencement of the development. The Liaison Group will meet at least once every month with the first meeting taking place one month prior to the commencement of development and the meetings shall become bi-monthly after the expiry of a period of four (4) months thereafter or at such longer period as the Liaison Group shall agree.

Reason: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development.

A6 Conformity with Environmental Statement

The development is to be constructed in accordance with the standards set out in the Environmental Statement and the Environmental Statement Addendum accompanying the planning application.

Reason: To ensure the development complies with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 as amended and that it has an acceptable impact on the environment.

A7 Maximum quantum / density

The total quantum of built floorspace across the development shall not exceed the following:

Land Use	Use Class	Area (sqm)	GIA Units
Leisure (including stadium)	F2(c)	122,000	n/a
Hotel	C1	16,696	180 rooms
Residential	C3	53,298	634
Sui Generis / Tottenham Experience	Sui Generis	4,311	n/a
Business	E(g)	4,000 (max)	n/a
Community and Culture	F1	6,000 (max)	n/a

Reason: In order to avoid doubt and in the interests of good planning.

A8 Materials

Full details of the development, including samples of all materials to be used for the external surfaces of each phase of the development as shall be submitted to, and approved in writing by, the Council prior to the relevant material being installed into the relevant phase of development. Samples shall include sample panels, glazing and a roofing material sample combined with a schedule of the exact product references.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and DM1 of the Haringey Development Management DPD July 2017.

A9 Materials Boards

All approved materials for each Plot shall be erected in the form of a samples board to be retained on the site of each Plot throughout the works period for the Plot concerned and the relevant parts of the works shall not be carried out otherwise than in accordance with the approved details.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2015, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

A10 Flood Risk Management

The development shall only be carried out in accordance with the Flood Risk Assessment (FRA) Approved under HGY/2015/3000 and the FRA approved under HGY/2023/2137.

Reason: To promote sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

A11 Drainage

The development shall be carried out in accordance with the Drainage Strategy approved under HGY/2015/3000 and the details for the drainage of each Plot shall be submitted to and approved by the Council in advance of commencement of development for that phase (excepting any works of demolition or piling). Exceedance flood flow routes above the 100-year event plus 40% climate change shall be presented and included on drainage strategy drawings.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

A12 Interim Landscape and Meanwhile Uses

The development shall carried out in accordance with the approved Interim Landscaping Plan (ref. THFC-POP-XXSK-XXX-9568 as approved under HGY/2017/1180) and shall be reviewed alongside the meanwhile uses prior to the commencement of development of each Plot.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy D4 of the London Plan 2015, Policy SP11 of the Haringey Local Plan 2013 and DM1 of the Haringey Development Management DPD July 2017.

A13 Plant Noise

No plant or machinery in operation shall omit noise that exceeds the maximum noise levels set out in Table 13.19 of the Environmental Statement September 2015 (noise levels to be confirmed).

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policy DM1 of the Haringey Development Management DPD July 2017.

A14 Plant and Machinery

All plant and machinery shall meet Stage IIIA of EU Directive 97/68/ EC for both NO_x and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW shall be registered at <http://nrmm.london/>.

Reason: To protect local air quality and comply with Policy SI1 of the London Plan and the GLA Non Road Mobile Machinery (NRMM) Low Emission Zone.

A15 Demolition of Locally Listed Buildings

No demolition of the existing three locally listed buildings (746, 748 & 750 High Road) shall take place until the applicant has secured the implementation of a programme of historic building recording and analysis (RCHME Level 3 minimum), in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority in consultation with Historic England.

Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy HC1 of the London Plan 2021, Policy SP12 of the Haringey Local Plan 2013 and Policy DM9 of the Haringey Development Management DPD July 2017.

[See Informative: Condition Discharged]

A16 Elements of the Edmonton Dispensary and Red House Coffee Palace Façade and Interiors Retention

Prior to the demolition of either the Edmonton Dispensary (746 High Road) and Red House Coffee Palace (748 High Road) a Façade and Interiors Retention Strategy including the elements of the lower part of the façade of 746; and the paneled Boardroom of 748; and any other elements as appropriate to be submitted to and approved in writing by the Council. The demolition of the Edmonton Dispensary and Red House Coffee Palace shall be implemented in accordance with the approved strategy and any retained elements shall be kept in a safe secured place until they are ready to be installed in the new building. Once installed in the Tottenham Experience the elements should be retained in perpetuity.

Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy HC1 of the London Plan 2021, Policy SP12 of the Haringey Local Plan 2013 and Policy DM9 of the Haringey Development Management DPD July 2017.

[See Informative: Condition Discharged]

A17 Carbon Savings

Further details of how the carbon savings for the development have been calculated shall be submitted to and approved by the Council prior to the submission of the final reserved matters application.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development consistent with Policy SI2 of the London Plan 2021 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

[See Informative: Condition Discharged]

C. CONDITIONS RELATING TO THE TOTTENHAM EXPERIENCE BUILDING (PLOT 2)

C1 Consented Drawings

The development of Plot 2 shall be maintained in accordance with the plans listed under “Plot 2” in Condition A4.

Reason: In order to avoid doubt and in the interests of good planning.

C2 Waste and refuse

The waste and refuse strategy for the Plot 2 shall be carried out in accordance with the strategy approved under application Ref. HGY/2018/2070.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of the Haringey Development Management Plan DPD July 2017 and Policy SI8 of the London Plan 2021.

C3 External Roof Terrace

No part of the external roof terrace in the Plot 2 development shall be in use between 24:00 – 07:00 hours any day of the week.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

C4 Cooling Demand

Details of cooling demand together with an overheating strategy (in compliance with CIBSE TH49) and the thermal modeling for Plot 2 shall be maintained in accordance with the details approved under HGY/2018/2182.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development consistent with Policy SI4 of the London Plan 2015 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

D CONDITIONS RELATING TO THE HOTEL (PLOT 3)

D1 Consented Drawings

The development of Plot 3 shall be constructed in accordance with the plans listed under "Plot 3" in Condition A4.

Reason: In order to avoid doubt and in the interests of good planning.

D2 Construction Environmental Management Plan

The construction of the Plot 3 development above podium (and excluding any temporary landscaping proposals) shall not commence until a CEMP in relation to the construction works for the Plot 3 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved Plan.

Reason: To protect the environment and amenities of the locality.

D3 Air Quality and Dust Management Plan

The construction of the Plot 3 development above ground level (and excluding any temporary landscaping proposals) shall not commence until an Air Quality and Dust Management Plan in relation to the construction works for the Plot 3 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved Plan.

Reason: To protect the environment and amenities of the locality.

D4 Construction Waste Management Plan

The construction of the Plot 3 development above ground level (and excluding any temporary landscaping proposals) shall not commence until a Construction Waste Management Plan in relation to the construction works for the Plot 3 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved Plan.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2017.

D5 Construction Hours

Unless otherwise agreed in writing, the construction work which will be audible at the site boundary will be restricted to the following hours: -

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Policy DM21 of the Haringey Development Management Plan DPD July 2017.

D6 Piling Method Statement

No piling shall take place during the construction phase of the Plot 3 development until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Council in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To prevent the contamination of the underlying aquifer.

D7 Temporary Site hoarding

Prior to occupation of the Plot 3 development a temporary hoarding strategy for the later phases of development shall be submitted to and approved by the Council and implemented and maintained until completion of the Plot 3 development.

Reason: To protect the environment and amenities of the locality.

D8 CCTV

Prior to the first occupation of the Plot 3 development a CCTV scheme for the Plot 3 development shall be submitted to and approved by the Council and the development shall be implemented in accordance with the approved scheme.

Reason: To protect public safety and the amenities of neighbouring residents.

D9 Lighting

Prior to the first occupation of the Plot 3 development an external lighting strategy for the Plot 3 development shall be submitted to and approved in writing by the Council and the development shall be implemented in accordance with the approved strategy.

Reason: To protect public safety and the amenities of neighbouring residents.

D10 Waste and refuse

A waste and refuse strategy for the Plot 3 development to be submitted and approved by the Council prior to occupation of the Plot 3 development and the development shall be implemented in accordance with the approved strategy.

Reason: In order to protect the amenities of the locality and to comply with Policy DM1 of the Haringey Development Management Plan DPD July 2017 and Policy SI7 of the London Plan 2021.

D11 Energy Centre Flues

Full details of the location and appearance of the flues, including height, design, location and siting for the Plot 3 development shall be submitted and approved by the Council before installation of the flues on Plot 3.

Reason: To protect local air quality consistent with Policy SI1 of the London Plan.

D12 Landscape Management

Within 1 year of commencing above podium level works of the Plot 3 development the applicant shall submit a landscape maintenance scheme for Plot 3 for approval by the Council and the development shall be implemented in accordance with the approved scheme.

Reason: To ensure a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy D8 of the London Local Plan 2021, Policy SP11 of the Haringey Local Plan 2017.

D13 Hours of Operation of Rooftop Facilities

No external areas in the Plot 3 development shall be in use between 24:00 – 07:00 hours any day of the week.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Saved Policy DM1 of the DPD July 2017.

D14 Contamination

Prior to the commencement of development of sub structure works on Plot 3:

a. A Desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local

Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

D15 Contamination Remediation

Where remediation of contamination on the Plot 3 site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the Plot 3 development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

D16 Telecommunications

Prior to construction of the Hotel above the height of the stadium a Television Reception Mitigation scheme shall be submitted to and approved by the Council and the development shall be carried out in accordance with the approved scheme.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

D17 Cooling Demand

Further information shall be provided on the cooling demand together with an overheating strategy (complying with CIBSE TH49) and the submission of detailed thermal modelling for Plot 3 shall be submitted and approved by the Council prior to the commencement of any work above podium on Plot 3.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development consistent with Policy 5.7 of the London Plan 2015 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

D18 Parking Management Plan

Prior to the first occupation of Plot 3 a Car Parking Design and Management Plan (CPMP) shall be submitted to and approved in writing by the Local Planning Authority. The CPMP shall include details of the following:

- i. Location and design of hotel and residential car parking spaces.
- ii. Location and design of any visitor car parking spaces.
- iii. Provision of Electric Vehicle Charging Points (direct provision for 20% of spaces, with passive provision for the remaining 80%).
- iv. Allocation, management and enforcement of residential car parking spaces (prioritising wheelchair users, then other disabled people, then families with children then others as part of a dynamic strategy to prioritise use and minimise redundancy of spaces).
- v. All car parking spaces shall be leased and not sold outright.

Reason: To manage the on-site car parking provision of the proposed development so that it is used efficiently and only by authorised occupiers. To protect the amenity of the site users. To promote sustainable travel.

D19 Cycle storage

(a) Prior to the occupation of Plot 3 details of cycle parking (for at least 114 cycles) and staff changing area for the hotel use have been submitted to and approved in writing by the Local Planning Authority.

(b) The cycle parking details shall demonstrate compliance with the relevant standards in Policy T5 of the London Plan (2021) and the London Cycling Design Standards.

(c) The cycle parking provision shall be implemented in accordance with the approved details and retained thereafter for this use only.

Reason: To promote travel by sustainable modes of transport and to comply with Policy T5 of the London Plan (2021) minimum cycle parking standards and the London Cycling Design Standards.

D20 Hard and Soft Landscaping

(a) The hard and soft landscaping details of external areas and amenity areas shall be submitted to and approved by the Local Planning Authority prior to commencement of the relevant part of the works:

i) Hard surfacing materials;

ii) Wind mitigation measures;

iii) Children's play areas and equipment;

iv) Boundary treatments;

v) Any relevant SuDs features;

vi) A SUDS management and maintenance plan for the proposed SUDS features, detailing future management and maintenance responsibilities for the lifetime of the development;

vii) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signage strategy etc.);

viii) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);

ix) Planting plans and a full schedule of species of new trees and shrubs proposed to be planted noting species, plant sizes and proposed numbers/densities where appropriate;

x) Implementation programme.

(b) The landscaping and SUDS features shall be carried out in accordance with the approved details, management and maintenance plan and implementation programme unless otherwise agreed in writing by the Local Planning Authority.

(c) Any trees or shrubs which die, are removed or become seriously damaged or diseased within five years from the completion of the landscaping works shall be replaced in the next planting season with the same species or an approved alternative as agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory level of residential amenity, wind and microclimate issues are mitigated, children's play opportunities, biodiversity enhancement and boundary treatments.

D21 Wind Mitigation

Within 12 months of commencement of the superstructure of the building, a further wind mitigation study (which shall for the avoidance of doubt review the mitigation measures presented within the Environmental Statement Addendum and the Environmental Statement Addendum Supplementary Note) shall be submitted to the Local Planning Authority for approval. This will be limited to the hotel and the immediate vicinity.

Any mitigation measures that may be identified within the study shall be implemented prior to the occupation of any part of the development (or another timescale that may be agreed with the Local Planning Authority in writing) and in accordance with the approved details. The study should verify that there will not be any adverse impacts on pedestrian comfort or safety arising from wind. will be undertaken to identify requirements for and verify the effectiveness of additional temporary wind mitigation measures within the hotel and the immediate vicinity.

Reason: To ensure that the Local Planning Authority is satisfied as to the details of the development.

D22 Fire statement

The Development must be carried out in accordance with the provisions of the Gateway One fire Form Update R03 Fire Statement update (LO23024 R04) prepared by OFR Consultants on 25 October 2023 unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.

D23 Accessible housing

The detailed design for each dwelling hereby approved shall meet the required standard of the Approved Document M of the Building Regulations (2015) as follows unless otherwise agreed in writing with the Local Planning Authority.

- i. Those specified within the schedule of accommodation as 'wheelchair user dwellings' in Figure 96 of document Design and Access Statement Addendum update, November 2023 – Revision 01 shall meet Approved Document M M4(3) (2b) ('wheelchair user dwellings'), unless otherwise agreed in writing by the local planning authority.
- ii. All other dwellings shall meet Approved Document M M4(2) ('Accessible and adaptable dwellings').

Reason: In order to ensure an adequate supply of accessible housing in the Borough and to ensure an inclusive development.

D24 Secured By Design

(a) Within 12 months of the commencement of the superstructure of Plot 3, details of the measures to be incorporated into the development demonstrating how the principles and practices of the current 'Secured by Design' schemes have been included within the design and build shall be submitted to and approved in writing by the Local Planning Authority. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details and maintained to the 'Secure by Design' standards thereafter.

(b) Prior to the first occupation, or use of an individual building, Residential and/or Commercial within the development, a letter from Metropolitan Police Designing Out Crime Office stating that appropriate SBD measures of compliance for the occupied or used section have been met, will be required.

(c) On full completion of the development hereby permitted, including landscaping, external materials and other works incidental to the proposed development the full SBD certificate will be required. Reason: In the interest of creating safer and sustainable communities.

Reason: To ensure safe and secure development and reduce crime.

D25 Noise Attenuation – Dwellings

(a) The dwellings hereby approved shall not be occupied until such time as full details of the glazing specification and mechanical ventilation for habitable rooms in all façades of the dwellings to which they relate have been submitted to and approved in writing by the Local Planning Authority.

(b) The above details shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' and meet the following noise levels;

Time	Area	Average Noise level

Daytime Noise 7am – 11pm	Living rooms & Bedrooms	35dB(A) (L _{Aeq,16hour})
	Dining Room Area	40dB(A) (L _{Aeq,16hour})
Night Time Noise 11pm – 7am	Bedrooms	30dB(A) (L _{Aeq,8hour})

With individual noise events not to exceed 45 dB LA_{max} (measured with F time weighting) more than 10-15 times in bedrooms between 23:00hrs – 07:00hrs.

(c) The approved glazing specification and mechanical ventilation measures for the habitable rooms in all facades of the dwellings shall be installed and made operational prior to the occupation of any of the dwellings to which they relate in the Block as specified in part (a) of this condition and shall be maintained thereafter.

Reason: In order to ensure a satisfactory internal noise environment for occupiers of these dwellings.

D26 Non-Road Mobile Machinery 1

Prior to the commencement of the development, evidence of site registration at nrmm.london to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during that Phase of the development shall be submitted to and approved by the Local Planning Authority in writing.

Reason: To protect local air quality and comply with Policy SI1 of the London Plan and the GLA NRMM LEZ

D27 Non-Road Mobile Machinery 2

All plant and machinery to be used during the demolition and construction phases of the development shall meet Stage IIIA of EU Directive 97/68/ EC for both NO_x and PM emissions.

Reason: To protect local air quality and comply with Policy SI 1 of the London Plan and the GLA NRMM LEZ

D28 Energy Strategy

The development hereby approved shall be constructed in accordance with the Sustainability and Energy Strategy Addendum (Revision P04), prepared by Buro Happold delivering a minimum site-wide 47% improvement on carbon emissions over 2021 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, connection to the Decentralised Energy Network, and solar photovoltaic (PV) energy generation.

The final agreed energy strategy shall be installed and brought into operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter for the lifetime of the development.

(a) Prior to the commencement of works above ground floor slab level for the Hotel, an updated Energy Strategy shall be submitted to the Local Planning Authority for its written approval. This shall include:

- i. Confirmation of the overall % reduction in line with the Energy Hierarchy;
- ii. Confirmation of the necessary fabric efficiencies to achieve a minimum 10% reduction (residential) and minimum 19% (non-residential) in SAP10 carbon factors, including details to reduce thermal bridging;
- iii. Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid or semi-rigid MVHR ducting;
- iv. Maximum possible solar energy to be generated on the roof, with details including: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp) and annual generation (kWh/year), and confirmation how the generated electricity will be used on site to avoid the exportation to the grid;
- v. Further detail for the alternative low-carbon heating solution, including clarification if the fan coil units would be in addition to the ASHP for the hotel, plant room layout and space requirements for roof, mid-level, and thermal stores, calculations for the alternative low-carbon heating scenario that shows the carbon reduction following the Energy Hierarchy, and state what carbon factor has been used

(b) The final approved Energy Strategy shall be operational prior to the first occupation of the Development. The Development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, SI3, and Local Plan Policy SP4 and DM22.

D29 Overheating

a) Prior to the commencement of development for Plot 3, or each application for the first reserved matters relating to Appearance, Layout or Scale submitted by phase/block shall be accompanied by a detailed Overheating Assessment. The Overheating Assessment shall be submitted for the written approval of the Local Planning Authority and shall be informed by Dynamic Thermal Modelling based on CIBSE TM59 for the residential spaces and TM49 weather files for London's future weather/temperature projections. The assessment shall be undertaken in line with the following:

- The London Weather Centre dataset for the three DSYs;
- Model the 2020s DSY 2 and 3 and DSY1 for the 2050s and 20280s. Ensure the design has incorporated as many mitigation measures to pass these more extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan.
- The applicant must demonstrate that the risk of overheating has been reduced as far as practical and that all passive measures have been explored, including reduced glazing and increased external shading. The applicant should also outline a strategy for residents to cope in extreme weather events, e.g. use of fans.

- Set out a retrofit plan for future and more extreme weather files, demonstrating how these measures will perform, how they can be installed, how they would reduce the overheating risk, what their lifecycle replacement will be, and who will be responsible for overheating risk.
- Floor plans highlighting the modelled dwelling typologies across the development and showing all rooms (with unique reference number). The applicant is expected to model the following most likely to overheat dwellings, corridors, and communal spaces: at least 15% of all room types across the development site; all single-aspect dwelling types facing west, east, and south; at least 50% of room types on the top floor; 75% of all modelled room types will facing South or South/west; room types closest to any risk of crime / noise and / or air pollution source, with windows closed at all times (unless they do not need to be opened and confirmed in the Noise and the Air Quality Assessments).
- Specify the ventilation strategy, including: floorplans showing which habitable spaces will be predominantly naturally ventilated or mechanically ventilated, specification of the proposed mechanical ventilation (efficiency and air changes), window opening areas.

(b) Any overheating mitigation measures set out in an approved Overheating Assessment shall be implemented before any of the dwellings in the Block to which they relate are first occupied and retained thereafter for the lifetime of the development.

Reason: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.

D30 BREEAM Outcome

a) Prior to commencement of the approved development, (i) an application for a design stage BREEAM accreditation certificate confirming that the development will achieve BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”, shall be made to the Building Research Establishment (BRE); and (ii) evidence of such an application being made shall be submitted to the local planning authority. The certificate shall thereafter be provided to the local planning authority within 1 month of its issue by the BRE. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.

(b) The Building shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.

(c) Prior to occupation of any non-residential use within each relevant Phase, a post-construction certificate issued by the Building Research Establishment (or equivalent) for each non-residential use in that phase must be submitted to the local authority for approval, confirming this standard has been achieved.

(d) In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan Policy SP4 and DM21.

D31 PV arrays

- a) Confirmation of the coverage and siting of PV panels;
- b) The installed PV Arrays shall be maintained in good working order and cleaned at least annually.

Reason: To ensure that the installed PV arrays generate renewable energy at their full potential.

D32 Telecommunications Equipment

The placement of any telecommunications apparatus, satellite dish or television antenna on any external surface of the development is precluded, with exception provided for a communal satellite dish or television antenna for the residential units details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.

Reason: To protect the visual amenity of the locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

D33 Living Walls

(a) Prior to the above ground commencement of development, details of the living walls must be submitted to and approved in writing by the Local Planning Authority. Living walls must be planted with species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

- i) A ground/first floor plan identifying where the living walls will be rooted in the ground;
- ii) A section demonstrating settled substrate levels of the planters in which the living walls will be rooted, of no less than 250mm;
- iii) Details on the range of native species and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living wall areas;
- iv) Management and maintenance plan, including frequency of watering arrangements.

(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living walls have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living walls have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living walls shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

D34 Circular Economy Post-Completion Report

Prior to the occupation of the development, a Post- Construction Monitoring Report should be completed in line with the GLA's Circular Economy Statement Guidance. The relevant Circular Economy Statement shall be submitted to the GLA at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to the occupation [of any phase / building/ development].

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials in accordance with London Plan (2021) Policies D3, SI2 and SI7, and Local Plan (2017) Policies SP4, SP6, and DM21.

D35 Whole-Life Carbon

Prior to the occupation of each building, the post- construction tab of the GLA's Whole Life Carbon Assessment template should be completed in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to occupation of the relevant building.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM21.

E CONDITIONS RELATING TO THE EXTREME SPORTS BUILDING (PLOT 4)

E1 Consented Drawings

The development of Plot 4 shall be constructed in accordance with the plans listed under “Plot 4” in Condition A4.

Reason: In order to avoid doubt and in the interests of good planning.

E2 Reserved Matters

The first reserved matters application for Plot 4 shall be made to the Council before the expiration of five years from the date of the original planning permission. The development on Plot 4 hereby permitted shall be begun before the expiration of seven years from the date of this permission, or before the expiration of two years from the date of the approval of the last reserved matters application, whichever is the later.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

E3 Construction Environmental Management Plan

The construction of the Plot 4 development above Podium level (and excluding any temporary landscaping proposals) shall not commence until a CEMP in relation to the construction works for the Plot 4 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To protect the environment and amenities of the locality.

E4 Air Quality and Dust Management Plan

The construction of the Plot 4 development above Podium level (and excluding any temporary landscaping proposals) shall not commence until an Air Quality and Dust Management Plan in relation to the construction works for the Plot 4 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To protect the environment and amenities of the locality.

E5 Construction Waste Management Plan

The construction of the Plot 4 development above Podium level (and excluding any temporary landscaping proposals) shall not commence until a Construction Waste Management Plan in relation to the construction works for the Plot 4 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

E6 Construction Hours

Unless otherwise agreed in writing, the construction work which will be audible at the site boundary will be restricted to the following hours: 8.00am - 6.00pm Monday to Friday, 8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Policy DM21 of the Haringey Development Management Plan DPD July 2017.

E7 Piling Method Statement

No piling shall take place during the construction phase of the Plot 4 development until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Council in consultation with Thames Water. Any piling on Plot 4 must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To prevent the contamination of the underlying aquifer.

E8 Lighting

Prior to the first occupation of the Plot 4 development an external lighting strategy for the Plot 4 development shall be submitted to and approved in writing by the Council and the development shall be implemented in accordance with the approved strategy.

Reason: To protect public safety and the amenities of neighboring residents.

E9 Waste and refuse

A waste and refuse strategy for the Plot 4 development to be submitted and approved by the Council prior to occupation of the Plot 4 development and the development shall be implemented in accordance with the approved strategy.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of the Haringey Development Management DPD July 2017 and Policy SI8 of the London Plan 2021.

E10 Landscape Management

Within 1 year of commencing the Plot 4 development the applicant shall submit a landscape maintenance scheme for the Plot 4 development for approval by the Council and the development shall be implemented in accordance with the approved scheme.

Reason: To ensure a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy D8 of the London Local Plan 2011, Policy SP11 of the Haringey Local Plan 2013.

E11 External Climbing Wall

The external climbing wall shall not be in use between the hours 23:00 – 07:00.

Reason: To protect the environment and amenities of the locality.

E12 Contamination

Prior to the commencement of development of sub structure works on Plot 4 development:

- a. A Desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

- c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

E13 Contamination Remediation

Where remediation of contamination on the Plot 4 site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the Plot 4 development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

E14 Energy Centre Flues

Full details of the location and appearance of the flues, including height, design, location and siting for the Plot 4 development shall be submitted and approved by the Council before installation of the flues on Plot 4.

Reason: To protect local air quality consistent with Policy SI1 of the London Plan.

E15 Cooling Demand

Further information shall be provided on the cooling demand together with an overheating strategy (complying with CIBSE TH49) and the submission of detailed thermal modeling for Plot 4 shall be submitted and approved by the Council prior to the commencement of any work above ground on Plot 4.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development consistent with Policy SI4 of the London Plan 2021 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

E16 Telecommunications

Prior to construction of the of the Extreme Sports Building supper structure a Television Reception Mitigation scheme shall be submitted to and approved by the Council and the development shall be carried out in accordance with the approved scheme

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

**F. CONDITIONS RELATING TO THE RESIDENTIAL FLEXIBLE FLOORSPACE
(PLOT 5)**

F1 Consented Drawings

The development of Plot 5 shall be constructed in accordance with the plans listed under “Plot 5” in Condition A4.

Reason: In order to avoid doubt and in the interests of good planning.

F2 Reserved Matters

The first reserved matters application for Plot 5 shall be made to the Council before the expiration of seven years from the date of the planning permission. The development on Plot 5 hereby permitted shall be begun before the expiration of nine years from the date of the original planning permission, or before the expiration of two years from the date of the approval of the last reserved matters application, whichever is the later.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

F3 Construction Environmental Management Plan

The construction of the Plot 5 development above Podium level (and excluding any temporary landscaping proposals) shall not commence until a CEMP in relation to the construction works for the Plot 5 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To protect the environment and amenities of the locality.

F4 Air Quality and Dust Management Plan

The construction of the Plot 5 development above Podium level (and excluding any temporary landscaping proposals) shall not commence until an Air Quality and Dust Management Plan in relation to the construction works for the Plot 5 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To protect the environment and amenities of the locality.

F5 Construction Waste Management Plan

The construction of the Plot 5 development above Podium level (and excluding any temporary landscaping proposals) shall not commence until a Construction Waste Management Plan in relation to the construction works for the Plot 5 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

F6 Construction Hours

Unless otherwise agreed in writing, the construction which will be audible at the site boundary will be restricted to the following hours: 8.00am - 6.00pm Monday to Friday, 8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Policy DM21 of the Haringey Development Management Plan DPD July 2017.

F7 Piling Method Statement

No piling shall take place during the construction phase of the Plot 5 development until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Council in consultation with Thames Water. Any piling on Plot 5 must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To prevent the contamination of the underlying aquifer.

F8 Wheelchair Accessible Homes

10% of the residential units to be identified as wheelchair accessible shall be designed and constructed as wheelchair adaptable housing.

Reason: In order to ensure adequate accessibility for the disabled and mobility impaired throughout their lifetime.

F9 Design Code

The submission of the reserved matters application for appearance for the residential development will be accompanied by a Design Code Compliance Statement.

Reason: In order to avoid doubt and in the interests of good planning.

F10 Dwelling Mix

No more than 5% of units shall be studios, no less than 5% shall be three bed units and no more than 50% shall be 1 bed units.

Reason: In order to avoid doubt and in the interests of good planning.

F11 Car Parking Management Plan

Prior to the commencement of development above Podium level (and excluding any temporary landscaping proposals) of Plot 5, a parking management plan and scheme setting out the location of electric charging spaces and blue badge spaces in the Plot 5 development to be submitted and approved by the Council.

Reason: To promote sustainable transport and to reduce the potential for additional on street parking stress as a result of the development, consistent with Policies SP0, SP4 and SP7 of the Haringey Local Plan.

F12 Cycle Parking

Prior to the commencement of the Plot 5 development above Podium level (and excluding any temporary landscaping proposals) a detailed cycle parking layout for the Plot 5 development to be submitted and approved by the Council.

Reason: To promote sustainable modes of transport in accordance with Policy T1 and T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2013.

F13 CCTV

Prior to the first occupation of the Plot 5 development a CCTV scheme for the Plot 5 development shall be submitted to and approved by the Council and the development shall be implemented in accordance with the approved scheme.

Reason: To protect public safety and the amenities of neighboring residents.

F14 Lighting

Prior to the first occupation of the Plot 5 development an external lighting strategy for the Plot 5 development shall be submitted to and approved in writing by the Council and the development shall be implemented in accordance with the approved strategy.

Reason: To protect public safety and the amenities of neighboring residents.

F15 Waste and refuse

A waste and refuse strategy for the Plot 5 development to be submitted and approved by the Council prior to occupation of the Plot 5 development and the development shall be implemented in accordance with the approved strategy.

Reason: In order to protect the amenities of the locality and to comply with Policy DM1 of the Haringey Development Management Plan DPD July 2017 and Policy SI7 of the London Plan 2021.

F16 Landscape Management

Within 1 year of commencing the Plot 5 development the applicant shall submit a landscape maintenance scheme for the Plot 5 development for approval by the Council and the development shall be implemented in accordance with the approved scheme.

Reason: To ensure a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy D8 of the London Plan 2021 and Policy SP11 of the Haringey Local Plan 2013.

F17 Wind Mitigation

The submission of the reserved matters application for appearance for the residential development will be accompanied by a statement outlining how wind mitigation has been incorporated in to the Plot 5 landscaping scheme.

Reason: To protect the environment and amenities of the locality.

F18 Green/Brown Roofs

Prior to the construction of the residential development on Plot 5 a scheme for green or brown roofs on the Plot 5 development shall be submitted and approved by the LPA.

Reason: To ensure a sustainable development consistent with Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013.

F19 Contamination

Prior to the commencement of the Plot 5 development:

- a. A Desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b. If the desktop study and Conceptual Model indicate any risk of harm, a site

investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

- c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

F20 Contamination Remediation

Where remediation of contamination on the Plot 5 site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development on Plot 5 is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey Unitary Development Plan.

F21 Retention of Architects

The existing architects for the residential element of the scheme shall be retained for the detailed design of the residential phase or other such architects as approved in writing by the Local Authority.

Reason: In order to retain the design quality of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

F22 Water Use

Water use in the residential towers is limited to 105 litres per person per day.

Reason: To ensure a sustainable development consistent with Policy 5.11 of the London Plan 2011 and Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013.

F23 Energy Centre Flues

Full details of the location and appearance of the flues, including height, design, location and siting for the Plot 5 development shall be submitted and approved by the Council before installation of the flues on Plot 5.

Reason: To protect local air quality consistent with Policy 7.14 of the London Plan.

F24 Cooling Demand

Further information shall be provided on the cooling demand together with an overheating strategy (complying with CIBSE TH49) and the submission of detailed thermal modeling for Plot 5 shall be submitted and approved by the Council prior to the commencement of work on Plot 5.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development consistent with Policy 5.7 of the London Plan 2015 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

F25 Telecommunications

Prior to construction of the Residential development super structure a Television Reception Mitigation scheme shall be submitted to and approved by the Council.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

G. CONDITIONS RELATING TO THE COMMUNITY HEALTH BUILDING (PLOT 6)

G1 Consented Drawings

The development of Plot 6 shall be constructed in accordance with the plans listed under "Plot 6" in Condition A4.

Reason: In order to avoid doubt and in the interests of good planning.

G2 Reserved Matters

The first reserved matters application for Plot 6 shall be made to the Council before the expiration of five years from the date of the planning permission. The development on Plot 6 hereby permitted shall be begun before the expiration of seven years from the date of this permission, or before the expiration of two years from the date of the approval of the last reserved matters application, whichever is the later.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

G3 Construction Environmental Management Plan

The construction of the Plot 6 development above ground (excluding temporary landscape works or works associated with the Stadium) shall not commence until a CEMP in relation to the construction works for the Plot 6 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To protect the environment and amenities of the locality.

G4 Air Quality Dust Management Plan

The construction of the Plot 6 development above ground (excluding temporary landscape works or works associated with the Stadium) shall not commence until an Air Quality and Dust Management Plan in relation to the construction works for the Plot 6 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To protect the environment and amenities of the locality.

G5 Construction Waste Management Plan

The construction of the Plot 6 development above ground (excluding temporary landscape works or works associated with the Stadium) shall not commence until a Construction Waste Management Plan in relation to the construction works for the Plot 6 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved plan.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

G6 Construction Hours

Unless otherwise agreed in writing, the construction work which will be audible at the site boundary will be restricted to the following hours: 8.00am - 6.00pm Monday to Friday, 8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Policy DM21 of the Haringey Development Management Plan DPD July 2017.

G7 Lighting

Prior to the first occupation of the Plot 6 development an external lighting strategy for the Plot 6 development shall be submitted to and approved in writing by the Council and the development shall be implemented in accordance with the approved strategy.

Reason: To protect public safety and the amenities of neighboring residents.

G8 Waste and Refuse

A waste and refuse strategy for the Plot 6 development to be submitted and approved by the Council prior to occupation of the Plot 6 development and the development shall be implemented in accordance with the approved strategy.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy DM4 of the Haringey Development Management Plan DPD July 2017 and Policy SI7 of the London Plan 2021.

G9 Green/Brown Roof

Prior to installation of the roof a scheme for green or brown roofs on the Plot 6 development shall be submitted to and approved by the Council. The scheme shall be implemented in accordance with the approved details.

Reason: To ensure a sustainable development consistent with Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013.

G10 Cooling Demand

Further information shall be provided on the cooling demand together with an overheating strategy (complying with CIBSE TH49) and the submission of detailed thermal modeling for Plot 6 shall be submitted and approved by the Council prior to the commencement of development on Plot 6.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development consistent with Policy 5.7 of the London Plan 2015 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

H. CONDITIONS RELATING TO PUBLIC REALM

H1 Consented Drawings

The development of Public Realm shall be constructed in accordance with the plans listed under “Public Realm” in Condition A4.

Reason: In order to avoid doubt and in the interests of good planning.

H2 Public Realm Strategy

Prior to the occupation of the relevant plot, a public realm strategy including a public realm phasing plan for that plot will be submitted to and approved by the LPA. No subsequent Plot shall be occupied until the relevant part of the public realm attributed to that Plot is delivered as provided for in the approved strategy. The public realm strategy shall provide detailed landscaping for the public realm, including:

- a) Hard surfacing materials;
- b) Details of pedestrian only areas;
- c) Details of servicing and delivery routes;
- d) Boundary treatments;
- e) Any relevant SuDs features;
- f) A SUDS management and maintenance plan for the proposed SUDS features, detailing future management and maintenance responsibilities for the lifetime of the development;
- g) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signage strategy etc.);
- h) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);
- i) Planting plans and a full schedule of species of new trees and shrubs proposed to be planted noting species, plant sizes and proposed numbers/densities where appropriate;

Reason: In order to avoid doubt and in the interests of good planning and to ensure a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy D8 of the London Local Plan 2021, Policy SP11 of the Haringey Local Plan 2013.

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B. CONDITIONS RELATING TO THE STADIUM (PLOT 1)

B1 Consented Drawings

The development of Plot 1 shall be carried out and maintained in accordance with the plans listed under “Plot 1” in Condition A4.

Reason: In order to avoid doubt and in the interests of good planning.

B2 Temporary Site Hoarding

The temporary site hoarding as approved under HGY/2018/1815 shall be maintained until completion of the later phases of development. Any alterations to be agreed with the Council.

Reason: To protect the environment and amenities of the locality.

B3 Waste and refuse

The waste and refuse strategy for the Plot 1 shall be carried out in accordance with the strategy as approved under HGY/2017/1561.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of the Haringey Development Management DPD July 2017 and Policy SI8 of the London Plan.

B4 Fixed Illuminated Signage

Prior to the installation of each sign details of fixed illumination signage shall be submitted to and approved by the Council in accordance with signage zones as shown on Plan POP- 4494-PLN-EL-0175 Rev O and relevant works shall be carried out in accordance with the approved details.

Reason: In order to prevent the excessive proliferation of illuminated signage and to protect the amenity of the area.

B5 Architectural Lighting

Architectural lighting shall be maintained in accordance with the strategy approved under HGY/2017/3378.

Reason: To protect the environment and amenities of the locality.

B6 LED Screens

The LED Screen strategy shall be maintained in accordance with the strategy approved under HGY/2018/1400.

Reason: To protect the environment and amenities of the locality.

B7 Event Day Lighting

The Event Lighting Strategy shall maintained in accordance with the strategy approved under HGY/2018/2168.

Reason: To protect the environment and amenities of the locality.

B8

CCTV

The CCTV scheme for the Plot 1 development shall maintained in accordance with the strategy approved under HGY/2018/0905.

Reason: To protect public safety and the amenities of neighboring residents.

B9

Major Non-association Football Events

No more than 30 major non-association football events exceeding 10,000 visitors shall be held in any calendar year in the stadium, of which no more than four consecutive non-association football events; no more than five non-association football events in a week; no more than nine in a two week period; no more than two boxing events in any calendar year; and no more than two weeks in any calendar year when there are either four consecutive days of non-association football events or five non-association football events in a single week (Monday to Friday), subject to the Review Mechanism contained within the S106 agreement.

Reason: To protect the environment and amenities of the locality.

B10: Noise Control Plan:

Prior to each major music concert event a Noise Management Plan will be required to be submitted to and approved in conjunction with LBH Noise and Nuisance Team and shall include details of all external monitoring locations, noise criteria and the noise control management procedure. The noise generated from 16no. music concerts must not exceed 75dB LAeq; any additional concerts above 16no. shall not exceed 70dB over a 15 minute period (octave bands at 63 and 125Hz); and all other non-football and non-concert events shall be limited to 65dB LAeq, over a 15 minute period all measured at a distance of 1 metre from the facade of any existing noise sensitive premises. An additional monitoring location shall be agreed prior to the first concert over the 6no. limit, which will require appropriate measuring of off-site dB(C) levels. Following each concert event the applicant will be required to offer a post-event meeting to determine collective actions and changes required for future NMPs, in conjunction with a log of all complaints received.

Reason: To protect the environment and amenities of neighbouring residents.

B11

Diesel Generators

Diesel generators in the Plot 1 development shall be used solely on brief intermittent and exceptional occasions when required in response to an emergency and for the testing as necessary to meet that purpose and shall not be used at any other time. At all times the generators shall be operated to minimise noise impacts and emissions of air

pollutants and a log of operational hours shall be maintained and be available for inspection by the Local Planning Authority. Details of the use of the generators should be submitted to the Council annually.

Reason: To protect local air quality and promote sustainable development consistent with Policy SP4 of the Haringey Local Plan 2013 and Policy SI1 of the London Plan.

B12

Diesel Fuel

The diesel generators in the Plot 1 development shall run on ultra- low sulphur diesel (ULSD) meeting the fuel specification within EN590:2004.

Reason: To protect local air quality consistent with Policy SI1 of the London Plan.

B13

Flues

Unless otherwise agreed in writing by the Council all combustion flues in the Plot 1 development must terminate at least 1 m above the highest roof in the development in order to ensure maximum dispersion of pollutants.

Reason: To protect local air quality consistent with Policy SI1 of the London Plan.

B14

Team Coaches

On a Match Day the Team coach drop-off area shall only be used by Team coaches and the coach drop-off area shall be supervised by trained stewards.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation.

B15

High Road Vehicular Access

The High Road vehicular access to the car park shall not be used between one hour prior to the start of a Stadium Event and one hour after the closure of a Stadium Event. Event day visitors must have their parking spaces allocated at least one hour before arrival.

Reason: To avoid conflict between pedestrians and vehicles in the interest of public safety.

B16

Mobile Telecommunications Equipment

Siting and details of mobile telecommunications equipment in the Plot 1 development shall maintained in accordance with the approved details.

Reason: In order to prevent the excessive proliferation of telecommunications equipment and to protect the amenity of the area.

B17

Contamination

The construction of the Plot 1 development shall be carried out in accordance with the details in the Ground Contamination, Soil Remediation and Disposal Strategy approved by HGY/2014/1134.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey Unitary Development Plan.

B18

Replacement Bird Nests

The Replacement Bird Nest Scheme shall be maintained in accordance with the details approved under application ref. HGY/2017/0789.

Reason: To ensure a sustainable development consistent with Policy 5.11 of the London Plan 2015 and Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013.

B19

Car Parking Management Plan

Unless otherwise agreed in writing with LPA, the management of the car park shall be carried out in accordance with the car parking management plan approved under HGY/2018/2169. unless otherwise agreed by the Local Planning Authority.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation.

B20

Swept Path Analysis

Large delivery vehicles shall exit the site safely without causing unreasonable delays to eastbound traffic along Northumberland Park in accordance with the details approved under HGY/2017/1562.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation.

B21

Cooling Demand

Details of cooling demand together with an overheating strategy (in compliance with CIBSE TH49) and the thermal modeling for Plot 1 shall maintained in accordance with the details approved under HGY/2016/2066.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development consistent with Policy SI4 of the London Plan 2021 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

Appendix 4: Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
LBH Building Control	Further to our recent discussions and your e-mail dated 24 June 2024, Building Control has no objections to the increase in the number of events up to 30. Each additional event will require a Safety Advisory Group meeting at least one month before the event, of which this office will chair, and any safety issues can be raised at the SAG by the relevant authorities.	Comments noted.
LBH Environmental Health (Noise)	<ol style="list-style-type: none"> 1. The current number of events permitted at Tottenham Hotspur Football Club (THFC) is 16 non-football events. THFC have requested a further increase to 30 non-football events a year in this application. 2. The request for these additional event days is likely to lead to additional complaints about noise, public nuisance and antisocial behaviour from residents. Concerns have been raised about the increase in concerts where it is understood that crowd entry to the stadium occurs more slowly and over a longer period than when compared to sporting events. 3. The council received the greatest number of noise complaints associated with a single event at the THFC stadium during the first week of the 5-day Beyonce residency last year. We received 25 complaints in the first 3 days, the majority of which were reporting excessive and intrusive low frequency noise and vibration at a significant distance from the agreed monitoring points. If the increased number of events are permitted, we will require the applicant to demonstrate how they will minimise / prevent similar noise impacts with the increase in concerts proposed, and at off-site locations. <p>The applicant should be required to provide details of the noise assessment undertaken for this event (identified as our worst-case scenario) and advise how similar issues will be avoided in the future.</p>	Noted and a suitable condition as well as monitoring contribution of £1,000 has been recommended

	<p>4. Currently the noise impacts of stadium events (as Music Noise Levels) are measured at the nearest noise sensitive receptors on Worcester Avenue and Park Lane. The applicant must be required to consider the inclusion of at least 1 other additional monitoring point that would permit the assessment of off-site low frequency noise.</p> <p>5. The applicant should be required to submit a noise management plan (NMP) for each non-football event, which should include details of all external monitoring locations, noise criteria and the noise control management procedure. A robust complaints management system will need to be implemented which should agreed in advance by the Local Authority.</p> <p>A post-event meeting shall be convened to discuss complaints made, corrective actions employed and changes that may need to be made to future NMPs to address / prevent future complaints.</p> <p>6. We need a stepped approach to managing noise and nuisance impacts of the increase in concerts if agreed. The applicant shall be required to confirm what they propose as mitigation for the additional events and controls should be set based not only on the number of complaints but also the total number of concerts per annum, for example consideration should be given to</p> <ul style="list-style-type: none"> a) a cap on the total number of concerts within the 30 agreed event days to avoid the possibility of all 30 days being used for concerts. b) a limit placed on the number of consecutive nights concerts will be held (say 3 per week?) and this should be planned around football season to avoid any more than 4 days of any one week being used for non-football, concerts and football events combined. c) A limit placed on the capacity for specific events <p>7. If the application is granted, this should be subject to the following limits –</p>	
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	<p>a) For Up to 6 concerts – Music noise levels at the nearest noise sensitive receptor should not exceed 75dB (LAeq, 15 minutes)</p> <p>b) For any additional concerts - Music noise levels at the nearest noise sensitive receptor should not exceed at 70dB (LAeq, 15 minutes)</p> <p>c) All other non-football and non-concert events should be limited to 65dB (LAeq, 15 minutes).</p> <p>Where limits are capped at 70dB this should be specifically in relation to octave bands at 40, 63 and 125Hz.</p> <p>8. To further address concerns raised about the potential disturbance from excessive low frequency noise we also request the applicant include at least 1 additional location to the current monitoring regime that would be appropriate for measuring off-site dB(C).</p> <p>Comments received 23/07/2024:</p> <p>Please note the additional points below and reference to my original comments:</p> <p>a. I understand that 16 non-football events have been approved for 2023 and 2024. This has been increased from 6 concerts in the original application. For the avoidance of doubt, I recommend (as per the below, see 7a) that a further music noise control limit of 70dB should be imposed for 17 or more events.</p> <p>b. Agreement about the best location for the additional monitoring point should be made on an event-by-event basis, as part of the event planning process and shall be covered within the noise management plan.</p> <p>c. I have also noted an error in my response and ask the reference to 40Hz is removed as a measurement criterion.</p>	
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LBH Licensing (Regulatory Services)	<p>In Licensing we would consider the cumulative impact of having x number of events and all that comes with it and the frequency of the events. Licensing has the four objectives that need to be considered;</p> <ul style="list-style-type: none"> • The prevention of public nuisance. • Prevention of public nuisance • Public safety • The protection of children from harm. <p>There is a disadvantage already in place from the initial PP, as complaints relating to events at Spurs all go to Spurs to handle. As a consequence of this the ability to build a picture of issues that have impacted residents has been gathered from the off compliant that may reach the Council or whilst officers attend BCLG and hear from residents in attendance. That notwithstanding the Councils Enforcement Team have faced significant challenges in dealing with illegal activities that arise from the existing events at the stadium.</p> <p>A football crowd behaves differently to a concert crowd, and this can be further broken down dependant on the artist and genre of music that is coming to the stadium and the impacts that will be felt in the locality. The residents are accepting of the fact that the football happens in the area. But this is an additional 30 plus concert days they will potentially have to contend with.</p> <p>The Council needs to have safeguards in place, that help to protect the environs for the residents who have to live, work, shop etc on these event days. The disruption from increased crowds on the street, traffic diversions, buses curtailing at various different points etc.</p> <p>Additional ASB:</p> <p>This takes many forms, ranging from crowd behaviour to noise not necessarily from amplified music, ASB, urination, drunkenness, Illegal street-trading, Aggressive touts, general disruption which can affecting the safety to and from the event. We</p>	<p>Noted and HoT for £4,000 per event for regulatory enforcement is recommended</p>

	<p>also experience premises breaching licensing conditions in order to capitalise on the increased footfall on their doorstep, Illegal parking etc. Crowds on the street inhibit a resident's ability to go about their normal use of the highway. THS should meet the cost of the resources to cover measures to address public safety and anti-social behaviour such as additional public toilets, public safety reviews, street trading and to tackle pirate parking. These matters arise solely due to the events taking place at the stadium and will increase significantly should this permission be granted.</p> <p>The Regulatory Services play an important role in mitigating for the increased anti-social behaviour</p> <p>Even with noise the Code of Practice from the CIEH acknowledges the impact that 'Cumulative Event Days' may have and guides us that if an event was to exceed three days in any year then the maximum noise level recommended by the Code of Practice is reduced. I know from experience at Finsbury park that residents' tolerance reduces the more an event continues.</p> <p>There should be consideration as to how simultaneous events will be dealt with. If THS gain such a huge increase, there is every likelihood that there will be a clash with what is a very finite window of 'summer festival season' taking place at Emirates or at Finsbury Park. I am surprised that TFL have not raised any concerns around the potential for this and whether they are able to cope adequately should such a scenario arise.</p> <p>The potential costs that will be incurred as a direct result of the proposed increase in major non-sporting events per annum should require the following agreement from THS:</p> <p>Contribution of up to £4000 per additional major non-sporting event - This would be spent on measures by the Council which may include:</p> <ul style="list-style-type: none"> • Licensing enforcement • illegal street trading • obstruction of the footpath to ensure crowd flow & safety 	
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LBH Transportation	<p>HGY/2024/1008-Transportation Planning Comments.</p> <p>The application proposal if for the amendment to condition B9 which limits the number of non-football events at the stadium to 16 events per year the applicant would like to increase the number of events per year by an additional 14 non-football events. Included in the application are the following restrictions: No more than 4 consecutive non-football events and no more than 5 non-football events in one week, no more than 2 boxing events in a calendar year, no more than 30 event over a 6-week period.</p> <p>On reviewing this application, the following factors were considered:</p> <p>The baseline (existing events and operation) current public transport capacity and ability to cope with the additional events.</p> <p>Existing mitigation secured by the S,106 agreements, how these are performing in relation to the current approved events and monitoring proposal document.</p> <p>Future events and impacts on the transport network, changes to the existing S.106 obligations to mitigate the impacts of the additional events.</p> <p>Non-footballs Major event day, base line,</p> <p>There has been several non-football major events at the stadium 11 in total, ranging from concerts including: Guns and Roses, Lady Gaga, Beyonce, Pink concert and two boxing events. There have been several variations in relation to the availability of public transport service due to Industrial action and planned engineering works which has resulted in the closure of White Hart Lane Station or Northumberland Park Station. This has resulted in changes in the demand forecast which has been fed into the travel demand management and Local Area Management Plan (LAMP) which was informed and supported by a Bespoke Transport Plan. In each event ranging from 45,000-50,632 spectators were able to access and leave the local area using the available capacity on the local transport network, with the support of</p>	Covered in HoTs

	<p>additional measures such as shuttle bus service to Liverpool Street station as a contingency.</p> <p>The management of the capacity on the local transport network is managed by a number of S.106 obligations attached to the original planning permission HGY/2015/3000 and are listed below:</p> <ol style="list-style-type: none"> 1) Attraction of Visitors and retention measure to get spectators to arrive early and stay later at the stadium. 2) Bus Priority and Diversion Measures, including the termination of the W3 bus route and the east bus diversion route. 3) Modal Split around concerts and non-football events: concert modal split a target of 90% of all spectators attending a concert at the completed stadium shall use modes of transport other than private car to arrive within the vicinity of the completed stadium. 4) Major Event Day Local Area Management Plan: a Plan to mitigate adverse environmental impacts and nuisance to residents and business which are otherwise affected by the use of the completed stadium for major events including in particular NFL Events to cover a geographical area to be agreed with the Council to be prepared in consultation with the Local Ward Councillors the Business Community Liaison Group, TfL and the Metropolitan Police in accordance with the framework set out in Schedule Eighteen. 5) Major Event Day Control Parking Zone- Design consultation, Extension, and Monitoring, including changes to the existing CPZ operational hours. 6) Major Event Day Monitoring programme, Major Event Day Review, a monitoring programme in respect of the Major event day Stadium Development Travel Plan 7) Major event day Stadium Travel Plan, to manage the modal split of the stadium. 	
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	<p>8) Transport and communication strategy, the strategy for communicating the agreed measures in the Major Event Day Development Travel Plan to spectators and the local community.</p> <p>On assessing the potential impacts of increasing the number of non-football events at the stadium, comments are as follows.</p> <p>Public Transport capacity and arrival and departure, there is sufficient capacity on the network to cater for the additional events at the stadium, this has been successfully demonstrated by the number of non-football events held at the stadium with varying levels of public transport capacity available due to closure of various local stations due to engineering works and industrial actions.</p> <p>The increase in the number of events will resulting creating additional demand on the local area which will require mitigation, whilst the current S.106 agreement provide some mitigation, additional mitigation will be required due to the number of events and the nature of the events and the demand on local infrastructure.</p> <p>Mitigation will be required in the following areas:</p> <p>1) Parking Management</p> <p>The independent monitoring report has concluded that the actual mode share for football is higher than the approve 23% car mode share, the car mode share for non-football events are high than the 10% mode share required as part of the S106 agreement.</p> <p>The results of on-street parking surveys on an event day concluded that there is an increase in on-street parking in most controlled parking zones although this is described as moderate with some 276 additional vehicles parked in 54% of the CPZ surveyed area.</p> <p>The independent review of the Event Day Parking and Control Parking Zone recommends that that hours are extended beyond 20:30 to improved enforcement for third party events.</p>	
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	<p>In addition to the review of the Event Day Control Parking Zone, there are a number of locations which have been identified as requiring additional parking management measures in the form of a potential “Red Route” using camera enforcement to assist in keeping the emergency corridor clear and to enable safe egress of the stadium these are: White Hart Lane, Creighton Road, Northumberland Park m Shelbourne Road, Leaside Road, Bull Lane/ Queens Street, Lordship Lane, High Road North to the borough boundary with Enfield, and the High Road south junction Lordship Lane to junction with Bruce Grove. The applicant Will also be required to pay for the design consultation and implementation of the additional traffic management measures in the form of a potential “Red Route” to deal with ongoing parking issues which are resulting in parking and traffic congestion which is, impeding the free flow of traffic and putting pedestrians (spectators) at risk at the above locations.</p> <p>The applicant will be required to pay for the feasibility design and implementation of the changes to the existing CPZ operational hours, include any extension required to the existing event day CPZ this is in line with the current S.106 obligations secured under Planning Application HGY/2015/3000.</p> <p>Impacts on Regulatory Service.</p> <p>Regulatory and Enforcement services are critical for ensuring a safe environment for both residents, business/traders and those attending events at the new stadium.</p> <p>Four of the regulated service are affected by events and the stadium and more so for third part events. In general matters relate to regulating and controlling the main locations ‘spectators’ come and go to the stadium; manifests in: Illegal vendors, Ticket-Touts and illegal Street trading- affecting the safety, fair trading (due to potential unregulated goods) or impeding the flow of those arriving and departing an event.</p> <p>There are also other issue surrounding ASB and Public Nuisance– in the form of noise arriving and departing the venue, urination, broken glass (before cleaning) and drunkenness. There is also the issue of Community Safety, namely the use of CCTV to monitor issues of safety and welfare from those that might queue early for big acts.</p>	
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	<p>Increasing the number of non-football events will require additional resources in the form of 9 officers for larger events larger events 6 of which would be working between 1pm till 23.30 and approximately 5-6 officers. The cost of enforcing these additional events is estimated as £4,000 per event. We will therefore require mitigation in the form of a revised management and monitoring strategy to be included in the new LAMP to deal with this issue and for adequate resources to be secured as part of this planning permission to deal with these issues.</p> <p>The transportation planning and highways authority would not object to this application subject to the following S.106 obligations which are in addition to the current obligations secured under planning application HGY/2015/3000.</p> <p>Schedule 4, (existing S.106 Agreement)</p> <p>1.0 Major Event Day Stadium Development Travel Plan</p> <p>There is currently no non-football Major Event Travel Plan for events at the new stadium. The applicant will be required to submit a Bespoke non-football Event Day Travel Plan covering all non-football Major Events at the stadium. The Travel Plans must be monitored annually to achieve the agreed modal split targets for non-football events with a maximum car mode share of 10%.</p> <p>Schedule Four of the S.106 agreement to be revised to reflect the new obligation including a Travel Plan monitoring fee of £30,000 per year for the monitoring of the non-football event Day Travel Plan and Local Area Management plan for a minimum period of 5 years.</p> <p>3.0 Stadium Cycle Strategy</p> <p>The applicant will be required to produce a new cycling strategy for non-football events at the stadium the monitoring proposal report has a maximum of 0.5% for a non-football event and 0.6 percent for a football event. The minimum percentage by mode agreed under HGY/20215/3000 is a 1% mode share.</p> <p>5.0 Stadium Development Coach Strategy.</p>	
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The applicant will be required to submit a revised coach strategy for non-football major events to maximise the number of spectators by coach and reduce the car mode share especially for boxing events which had a 24.1% car mode share. We will need a revised obligation for the applicant to submit a new coach strategy as part of the new travel plan to reduce the car mode share.

9.0 Major Event Day Monitoring

A revised obligation is required under the above section to deal with the implementation traffic management measures to safeguard the emergency corridor to and from the Stadium including the possibility of implementing a “Red Route” which is enforced by cameras. Clause 9.5 of the Monitoring proposal report triggers the obligation for the Owner/ applicant to pay the cost for the changes required to the CPZ proposal.

17. The Football Season tickets and other major event day ticket for local people

To achieve the walking mode split, as per the agreed S.106 agreement local residents should be prioritised for pre-release of ticket to maximise the number of residents that walk all the way as their mode of transport to and from the stadium for non-football events, the monitored concert mode share only had a 0.9% walk all the way mode share. The S.16 agreement had a local ticket allocation of 5000 residents 2500 from each borough (Haringey and Enfield), this obligation must be retained for all new events.

Schedule Eighteen, (existing S.106 agreement)

Major Event Day Local Area Management Plan (LAMP)

The Pedestrian Walking routes attached in ANNEX 1, will require updating as since the drafting of the document and the opening of the stadium including shuttle bus locations, additional routes have been identified which will need to be revised in the ANNEX. The revised walking routes will assist in determine the extent of the

	<p>cleansing and monitoring required to ensure the cleansing element of the LAMP mitigate the impacts of the additional events.</p> <p>The LAMP must be revised to reflect the impacts of the additional events on the Councils Regulatory Services. We will therefore require mitigation in the form of a revised management and monitoring strategy to be included in the new LAMP to deal with this issue and for adequate resources to be secured as part of this planning permission to deal with these issues, including a financial contribution of £4,000 (four thousand pounds) per event.</p>	
LBH Waste Management	<p>As mentioned, the local area management plan (LAMP) has still not been signed off and whilst we have an informal arrangement that is working for events, we believe the LAMP should be finalised and agreed before further events are approved, as the principles of cleansing and waste collection should be consistent across all events and fixtures and the club should lead by example – do we need to insist that this be LBH Platinum service and have that agreement prior to agreeing the extra events or do you think we can leave this to be agreed as LAMP?</p> <p>Event cleansing in the streets & estates surrounding stadium, transport hubs in the locality (White Hart Lane, Northumberland Park, Tottenham Hale, Seven Sisters stations), coach parking zones and shuttle bus pickup/drop off locations, should be performed by LBH or its appointed street cleansing contractor – as above</p> <p>All events will be monitored by a member/s Waste Team staff at a cost of £500 per event, this will form part of the cleansing proposal agreement and is to be met by THFC or the event organisers.</p> <p><u>Additional clarification on level of cleaning required:</u></p> <p>It's clear the THFC intend to maximise the stadium's capacity for events and increasingly the events being held have had larger attendances. Beth and I both feel it appropriate now to stipulate that the platinum service be applied to all non-football events and that the council or its cleansing contractor performs the service for these events. Additional to this will be the monitoring cost and the cost of disposal, with</p>	<p>Officers have discussed with the applicant and agreed that the existing arrangement should continue and that level of event be considered on a case by case basis</p>

	<p>disposal to be calculated after each event based on the actual tonnages collected, multiplied by the current North London Waste Authority per tonne gate fee.</p> <p>Aligning the resource with that deployed for match days and formalising it as part of the application process mitigates future risk and minimises officer time in arranging varying levels of resource on what is likely to now be a near weekly frequency.</p>	
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EXTERNAL		
Barnet Council	No comments received	
Enfield Council	<p>This matter has been considered, and I now write to inform you that this Council has no objections to this proposal but would like to make the following comments: It is understood that the applicant has previously increased the number of events days they host and if permission is given again for an increase this will mean once again there will be an increased demand for event day residents' permits that need to be displayed. Currently there is no charge for an event day resident' permit, although there is a cost to the authority (Enfield Council) for their production and supply. This cost arises as a direct consequence of the applicants use of the site. With further events proposed, the Council would like to take the opportunity to amend the Traffic Management Order (TMO) putting in place charges for permits to help cover the cost to the local authority. In your discussions with the applicant can you look to secure a contribution of £2500 to cover the costs to the Council to change and re-advertise the TMO.</p>	Noted and added as HoT.
Greater London Authority (GLA)	<p>Confirmation that this will not require Stage 1 referral, subject to addressing TfL comments.</p> <p><u>Additional comment from deputy Chief of Staff:</u></p> <p>In an increasingly competitive world, it is imperative for London's cultural, music and sporting economy that the city maximises its assets. This makes the Tottenham Hotspur Stadium strategically important they must have the flexibility to perform their role</p>	Noted

	effectively. Additional dates will allow London to attract more global artists, enhancing the city's cultural offerings and ensuring that London remains open for business.	
Hackney Council	No comments received	
Islington Council	No comments received	Noted.
Metropolitan Police	We understand that this is a significant increase of events at THFC stadium. However, we do not consider the planning forum to be the most appropriate place to make representations and the MPS reserves its position to do so at any future licensing hearing'.	Noted.
Transport for London	<p>Thanks for consulting Transport for London on the above application, this is without prejudice to any advice the GLA may provide or subsequent Mayoral decision.</p> <p>For context, TfL is responsible London Overground services, and London Underground services, as well as bus services. We also the highway authority for Transport for London Road Network (TLRN), the A406 North Circular Road, just over 1 km to the north, and A10 High Road/ Bruce, just over a kilometre to the south. The A1010 is part of the Strategic Road Network (SRN), for which TfL has oversight responsibility. We have responsibility for regulation of taxis and private hire vehicles, including provision of event day taxi ranks.</p> <ol style="list-style-type: none"> 1. TfL in principal we can support additional events at the Tottenham Hotspur Stadium, as in accord with Good Growth in the London Plan, particularly where we promoting access by public transport and active travel. 2. On London Overground, we already have plans for managing such events that can be used to support an expanded event programme. We will always do our utmost to support such events, but cannot guarantee the supply of additional train services for any particular event which depends on the availability of the rail network. This can be curtailed by planned closures to support the maintenance of the network and its ongoing reliable operation. In the past we have focused on ensuring that such planned closures are organised to minimise the impact on 	The fees of £675,000 for LU and £241,548 for LO annual fees for 10 years and £9,290.30 per event for Arriva were put to the applicant but have not been agreed

	<p>football events. Given the planned increase in non-football related events it may be time to reconsider this approach to ensure the optimum network availability throughout the year to support all events held at the Stadium. We would be happy to discuss this further with Haringey and Tottenham Hotspur.</p> <ol style="list-style-type: none"> 3. On London Underground, similarly we have plans to cope with events, that updated since the new stadium opened. We have particular concerns around both Seven Sisters Station and Tottenham Hale station that can be mitigated through Local Area Management Plan (LAMP), and we need to enable through our wider plans at Tottenham Hale in particularly. 4. Event days require extra staff at each station, these need to be redeployed from elsewhere. TfL would request funding for extra staff on both LO and LU network, we open to discuss exact requirement based on more detail discussion with Spurs. The mechanism would be funding of additional headcount over a say 10 year period. This would help with event day workforce planning. 5. For buses, the traffic delays are not easy for bus operators, and impact on passengers who use our services. Provision of information directly to bus operators for football and major events in a timely manner, should be a condition or obligation on the developers. I don't think they can say not, we just need to agree a protocol. This won't solve the problem but will help mitigate impact. 6. We believe marshalling outside Seven Sisters Station is insufficient, we like a commitment for both more and better marshalling, particularly for non-football events, patrons need clear and stronger advice to get the Stadium. This can cause particular problems for bus operations, in context of delays, diversions and curtailments due to traffic and road closures. Also, please confirm highways enforcement will get sufficient funding to help keep buses moving on this extra event days. 7. At Tottenham Hale in particular, we have anti-social behaviour and lack of toilet provision. We like to install pop-up toilets for future events at the stadium and other events on TfL land. We need to consider how many and agree a contribution to fund, or alternative, what additional pop-up provision the Stadium is proposing. 	
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	<p>I don't think TfL has had much input on this aspect of the LAMP. We need to do this in co-ordination with events at the Drumsheds in Enfield.</p> <p>8. When the stadium first open, it was set out in Blue book, that taxi rank marshalling would be funded, this was not delivered. TfL would like an update on taxi rank provision. Given Mayoral policy on to eradicate violence against women and girls, would like to know if the stadium is funding taxi marshals, and if not why not.</p> <p>We are aware that there are other matters where TfL can assist or facilitate. Colleagues are open to meet to discussion in more detail.</p> <p>To conclude, TfL is not objecting to additional events at the stadium, however, we believe there is room for improvement, and more events means more pressure on public transport services, and operational staff and passengers that needs mitigating.</p> <p><u>Additional comments:</u></p> <p>Further to my previous response, you requested indication of how much mitigation is required.</p> <p>To safely operate Tottenham Hale and Seven Sister LU stations, when there are major events on at Spurs, we need additional eight LU staff plus a supervisor. Also, on match days we can lose revenue, as we need to hold open the gate lines for safety reasons.</p> <p>Currently we rely on central pool of staff. To accommodate propose demand safely, on a more regularly basis, we need to create 9 new posts. Therefore, we are seeking £675,000 per annum, for at least 10 years. Therefore, we like the ten-year funding secured in s106, and we open to discuss a payment mechanism, which could be annual. Though to secure the headcount, we need to know there is a long term commitment are secured in s106,. The cost is based on a nominal cost per head per annum plus overhead.</p> <p>If this can be secured, that will enable LU to manage the impact of additional major events on a regular basis as safely as practicable.</p>	
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For background, TfL funding position in 2024 is very different to our position in 2015 post Covid vs post 2011 riots. It seems unreasonable that TfL should absorb all costs arising from this development in current circumstances.

TfL has supported regeneration (that helped ensure the Stadium can operate to capacity) in the area by through the upgrade of White Hart Lane station, and Tottenham Hale station and we continue to support capital and service improvement in this area, and by running 36 trains per hour on the Victoria Line.

Comments 27/06/24:

I'm still waiting for further advice from colleagues, LO have undertaken the following analysis:

"I have had a look at the demand and capacity data we have available for some recent football events on Saturdays (15:00 kick off) The impacts are summarised in the table below:

Pre or Post match	Link	Average capacity utilisation	Maximum capacity utilisation	Estimated duration of event related crowding
Pre match	Bruce Grove > White Hart Lane	100%	143%	2.5 hours pre match
Pre match	Silver Street > White Hart Lane	65%	124%	2.5 hours pre match
Post match	White Hart Lane > Bruce Grove	117%	168%	2.25 hours post match

	Post match	White Hart Lane > Silver Street	76%	150%	2.25 hours post match	
<p><i>100% capacity utilisation is equivalent to all seats taken and four passengers standing per metre squared of standing space.</i></p> <p>The links to the south of White Hart Lane see higher levels of crowding. This reflects the connections they offer. These events are disruptive to other passengers wanting to use the network over the pre and post match period with the risk that they cannot board services. This effect lasts for around 2.5 hours before and after the match. The effect is less pronounced north of White Hart Lane although some very high levels of crowding in excess of capacity do occur during the hour before and after the match, leading to difficulties using the network for other passengers during this period and the risk of left behinds. I expect this is not unusual in terms of football matches around London generally although it does show that we are functioning at or above capacity when these matches occur with the current level of background demand. The situation will worsen as redevelopment in the local area increases the background demand for the services.”</p> <p>LO colleagues are looking at similar data for other events, also assessing staffing requirements at match days on LO network.</p> <p><u>Comments received 28/06/24:</u></p> <p>I had further advice from LO/ Arriva colleagues</p> <p>For the year 2023/24 (running August to August in line with football season) we will have managed 32 events at this venue (football = 23, NFL = 2, concerts = 7). If the venue operated their full non-football allocation (30) plus an assumed number of extra football matches (FA Cup, Carabao Cup, Europa League, friendlies etc) we estimate 58 events, which would see an uplift of £241,548.</p> <p>As Arriva do use agency staff they could accept an offer guarantee payments based on number of events per year. Whilst LU needs to increase headcount.</p>						

	<p>The most recent similar situation was MSG at Stratford, though refused, we did agree a draft terms on station staffing that could applied here.</p> <p><u>Comments received 09/07/24 in response to officer question of the final figures:</u></p> <p>The two figures below [<i>£675,000 for LU and £241,548 for LO</i>] are fine and are annual.</p> <p>We agreed similar obligations for the Madison Square Gardens application for Stratford. If Melvyn did not share them I can forward an example of how such sums could be drawn down in practice. Might give THFC some comfort even if they are resisting the principle.</p> <p><u>Additional comment received 09/07/24:</u></p> <p>Please can I clarify the funding request from Arriva Rail London (London Overground); in order to safely manage crowds on the London Overground network during THFC Stadium events, ARL incurs additional costs of £9,290.30 per event. We are asking for this amount of funding for every THFC Stadium non-football event above the original 16 x non-football events. This request would be indefinite (or for as long as the licence is agreed for the 30 x non-football stadium events) as we would be incurring these costs for the life of the stadium.</p>	
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SUPPORT	Officer Response
<ul style="list-style-type: none"> • Benefits will outweigh harm • Extra jobs and employment in the area • Boom for local businesses • Will help further regeneration • Support on proviso that road closures reviewed • Support on basis that there is community benefit fund 	<p>The benefits are noted in the report and the balance between benefits to the area and wider economy is weighed against the impact on the locality and local residents.</p>
OBJECTIONS	
<p>Intensification of use:</p> <ul style="list-style-type: none"> • Increase is too great / too soon • Existing issues need to be satisfactorily resolved first • Drumsheds applying to increase events / hours • THFC or MNFEs will be weekly occurrence • Maximum so far has been 10, so should be more gradual increase • If intermediate event brought in then should be lower level of 20k first • This is a football stadium first and event space as an additional service 	<p>The intensification is considered in detail in the report. The permission is subject to a review mechanism before any permanent cap would be approved. Licensing also have also confirmed there are mechanisms in place through premises licences that could be used if required. Cumulative impacts of Drumsheds will be mitigated by the Drumsheds management plan as part of their licensing agreement, meaning that those events amend start / end times / dates to accommodate THS events. The potential for weekly disruption is noted, as is the maximum number of MNFEs to date. Intermediate events are relatively untested, and these are not considered as part of this application. The stadium will remain as a football stadium as primary function but was always envisaged to have additional functions.</p>
<p>Socio-economic:</p> <ul style="list-style-type: none"> • People head straight to stadium – minimal economic benefit • Claims of benefits are exaggerated – no independent review of economic results 	<p>The Ernst & Young (EY) report provides detail of spending outside the stadium and businesses have expressed their support for additional footfall. No independent assessment is considered necessary given and the EY report is sufficient to provide clarity of this as a broad benefit to the local, regional and national economy.</p>

<ul style="list-style-type: none"> • Should be trying to increase awareness of businesses in the area rather than just drawing attendees into the stadium • Northumberland Park remains second most deprived ward in London • Stadium aims to keep people in rather than using local businesses • More free tickets required for residents • Free tickets shouldn't be traded for more profit • Extra income for the Club at residents' expense • Residents pay council taxes for roads/ emergency services / litter collection etc that cannot be undertaken • Typology of business focussed on visitors (fast food, betting shops) rather than for locals (small innovative creative businesses), many of which close on non-event days • Wider economic base / wider commercial uses should be encouraged • Area needs more than just the focus of Stadium to thrive • Club needs to invest in local community events and organisations • Lot of staff are not local • Staff not properly organised for marshalling etc. • Independent survey of impacts required • Gig economy jobs rather than careers • Transport Statement needs to be updated to include Drumsheds, newer road closures etc. • Better consultation with neighbouring boroughs required • Why is the Euros cited as a reason to increase – have capacity to provide unlimited football and 16 events 	<p>The income to the area and local jobs are welcomed as a boost to a deprived area. The stadium has been consulting with Tottenham traders and BCLG through the application process. A condition will require the Club to sign up to a version of the Business Charter to support further emphasise the relationship with local businesses.</p> <p>There are currently no free tickets required for MNFEs, so the minimum of 100 tickets is welcomed. In reality the Club often provides more than this for events through their various connections to schools and the Foundation. The creation of a community fund, on top of the free tickets and ticket window will help compensate local residents and the area.</p> <p>Emergency services will retain access and LBH Cleansing have raised no concerns about not being able to undertake their refuse management requirements.</p> <p>The main benefit is to food and beverage offering. The Council can refuse applications for additional fast food takeaway outlets if it feels these are over saturating the area at the expense of other businesses. The additional events are not considered to create significant impacts in this regard beyond the existing stadium and events. The stadium also provides a number of other tourist attractions such as the TE building, F1 track and Skywalk.</p> <p>It is accepted that the jobs will be top up wages rather than training and long term employment, but the area does have high unemployment and the jobs are welcome and could lead to careers in hospitality roles in the conference facilities and future hotel. Additional stewards are being employed with local knowledge in supervisor roles. The club also run job fairs aimed at the local community.</p>
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	<p>The Euros and year of Culture events could come out of the existing cap. These are not justification as such but do show the benefits of helping lift the area.</p>
<p>Noise and disturbance:</p> <ul style="list-style-type: none"> Locals accept disruption from Spurs games as part of the established community but 30 events on top is excessive beyond the established level of disruption Restrictions on other stadia in similar sites e.g. 6 MNFEs at Emirates / 18 floodlit events at Lords Light pollution from floodlights Disruption will not be outweighed by benefits Overcrowding inhibits walking and public transport use Disruption of daily routines Residents trapped in their homes and difficult to plan visitors Hard to leave house with pram / if disabled on event days Honking of horns and hostilities Noise from stadium (PA announcements / general) Cumulative impact with events from Drumsheds BCLG have not had sufficient opportunity to help progress the LAMP and engage Lack of communication of events and closure times Communication needs to be improved – easily accessible information on events calendar or app and clearly signposted Link to https://www.tottenhamhotspur.com/the-stadium/local/ is highlighted in comments but could be more prominent 	<p>Officer Response:</p> <p>The overall impacts of additional events are considered in depth in the report. There is a baseline level of disturbance to daily routine that cannot be mitigated for, which is considered in the overall balancing of harm to the area over socio-economic benefits. The disruption to day to day life is acknowledged in the Noise and Transport sections of the report and it is accepted that these will have an impact. Other stadia are considered with regard to their own specific circumstances. This will be an increase in number of events, so noise strategies, lighting etc will be dictated by the previous conditions. Noise inside the Stadium is monitored and considered with regard to nuisance. There is an acceptance that the Stadium events will create a level of noise and disturbance and restrictive conditions are monitored in this regard. If there are any specific complaints the these should be directed to the complaint hotline. Drumsheds are subject to a restriction on start times.</p> <p>The supporting letter responds to previous Cllr concern regarding communication and outlines ways the club communicates and updates information. If there are specific issues, then these can be raised through Cllrs and can be better signposted. The issues outlined in consultation have been passed onto the Club as well and will be subject to review. The Blue Book will also outline how to stay connected with events and closures.</p> <p>ASB and noise associated with attendees leaving is under review in the LAMP and constantly monitored by LBH Licensing when</p>

<ul style="list-style-type: none"> • Events should be flagged as provisional where subject to tv coverage changes • Alerts of events should be tailored to events (no need for away games) and kept updated • Late night finishes – pedestrian noise on sensitive side roads • Loitering from new visitors to stadium for one off events • Exacerbation of existing anti-social behaviour • MNFEs have higher anti-social behaviour associated with them • Street drinking – lack of enforcement of licensed premises selling and promoting drinking • Requirement for better / improved infrastructure e.g. bins, toilets etc. • Special events bring people to the area for first time – need more guidance • Boxing particularly bad for anti-social behaviour 	<p>event licenses are issued. Stewarding, toilets and signposting are being improved and should be reported where there are specific issues so these can be reviewed. The boxing is to be capped at 2 events a year and if issues persisted then licenses could be affected. Certain ASB levels are somewhat unavoidable but these can be mitigated through existing obligations.</p> <p>Stewards are employed to direct pedestrians along main routes, but it is accepted that they have limited powers of control and some may stray from these routes. However, these occurrences are less likely with MNFEs where attendees have less knowledge of the area. Signage and steward knowledge are being addressed as part of the LAMP review, as are siting of toilets and bins. Licensing have requested further resourcing to address ASB. Boxing is proposed to be capped at 2 events a year.</p>
<p>Transport issues:</p> <ul style="list-style-type: none"> • PTAL 3 is not “highly accessible” (as stated in Planning Statement) • Residents re-routed the long way around stadium • Additional stress from road closures • Length of time for road closures for certain events i.e. NFL • Additional congestion on adjacent roads • Increased reliance on residents having to plan lives around major events • Long walk to bus during closures • Details of air quality results / traffic surveys to be detailed by Council 	<p>Officer Response:</p> <p>The site has various PTAL ratings with the west of the stadium rated 4 and 5 and the east lower but this is considered to be well connected for the purposes of use of the stadium.</p> <p>There is an unavoidable level of disruption from events and required road closures, but attempts are made to minimise these through the S106 obligations. This base level of unavoidable disruption is considered in the assessment of the additional events. Air quality monitoring data is provided to LBH and remains neutral.</p>

<ul style="list-style-type: none"> • Increased stress on local transport • Overcrowding at stations • Need tangible benefits – improvement to infrastructure etc. • No substantial improvements in infrastructure since stadium opened • Modal split for car use / cycling to be scrutinised - evidence of low car use? • Modal split for different types of MNFEs not specified in Planning Statement • Cycle lane CS1 is partially closed on event day despite being advertised – danger for cyclists • Lack of cycle storage • Drivers with lack of knowledge of routes and LTNs • Larger area should be closed off for non-local drivers • Further traffic filtering / LTNs required to stop rat runs of side / adjacent streets to High Road (LTNs focused in West Tottenham) • Bromley Road (and other adjacent roads) not allowed to leave even in emergency • Appropriate parking required • Residents having to park further away on event days • Issues of taxis and chauffeurs waiting (no enforcement if someone waiting in car) • Abuse of blue badges - review enforcement • Transport impacts in Planning Statement focussed on football events not on non-football events • Demographic for events far wider – less likely to use public transport, especially late at night. • EV charging points can be used by anyone on event day 	<p>Transport comments have confirmed that there is capacity within the transport network to accommodate the extra events. There is a queue management obligations and retention and early access incentives in place, which will be further monitored as a means of staggering attendees arriving and leaving. The additional events would require significant infrastructure improvements. Further monitoring of modal splits is required under S106 obligations and will be reviewed further as part of the submission of a MNFE Travel Plan, as will the cycle strategy. The cycle lane is partially closed off due to queue management at Tottenham Hale, but this is just a small section of the total superhighway.</p> <p>CPZ and highways management are subject to review as part of the S106. Any further expansion of LTNs would require extensive consultation and review before it could be implemented. A Red Route emergency corridor is being investigated and a contribution of £50k has been requested as a contribution to this. Parking is provided and parking enforcement are aware of the issues and are seeking to manage these. This is undertaken by LBH. The aim is to reduce car travel for all events, particularly for concerts, which have a target of 10% mode share for cars. This will be monitored and managed through bespoke Travel Plans. The advance ticket window will also encourage greater uptake of ticket purchasing from the local community, which aims to increase walking mode of transport. The walking routes will also be updated in this regard. An AQ report has been submitted as part of the S106 requirements and shows air quality neutral.</p>
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<ul style="list-style-type: none"> • Unofficial temporary car parks encourage driving • Parking restrictions have led to more off-street parking provision • Air quality issues from traffic backing up and engines revving (pollution already exceeds WHO limits) • Associated noise and air pollution 	
<p>Issues with benefits:</p> <ul style="list-style-type: none"> • Tickets unaffordable to many residents • Website for advance tickets often has broken links / webpage • 5k contribution on events over existing 16 is insufficient compared to profit for Club 	<p>Officer Response:</p> <p>At least 100 free tickets will be provided for all MNFEs and local residents will also have priority for booking tickets. Any complaints about the website should be made to the Club, but a requirement of the S106 will be that the 24-hour window is advertised and functions. Officers have suggested additional community funding would help mitigate the impact but the Club have insisted that the £5k per event is more generous than comparable stadia, which offer no fund at all.</p>

Our ref: Q240048
Your ref: HGY/2024/1008
Email: sean.bashforth@quod.com
Date: 8 July 2024



Head of Development Management and Planning Enforcement
Placemaking and Housing
Haringey Council
Alexandra House
10 Station Road, Wood Green, N22 7TR

For the attention of Sam Uff

Dear Sir

RE: HGY/2024/1008; Minor Material Amendment application under Section 73 of the Town and Country Planning Act for the variation to Condition B9 (Major Non-association Football Events) of the hybrid planning permission HGY/2023/2137 (as amended) for amendments to allow up to 30 major non-association football events including music concerts; and other associated changes

I refer to the above application and write to provide further information on behalf of the Applicant (Tottenham Hotspur Football & Athletic Co Ltd). This letter should be read in conjunction with THFC's letter of 7 July 2024 which set out details of a proposed review mechanism.

Rationale

THFC is seeking up to 30 Major Non Football Event's (MNFES) in order to respond to demand. Following the successful staging of Beyonce concerts in 2023, the Stadium is now considered to be a 'top tier venue' within the events industry. The Club has developed a strong relationship with major promoter Live Nation who are responsible for most of the music venue bookings in London and there is a major opportunity to maintain and enhance the reputation of Tottenham and the Borough more widely as a destination for global music events.

The additional events are critical for the Stadium, Tottenham and the Borough to become part of the global touring music circuit and known as a major venue for the biggest global ('Category A') artists.

Major music tours are planned over two years in advance and it is important for a venue to confirm availability as early as possible to maximise the chances of securing bookings for the best artists. Competition is varied and not only includes venues in London (e.g. Wembley Stadium, Twickenham Stadium, the Emirates Stadium and Hyde Park), but also other UK cities (e.g. the newly opened Co-op Live in Manchester) and international competition e.g. Saudi Arabia (particularly for boxing).



To embrace the opportunity (and benefits for Tottenham and the Borough), it is important to:

1. Increase the ceiling on the number of events that could be held. Although 30 MNFEs is seen as a maximum, having this number of events provides the best chance of securing a number of Category A artists which, in turn, will further enhance the reputation of Tottenham and encourage top quality acts to book for subsequent years.
2. Have the flexibility to hold events in concentrated periods during summer. It is increasingly common for Category A artists to hold residencies over a number of nights. The number of concerts often depends on the success of ticket sales (which by definition are not known until tickets are on sale) and it's important to be able to add additional dates to respond to demand, as was the case for the Beyonce concerts.
3. Embrace the opportunity now. There still remains pent up demand following delayed and cancelled tours during the COVID19 pandemic and the pandemic also delayed Tottenham Stadium from establishing its reputation for MNFE's during this uncertain period. In a continually changing entertainment market it is also important for the Stadium to be able to reinforce its reputation and compete, e.g. against the newly opened Co-op Live venue in Manchester.

The additional events will provide much needed economic investment in Tottenham, consistent with planning policy. This is clear from the supporting text to the NT7 allocation in the Tottenham Area Action Plan which states as follows:

"5.135 The London Borough of Haringey is proud of its long association with Tottenham Hotspur Football Club. It is a major employer in the Borough and important for Haringey's economic success. The Council will, where appropriate, continue to work with the Football Club to ensure appropriate nearby developments capitalise on the opportunities presented by the existing and proposed stadium, which enhance the investment in the stadium and surrounding areas and respect the operational needs of the Football Club. Leisure uses around the stadium will encourage a wider audience on non-match days to ensure a viable and vibrant location throughout the year, creating an attractive environment for residents and non-residents to visit."

[Our Emphasis]

The proposals have also been strongly supported at a strategic level by the Mayor of London. The consultation response from the Mayor Deputy Chief of Staff, dated 28 June 2028, stated as follows: *"In an increasingly competitive world, it is imperative for London's cultural, music and sporting economy that the city maximises its assets. This makes the Tottenham Hotspur Stadium strategically important they must have the flexibility to perform their role effectively. Additional dates will allow London to attract more global artists, enhancing the city's cultural offerings and ensuring that London remains open for business."*



Consultation responses received to date focus on disruption to residents from additional events with local businesses generally being supportive. Through ongoing engagement and participation locally the Club understands such concerns and has sought to balance residents' needs and collaboratively improve its management of events.

Experience gained in the five years since the Stadium has opened means that the management of all types of events has been refined taking into account feedback from residents and others. As we explain below, proposed changes to Local Area Management Plans (LAMPs) will deliver further enhancements and will continue to do so through the ongoing feedback and revision loop. With careful monitoring and management, THFC is confident that the additional events can be held successfully with minimal amenity and transport issues. In doing so, it will allow the Stadium to reach its potential and help deliver further and much needed regeneration in the local area in line with planning policy.

1 Previous Commitments Letter

In the previous NMA Application Ref. HGY20232041, various responses were made by the Club partly which have been referred to as "commitments". THFC has made good progress on delivering these as set out in the table in **Appendix 1**.

2 Local Area Management Plan (LAMP) / Blue Book

In accordance with the S106 and following the issue of the Independent Monitoring Report that informs it, the draft updated Type A LAMP for football events was submitted to the Council for approval on 9 May 2024. A review meeting with the Council's Head of Transport and Travel took place on 18 June. Subject to the inclusion of a number of minor modifications and updates which are being included in a further draft to be issued this week, the Club anticipates the draft LAMP being signed off shortly by the Council and in good time ahead of the next football season. **Appendix 2** sets out how the Club has responded comprehensively to feedback in the revised LAMP.

This also applies to the draft revised 'Blue Book' which summarises the LAMP and Major Event Day operations for the local community. This was also considered by BCLG at the meeting on 19 June 2024. The draft revised Blue Book was circulated to BCLG members for further comment on 1 July with a closing day of 8 July. Once the updated LAMP has been approved by the Council and any further BCLG comments taken on board, the revised Blue Book will be finalised and published. The Club is considering a range of publicity measures to ensure that the revised Blue Book is 'launched' effectively to maximise awareness of it amongst the local community. It will be distributed in paper and electronic format as previously to local households and businesses. The Blue Book has proven an effective communication tool for the operation of the Stadium.

3 Working with local traders

The Club remains absolutely committed to working with businesses both inside and outside the Tottenham Traders Partnership to effectively signpost offerings across Tottenham to match-attenders and ticket holders.



The Club is aware that a draft Business Charter has been prepared by others. However, this has not been discussed with relevant stakeholders in a meaningful way. The Club is happy to agree the principle of a Business Charter which would be based around the need to agree a partnership approach to promoting Tottenham as a destination to visit, eat, drink, and shop and increase the number of potential customers visiting Tottenham-based businesses.

The charter would look to better support local business owners to enable them to take better advantage of the additional footfall events at the Stadium can bring. This includes, but is not limited to, helping to promote local businesses to ticket-holders where appropriate, provide information about forthcoming events and event day measures as early as possible, and identifying opportunities to build on successful business engagement events to date e.g. Fans First Training delivered by the NFL in Autumn 2023. Details would be agreed in partnership with the Club and local traders in due course.

4 Economic Benefits

The proposed additional events will bring significant economic benefits which weigh positively in the planning balance. The Planning Statement accompanying the application explains the significant economic benefits of that THS already brings to the local area. THFC's contribution to GVA within the Borough was £296million in 2021/22, with 2,800 jobs¹. However, there is still much to do. **Appendix 3** sets out some of the major socio-economic challenges that North Tottenham still faces.

The attached EY report (**Appendix 4**) explains how economic and social benefits in the Borough arising from the Club's presence in Tottenham are expected to grow to £549m and 3,100 jobs in the 2026/7 season (an increase of £253m and 300 jobs respectively compared to the 2021/22 season)².

The EY report also provides evidence of the economic benefits of MNFEs and explains how they deliver significant economic benefits to local and wider area. Data from the 2020/21 season shows how each individual MNFE delivers up to £4.1m GVA for Haringey (£9.2m for London) and supports the equivalent of 45 FTE jobs (124 FTE jobs for London).

In your letter you seek clarification about how much of benefits are local rather than regional or national. This is shown in figure 6 and 7 of the EY report. Based on an average of £3m GVA and 41 jobs generated per MNFE in LB Haringey, the 14 additional events would deliver up to £42m GVA and 574 FTE jobs per year locally in Haringey, with further jobs in neighbouring boroughs and London.

¹ £478m and 5,100 jobs in greater London

² £748m and 5,700 jobs for Greater London (an increase of £270M and 600 jobs)



All of the additional jobs will be available to local people. As well as jobs in the Stadium, jobs will be created in businesses in the local area. The EY report (page 5) explains that the Stadium supported 11 FTE jobs in the tri-borough area³ for every 10 FTE jobs it employed directly at the Stadium.

The box on page 12 of the EY report explains the qualitative benefits, including a 60% increase in footfall generated by events. This directly benefits food and beverage and other businesses which remain open during events. However, and this is important, it also benefits other businesses (which may not open during evenings and weekends when events take place) through the economic activity from supply chains and activity supported by employment incomes and consumer spending (indirect and induced employment).

This is a very significant public benefit and will help to address the economic and other challenges. Such public benefits will not only apply to the hospitality sector and food and beverage operators but will also bring additional wealth to the local area in terms of local services and suppliers, such as wholesalers, opticians and comparison retailers. Additional commitments to publicising local businesses are set out above.

More detail about spending in the immediate area could only be obtained by surveying local businesses. In practice local businesses are unlikely to be able or willing to provide details of additional takings or staffing requirements arising from specific events.

The Club has consulted extensively however and included below are direct quotes from businesses consulted on by THFC on the Major Event application:

Business owner with restaurants on Fore Street and the High Road:

"This is the best news for Tottenham since Spurs won the FA cup in 91. This brings more jobs to the area; my business has had to hire over 40 new staff across Tottenham and Edmonton due to extra events"

Business owner with a mentoring service on the High Road:

"This will open the local area up to other communities and support local people with jobs and new opportunities. It's a great thing for the well-being of the community"

Business owner with live music venue near Seven Sisters:

³ Comprising Haringey, Enfield and Waltham Forest



“We are all for it! We don’t mind what you do as all events other than football are great for us. The NFL fans are the best!”

The EY report also explains the various initiatives that the Club delivers to ensure that these benefit local people as much as possible, including the extensive community outreach work of the Tottenham Hotspur Foundation. The Club and its Foundation provides continuous support to a range of community causes throughout the year. For example, the Club supports an ongoing fundraising campaign for local foodbanks, donating essential items each year. Most recently and perhaps slightly ironically, as a consequence of the late cancellation of the Pearl Jam scheduled for Saturday 29 June, food intended for the event was donated by the Club to the Felix Project to distribute locally to those in need locally.

Through its Foundation, the Club continually creates employment opportunities locally including hosting regular Jobs Fairs at Tottenham Hotspur Foundation and one-to-one employment, mentoring and advice services at Percy House. Throughout the school holidays, the Club’s Foundation delivers free football and multi-sport activities for young people and families of all ages and abilities.

5 Further Documentation and information

Transport and Noise impacts

The transport and noise impacts of the additional events are consistent with what was proposed, assessed and consented as part of the original permission.

The Club has made good progress in meeting targets that were set when the original permission was granted. Schedule 19 of the NDP S106 lists the scope of transport and environmental characteristics to be monitored in order to provide evidence of compliance with targets set when the Stadium was granted planning permission. The Club is required to fund independent monitoring reports as a means of informing improvements to the LAMP, the most recent of which was submitted to the Council on 19 April 2024. Appendix 5 comprises the conclusions of that report. These have been taken into account in the revised LAMP and include:

- Sustainable mode share or 86-88% (above the targets).
- No significant change to the position on parking (although the Club is now in discussions with the Council about how parking enforcement can be improved).
- The use of the four main stations (White Hart Lane, Seven Sisters, Northumberland Park and Tottenham Hale) is well balanced for THFC events and in line with predictions.
- Whilst the use of cycling is currently lower than targets, this is believed to be largely due to the growth in cycle hire such as Lime.



- The implementation of road closures are well drilled and include effective maintenance of access for local residents during the appropriate times. However, the Club are keen to investigate ways to shorten road closures where possible.
- A comparison of event day to non-event day street cleanliness conditions generally shows no significant difference between the two.
- Issues around public urination were focussed on boxing events in particular.

In its consultation response dated 19 June 2024 TfL has requested a contribution of £675,000 per annum for at least 10 years. It explains that this needed to create 9 new posts to 'accommodate proposed demand safely on a more regular basis'. In addition London Overground have also requested £241,548 for additional staffing (it is presumed that this is annually but it is not clear from their response).

When the original application for the Stadium and other development was determined, it was concluded that the development could be adequately accommodated subject to various S106 mitigation measures. This did not include contributions towards direct staffing costs for public transport operators.

The Applicant does not consider that the suggested transport contributions meet relevant the tests for planning obligations⁴. Policy T4 of the London Plan (Assessment and mitigating transport impacts) states that, where appropriate, mitigation will be required to address adverse transport impacts (criteria c). In this instance no significant adverse impacts have not been identified, only the need for additional staffing requirements. It is noted that:

1. There is no suggestion from the transport operators that there would be adverse transport impacts/ insufficient capacity to accommodate the proposed additional events on the transport network. The transport assessment and monitoring data (see above) confirms that existing football and other events are managed successfully within the capacity of the network.
2. There is no correlation between the fixed contribution being sought and the number of events taking place and therefore staffing requirements.
3. No reference has been made to additional fair revenue from those visiting events nor how the additional events would mean that activity at the stadium would be better distributed across

⁴ a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development.



the year, therefore helping to create a more even pattern of staffing requirements throughout the year.

4. The Transport Operators did not seek financial contributions for staffing previously. Indeed, TfL's response acknowledges that it is seeking funding due to its different financial position now compared to 2015. However, this is not a planning matter and does not relate to relevant tests in policy in terms of adverse impacts.

In terms of noise, **Appendix 6** sets out various data from MNFEs which have already taken place and demonstrates that music concerts have resulted in maximum noise levels of between 64 and 69 dB LA eq 15min), with an average of 67.09 dB. Informed by independent advice from a noise expert, the original 2015 officers report to committee identified the potential for noise from concerts to reach 75db LAeq with paragraph 10.10.19 advising as follows: *"The application is conditioned such that prior to the occupation of the stadium for music concerts, a noise control plan shall be submitted to the Council including details of the mitigation measures included within Section 13.6 of the NDP Environmental Statement. The noise generated from music concerts must not exceed 75dB LAeq."* Noise levels, which are expected to be similar to events which have already been held, are therefore expected to be materially lower than initially predicted.

Access considerations when restrictions are in place

The additional MNFEs are not expected to create any significant access issues. Paragraph 10.13.2 of the 2015 Committee Report accompanying the original application concluded that the proposals would not give rise to differential impacts to those with protected characteristics. This was largely on the basis that the new stadium would provide much improved access for those with physical impairments. No specific issues were raised about equalities in relation to access restrictions when events take place. MNFE's will have the same road closures and other processes as other events. This includes restrictions on car parking. As explained in the draft Blue Book, if residents have off-street parking, live on a road affected by closures and do not require a permit, or are a Blue Badge holder, then they will still have generally have local access and will need to show stewards or marshals at road closure vehicle permit check points a valid proof of address.

Co-ordination with other events

Measures are already in place to manage events at THS alongside other nearby venues. This includes the co-ordination of events at the Drumsheds at the former Ikea site in Edmonton. The LAMP includes measures to manage events taking into account the Drumsheds Simultaneous Events Management Plan that Broadwick (the Operator) produced at the time of the grant of their premises licence. A copy of this document is provided in Appendix 2 of the LAMP and has been shared with Officers. In terms of co-ordination with other events:

- **Alexandra Palace** – the only impact of simultaneous events is the running of THFC's shuttle bus which loops round at Alexandra Palace station. If there is a direct clash, the Club only run the service to Wood Green station instead. There are frequently full capacity events on at the same time at both venues and the Club are not aware of any complaints.



Both the Club and Alexandra Palace are also active members of the Council's Culture Board and co-ordinate further within that forum with the shared aim of supporting and promoting Haringey's cultural offering.

- **Finsbury Park** – the Club liaises with the event operators, the police and LBH licensing in order to avoid direct clashes and putting undue strain on public transport and in particular, the Victoria line. THFC is not aware that there are any obligations or licence requirements on LBH as owners of Finsbury Park, but as responsible venue operators, THFC and the operators liaise with each other to try and prevent clashes and where they are unavailable, to manage them or stagger timings.
- **Emirates Stadium** – for men's football THFC are 'paired' with Arsenal FC to avoid clashes and fans mixing on the transport network. Recently, Arsenal FC announced that it would be staging eleven of their women's games at the Emirates (therefore potentially clashing with THFC men's home games) without any prior consultation with either THFC or LBH. The police and TfL tend to prioritise NFL games over anything taking place at the Emirates because of the higher event profile and international audience. In previous years, that has meant AFC having to alter kick off times.
- **London Stadium.** THFC are not paired with West Ham FC but do monitor and take account of events at the London Stadium. More broadly THFC also monitors other events in London e.g. the London Marathon and Notting Hill Carnival.

Concentration of Events

As the illustrative events calendar in **Appendix 7** shows, the MNFEs largely taking place during early summer outside of the football season as they are dependent upon the football pitch being retracted. The table shows the maximum number of events (30), how these largely avoid school holidays and would help to provide a much more even balance of activity across the year.

Air Quality

The Club is required under the S.106 to monitor air quality for a period of ten years from the date of the first Major Event or until the Air Quality Objectives have been consistently achieved for a period of 5 years (whichever occurs the soonest). The air quality objectives relate to one hour and annual mean levels of nitrogen dioxide and 24 hour and annual means of particulate matter (PM10).

The Club has now received a full draft Air Quality Monitoring Report which covers the five-year period since the stadium opened. The Report notes that in respect of both nitrogen dioxide and PM10, the number of exceedances is on average comfortably below the specified annual thresholds. It concludes overall that:

"It is concluded that event days and associated High Road closures have not led to a deterioration in air quality at the THFC automatic monitoring site, in terms of the air quality objectives".



The report has been submitted to the Council for consideration on the basis that the Air Quality Objectives have been consistently achieved for a period of five years.

6 Crowd routes and flows

For the reasons explained above, the additional activity will bring visitors to the local area with associated economic and reputational benefits. Mechanisms within the S106 for the High Road West permission will ensure that crowd flows between White Hart Lane Station and the Stadium are carefully managed during the construction and operation of the High Road Development.

7 Access to Community Facilities

The Club considers that the additional MNFEs can be accommodated with minimal disruption locally, including for faith groups and community facilities.

Appendix 8 provides a full list of the timing of events held between 2019 and 2024 (including associated road closures). It confirms that there is very little crossover between the timing of events (typically evenings and weekend afternoons), with the usual opening times of community and faith facilities. This includes churches immediately opposite the Club. See for example: <https://parish.rcdow.org.uk/tottenham/mass-times/>

8 Quantum and concentration of events, temporary period and review

Having considered matters carefully, the Club would accept a review mechanism as set out in separate correspondence. In conjunction there would also be:

- A commitment to continue with BCLG (the current S106 only requires it to continue to April 2024) and its terms of reference to ensure it informs the review in an appropriate manner.
- As currently, Major Events (both football and non-football) are subject to the granting of a Safety Certificate, taking advice as necessary from the Safety Advisory Group (SAG) which is chaired by the Council's Head of Building Control. Events currently finishing after 22:00hrs are also subject to condition 6 of the Stadium Premises Licence, which requires the approval of a 'Bespoke Transport Plan', which comprises an event-specific demand forecast (i.e. transport mode shares) and accompanying LAMP. These controls outside of the planning regime will continue to provide the Council with additional control over the staging of all Major Events at the Stadium.

9 Community Fund

As explained in Section 6 of the planning statement accompanying the submission, subject to the grant of planning permission the Club would commit to the following:



1. Free Community Tickets - a continuation of the highly successful scheme of issuing free tickets to the local community (min 100 tickets per event). It is not possible to include NFL games in this initiative due to pre-existing commercial agreements.
2. 24hr Ticket Window - The Club is proposing the introduction of an advanced ticket window for local residents for MNFE. The approach would follow the same model as the community ticket scheme and provide those with N15, N17 and N18 post codes with the opportunity to buy pre-sale tickets 24 hours before events go on general sale. There would be no cap on the number of residents that could apply under this provision.
3. Community Fund – A contribution in perpetuity of £5,000 for each additional MNFE per event. The capital value (cost to the Club) of this contribution is in the region of £875,000 and there is currently no community fund in existence, nor any financial or contribution for MNFEs held within the scope of the current planning permission. No other London stadia have any such provisions.

Feedback from the community and others has welcomed such commitments and the Club is committed to providing them. Noting the suggestion by Officers for the Community Fund to sit 'outside of planning', the Club would be willing to sign a Unilateral Undertaking to deliver this initiative on the understanding that it is not relied upon in the reasoning for the grant of any planning permission.

We trust this clarifies matters. please do not hesitate to contact me if you require any further information or clarification.

Yours sincerely

Sean Bashforth

Senior Director

Enc.



APPENDIX 1: RESPONSE TO PREVIOUS COMMITMENTS

Comment	Response
The specifics of stewarding improvements	<p>The Club has employed several full time supervisors and continues to advertise for permanent positions. These staff are/will be deployed at relevant transport hubs: Northumberland Park, White Hart Lane, Seven Sisters and Tottenham Hale. They are/will act as the main point of contact for all external agency and station staff.</p> <p>In addition, the Club has redeployed stewards to various locations following direct feedback from local residents. This includes positioning stewards at the entrance to Lancaster Close and Bergen Apartments as well as ensuring the consistency of staff at locations closest to the stadium with specific requirements e.g. Worcester Avenue</p>
Litter and ASB	The Club and the Council have established street cleansing and waste collection protocols for MNFEs whereby they will agree a level of service (e.g. Platinum) for a particular event. The service is carried out by the Council's contractor, Veolia at the expense of the Club.
Economic benefits	This is explained in the letter.
Ensuring benefits for traders in Tottenham	<p>The Club has worked closely to establish and maintain constructive working relationships with a range of businesses across North and South Tottenham.</p> <p>It should be noted that the Club carried out extensive consultation with the business community in reference to this application. That engagement includes convening a special meeting of businesses across N17 on Wednesday 20 March at the Stadium. Attendees of this meeting included the chair and executive committee of the Tottenham Traders Partnership; the Antwerp Arms; Café Lemon; the Victoria pub; Blooming Scent café; Queen of Hearts Floral Design; Goan Community Centre; Tottenham Community Sports Centre; McDonald's; Mother Hubbard Fish & Chips; Daughters United; True Craft; the Post Bar; and Chuku's.</p> <p>Many of the businesses consulted with are new to the area and are not existing members of the TTP, which has not yet met in 2024. It should be noted the last meeting of the TTP took place on Wednesday 27 September 2023 and was hosted at the Stadium.</p> <p>In addition to the consultation specific to this application, the Club has made every effort to work with businesses ahead of third-party events. This includes asking the NFL to convene Fans First Training on Monday 4 September ahead of the October NFL games in 2023. NFL staff were on hand to present to businesses how best to engage with NFL fans visiting the Stadium. Marketing materials and factsheets were made available to attendees, and we will look to replicate the session this year.</p>
The specifics of the review of toilets and signage	The Club has had festival style flags and signage designed which is now deployed in the areas around toilets to promote their usage. This includes the junction of Love Lane and Whitehall Street which has previously been identified as a problem area by members of the BCLG



	The quantity of toilets has long been approved with LBH. It was noted by Cllr Ali during the recent BCLG meeting on 19 June 2024 that report incidents of public urination were now “much less frequent”.
Improvements to communication of events	The Club knows of no-issues with current communication methods and has not received any complaints from residents or ward Councillors.
Concentration of events	See above – this is explained in the rational section above.
Working with local traders	For various commercial reasons we cannot sign up to the Business Charter in its current form but we can certainly commit to agreeing one on the proviso it works both for us and local traders and is written in tandem.
Concluding review of the Local Area Management Plan (LAMP) on a range of matters, including consultation with regard to the ‘Blue Book’ with the local community.	See the letter, which explains that the LAMP has been updated taking into account feedback from councillors and others.



APPENDIX 2: THFC RESPONSE TO COMMENTS ON THE LAMP

Issues raised	Our response	Relevant reference in the LAMP
<p>1) Additional event reminders should be sent to residents ahead of events and efforts should be made to increase sign ups to the Clubs email and SMS alert service</p> <p>This was raised at the LAMP briefing hosted with Cllrs in November 2022</p>	<p>The Club distributes letters containing event day information to all streets within 500m of the Stadium and tailored letters to neighbours in the immediate vicinity. The Club will increase the frequency of these letters for third-party events and when league or cup fixtures change at short notice.</p> <p>The Club will continue to operate the email and SMS alert service notifying residents of the above. Efforts have been made by the Club to increase usage with over 600 residents signing up to the service since last summer's concert season.</p>	Chapter 15 of the LAMP has a detailed description of the Club's approach to local communications.
<p>2) Additional parking restrictions should be implemented on a range of streets within the vicinity of the Stadium including Willoughby Road</p> <p>This has been raised at BCLG meetings</p>	The Club is currently consulting with LBH on roads in the surrounding area where existing parking restrictions are insufficient to maintain a desirable flow of traffic before and after each event.	Chapter 4 of the LAMP 'Major Event Day Controlled Parking Zones and other Parking Controls' sets out an overview of the Club & LBH approach to parking.
<p>3) Stewarding numbers should be increased around all four major transport hubs and repositioned to various locations with reported incidents of anti-social behaviour e.g. Moselle Place</p> <p>4) Residents in unique locations e.g. Bergen and Brooklyn apartments should be issued with parking permits enabling them to pass road closure check points when safe and appropriate to do so</p> <p>This has been raised by residents and Cllrs as part of the Club's consultation on proposals to increase the number of non-football major events</p>	<p>The Club has increased stewards around transport hubs & repositioned stewards where necessary. For example – stewards are now located at Moselle Place following reports of anti-social behaviour behind Brooklyn Apartments on the High Road. Staffing numbers increase for third-party events.</p> <p>The Club will look to provide paper permits to residents in Bergen and Brooklyn Apartments. In the meantime, stewards have been briefed and are aware of the need to allow access to and from where appropriate and safe.</p>	<p>Staffing for events is determined on an event by event basis and depend on provision at transport hubs</p> <p>Chapter 8 of the LAMP "Traffic Management Zone" details CPZ locations.</p>
<p>5) Residents in Bromley Road should have access to use their parking permits elsewhere in the local area when they are unable to park on their own street</p>	This decision ultimately sits with LBH,	Chapter 8 of the LAMP "Traffic Management Zone" details CPZ locations.



<p>during fixtures deemed 'high-risk' by the Met Police</p> <p>This has been raised by residents of Bromley Road as part of the Club's consultation on proposals to increase the number of non-football major events</p>		
<p>6) Toilets should be better signposted to events and match attenders to reduce frequency of public urination. This includes visible signage by major transport hubs, particularly White Hart Lane</p> <p>This was raised at the LAMP briefing hosted with Cllrs in November 2022</p>	<p>The Club has placed flag signage between Love Lane and Whitehall Street which is in place on every match and event day. The Club has also increased temporary signage to toilets at White Hart Lane station, signposting ticketholders to toilet locations immediately on exit from the station.</p>	<p>Chapter 16 of the LAMP 'Public Nuisance Management Plan' details external toilet locations.</p>
<p>7) Stewards at major transport hubs and TfL staff should be sufficiently briefed ahead of events so they can better direct events and match attenders. Where possible, regular staff should be deployed</p> <p>This has been raised at BCLG meetings</p>	<p>The Club briefs staff ahead of all football and third-party events and deploys regular staff at locations with specific requirements. E.g. the same traffic marshal is deployed at Worcester Avenue as they are well known to local residents.</p>	
<p>8) Walking route maps and the new Tottenham Hotspur Stadium website should be better utilized to alleviate pressure on transport hubs and generate increase footfall for local businesses</p> <p>This has been raised by local businesses during as part of the Club's consultation on proposals to increase the number of non-football major events</p>	<p>Walking route maps have been updated in the LAMP and in the draft Blue Book.</p>	<p>Chapter 7 of the LAMP "Management of Spectators arriving/departing on foot" details information about walking routes.</p>
<p>9) Toilets should be made available earlier on event-days to account for early arrivals</p> <p>This has been raised at BCLG meetings as part of the feedback following concerts</p>	<p>Toilets are now installed early pre-match and pre-event to ensure early arrivals have access to toilet facilities on arrival in the area.</p>	<p>Chapter 16 of the LAMP 'Public Nuisance Management Plan' details external toilet locations.</p>



<p>10) The hours of the CPZ should be extended beyond the current cut-off of 8.30pm to accommodate major events which do not end until later in the evening</p> <p>This has been raised at BCLG meetings</p>	<p>This is an issue for LBH.</p>	
<p>11) Parking enforcement by LBH should be more effective and consistent to reduce parking issues for resident on major event days</p> <p>This has been raised at BCLG meetings and by residents as part of the Club's consultation on proposals to increase the number of non-football major events</p>	<p>This is an issue for LBH.</p>	
<p>12) A uber/taxi plan should be devised to improve egress from the area post-event</p> <p>This has been raised at BCLG meetings and by residents as part of the Club's consultation on proposals to increase the number of non-football major events</p>	<p>The Club has explored a specific taxi/black cab location previously and it has been found to be ineffective. The Club continues to explore solutions with relevant stakeholders including TfL.</p>	<p>Chapter 9 of the LAMP "Management of Black Taxi and Private Hire Vehicle Management" details arrangements for private hire cars.</p>
<p>13) Additional off-street cycling racks should be introduced to encourage cycling and alleviate pressure on public transport</p> <p>This was raised at the LAMP briefing hosted with Cllrs in November 2022</p>	<p>The Club is not yet at 100% capacity for off-street cycle racks. The Club has carried out a review of existing locations which are well utilized. We will continue to assess the most appropriate locations for off-street cycle racks and promote communications with ticket holders.</p>	<p>Chapter 11 of the LAMP 'Cycle Management' outlines the cycle parking arrangements on event days.</p>
<p>14) The number of available toilets should be increased and accurately reflect fan movement pre-and post-event</p> <p>This was raised at the LAMP briefing hosted with Cllrs in November 2022</p>	<p>The number of toilets has been increased for both football and third-party events. Where required the Club has consulted with local businesses on recommended specific locations.</p>	<p>Chapter 16 of the LAMP 'Public Nuisance Management Plan' details external toilet locations.</p>
<p>15) Street cleansing and waste collection should be increased,</p>	<p>The Club is having ongoing discussions about waste collection with LBH</p>	<p>Chapter 13 of the LAMP "Street Cleaning" details</p>



<p>specifically bin collection to ensure that bins are not overflowing pre-event</p> <p>This was raised at the LAMP briefing hosted with Cllrs in November 2022</p>		<p>street cleansing operations.</p>
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APPENDIX 3: Socio-Economic Challenges

Evidence recently presented in support of the Compulsory Purchase of the High Road West area⁵ explained important context including:

- Tottenham has been an area where many local residents have faced significant barriers including high levels of deprivation, an under provision of good quality and affordable housing, a lack of access to training and employment opportunities, perpetually high levels of both serious and low-level crime and a poor quality of health and is consistently ranked as one of the most deprived area in the country (paragraph 3.3 and 3.4).
- Residents in North Tottenham face significant barriers to long-term and sustainable employment and have reduced access to training and skills opportunities. The area has a lower proportion of economically active residents (61.9%) in comparison to the Haringey (67.2%) and London (66.2%) averages. (paragraph 3.15)
- The High Road is a key opportunity for economic growth with priority given to spreading economic benefits beyond match days. Paragraph 3.18 stated as follows:

“3.18 The Council has specifically identified the High Road as a key opportunity to provide economic growth through the development of the Tottenham High Road Strategy 2019-2029. This focuses on how quality jobs for local people and a sustainable mix of employment is created on one of the borough’s main arterial routes. In particular, it states:

‘The new Tottenham Hotspur FC Stadium development will provide the catalyst for comprehensive regeneration of the Regeneration Scheme and the North Tottenham Local Centre. The priority is to ensure that, even on non-match days, the area is lively and attracts people to make the most of the Stadium development, the High Road, and wider urban realm improvements that will take place as part of this development. Provision is therefore proposed for new community facilities and leisure orientated retail development to further cement the area’s reputation as a premier leisure destination within North London.’

- Haringey has some substantial health challenges. It is the fourth most deprived borough in London, and the gap in healthy life expectancy between the richest and poorest areas within Haringey is 15 years for men and 17 years for women. Over a third of Year 6 school children are overweight and this disproportionately affects those in the most deprived areas.

⁵ Proof of evidence of Mr Peter O'Brien in respect of the London Borough of Haringey (High Road West Phase A) Compulsory Purchase Order 2023)



APPENDIX 4: EY REPORT

Tottenham Hotspur

An analysis of the Club's
socio-economic contribution
to the local area

December 2023



In this report

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Foreword



Peter Arnold
Chief Economist and Partner, EY

I am extremely pleased to introduce this report on the economic and social impact of Tottenham Hotspur. The opening of the Club's state of the art Tottenham Hotspur Stadium in 2019 has formed part of a wider ongoing regeneration of the area. The results are impressive – Tottenham Hotspur can be justifiably proud of the increasing impact it generates for the local economy and community.

Our analysis focuses on the 2021/22 season, which saw the return of fans after they had been unable to attend the vast majority of matches the previous season, as a result of the COVID-19 pandemic. Tottenham Hotspur makes a significant economic contribution within the local area and beyond. Overall, the Club's economic activity contributed a total of £344m in Gross Value Added (GVA)¹ and supported over 3,700 jobs in the tri-borough area,² whilst generating £194m of tax in the UK via direct and indirect channels.

Tottenham Hotspur invests a great deal in its local community, both through its Foundation and through wider initiatives undertaken by the Club. The report highlights how the Club and Foundation harness

the power of football to improve the lives of youth, foster employment, develop skills, and promote sport participation, health and wellbeing.

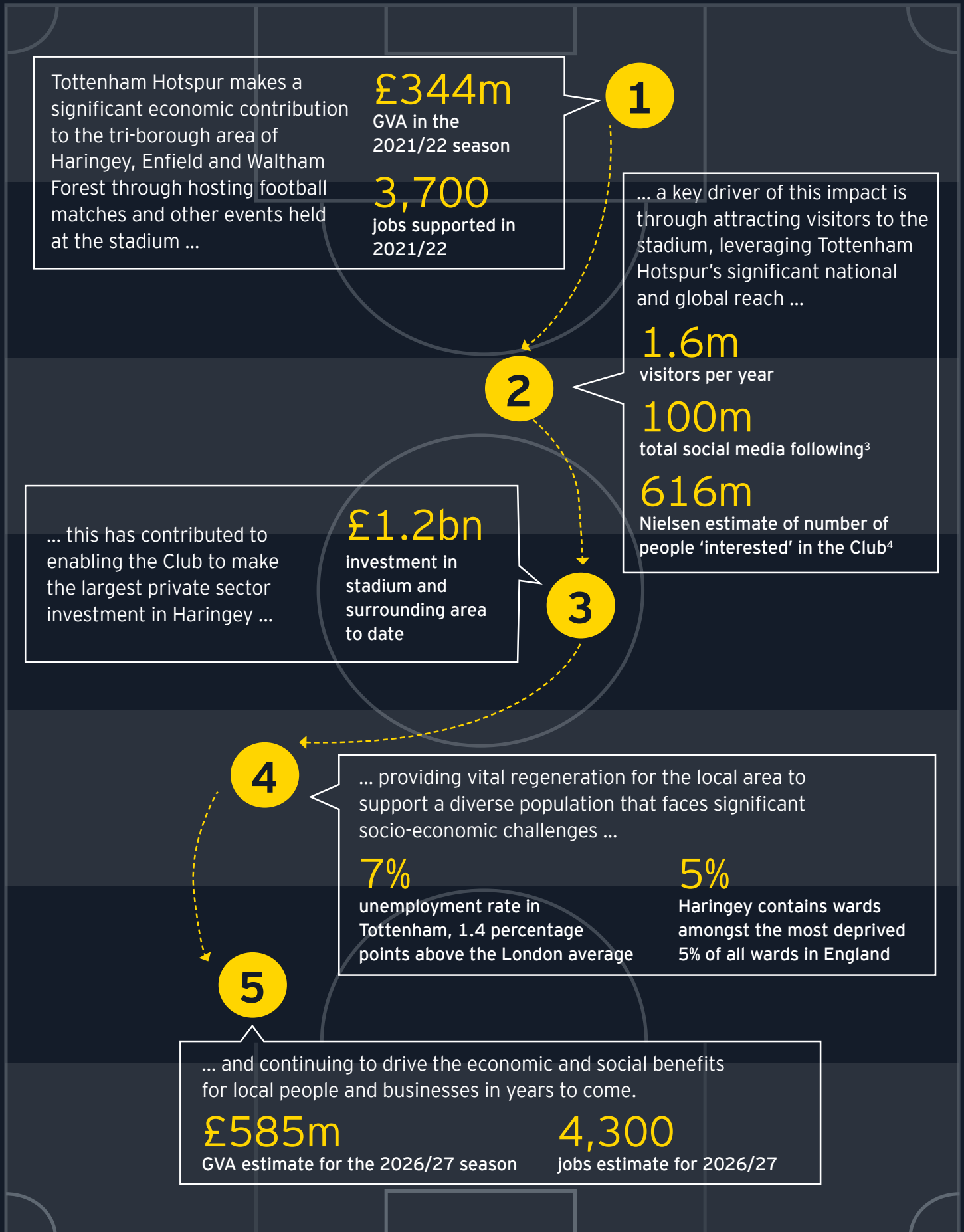
Since the report was carried out, Tottenham Hotspur Stadium has further established itself as a leading sport, leisure and entertainment destination in London. It became the only venue to host five nights during Beyonce's Renaissance World Tour 2023 – grossing \$42.2m, the highest-grossing engagement ever by a woman, a Black artist or any American artist – as well as hosting Red Hot Chili Peppers and Wizkid shows in 2023. The stadium is also included as one of 10 host venues for the UK & Ireland's UEFA EURO 2028.

The Club is passionate about Tottenham and committed to improving the lives and aspirations of those on its doorstep – whether that's through free sporting activity, support for local foodbanks or sponsoring a high-performing Sixth Form College on its stadium campus. The wider stadium development has already delivered benefits within the local area and with increased footfall and further regeneration to come – this is just the start.

1. Gross Value Added (GVA) is a measure of economic activity which can be viewed as the incremental contribution to Gross Domestic Product (GDP). It therefore provides a useful measure for understanding the economic contribution made by particular industries, or businesses, such as Tottenham Hotspur.

2. The tri-borough area is comprised of the London Boroughs of Haringey, Enfield and Waltham Forest. This area is the focus of the analysis in this report, to enable ease of comparison with the impact report commissioned by Tottenham Hotspur in 2015.

Executive summary



3. Tottenham Hotspur.

4. Nielsen 2019/20 Premier League Club Interest study.



Tottenham Hotspur has been an integral part of the community in Haringey for over 140 years, contributing significantly both socially and economically to the Borough and the wider tri-borough area that includes Enfield and Waltham Forest.

A significant contribution to the tri-borough economy ...

Tottenham Hotspur made a £344m GVA contribution to the economy of the tri-borough area in 2021/22 through the hosting of football matches and other events at the Stadium. This contribution was driven by attracting over 1.6 million visitors to the stadium, benefitting a significant number of local businesses.⁵ This, in combination with the many people employed directly by the Club, saw a total of over 3,700 jobs supported by Tottenham Hotspur.

Tottenham Hotspur Stadium is versatile, hosting a wide variety of events, including football matches, NFL games, rugby matches and concerts, as well as serving as a civic building and community hub. This enables the Club to deliver socio-

economic benefits to the tri-borough area that it would not otherwise be able to.

The Club's impact is generated by direct operations, spending in supply chains, wider economic spill-over effects, and the economic benefits of attracting visitors to Haringey and the tri-borough area. Overall, Tottenham Hotspur supported 11 full-time equivalent (FTE) jobs in the tri-borough area for every 10 FTE jobs employed directly. The majority of economic benefits were realised in Haringey, the London Borough in which the Club is based.

When aggregated across Greater London, the total GVA contribution increases to £478m and 5,100 jobs, this is derived from £888m of gross output⁶ stemming from Tottenham Hotspur's presence and activity. This activity generated £194m of tax revenues for the Government.

London Borough of Haringey



Tri-borough area



Greater London



5. Tottenham Hotspur's economic impact was also supported by generating commercial revenues, including broadcast income of £144m.

6. Gross Output is based on the total revenue or turnover in the economy that occurs as a result of Tottenham Hotspur's (and its Stadium's) presence, and the resulting output generated elsewhere in the economy.

... and the wider community

In addition to its economic impact, Tottenham Hotspur also delivers substantial social benefits to the tri-borough area, through the work of its Foundation and wider community programmes. This work is of vital importance, given the level of deprivation in the area: for example, in 2019/20, 25% of children were living in poverty, compared to 19% across London.⁷ The Club supports positive change across the areas of health and wellbeing, education and skills, sustainability, and diversity, equality and inclusion. The Club uses football as a tool for engagement with a diverse range of people and to address issues in the community.

The Street Soccer Academy, Premier League Kicks and To Care Is To Do are examples of programmes that aim to make a positive impact in the community by mentoring disadvantaged young people who are experiencing homelessness, have grown up in the care system or are not in education, employment or training.

Plan to expand impact

Over the next four seasons, Tottenham Hotspur projects there will be increased in-stadium and visitor expenditure as a result of an increased number of events at the stadium. This, in addition to a projected increase in commercial revenue, means that the Club's contribution to the tri-borough economy is expected to nearly double over the next five years, with GVA of £585m in 2026/27,⁸ supporting over 4,300 jobs.

Tottenham Hotspur's expected economic contribution to the tri-borough area in 2026/27⁹

£585m
GVA

4,300
Jobs supported



7. Greater London Authority.

8. The estimated increase in GVA contribution for 2026/27 is in nominal terms, i.e. reflects projected price increases during the period between now and then.

9. Projected GVA and jobs supported figures are based solely on stadium and event impacts (including visitor tourism), and increases in commercial revenues. Wider development activities are excluded and would have impacts additional to these projections.

2

Tottenham in context

2.1. Introduction

2.1.1 This report evaluates the socio-economic impact of Tottenham Hotspur, focusing on a tri-borough area of London which comprises Haringey, Enfield and Waltham Forest, and the wider Greater London region.

2.1.2 The tri-borough area is selected as the geographical area of focus to enable comparison to the 2015 socio-economic impact report commissioned by Tottenham Hotspur. EY's analysis is based on the 2021/22 season and informed by information provided by Tottenham Hotspur, in addition to other sources.

Scope of this report

The report covers the following:

2.1.3 Economic impact:

Club operations: Tottenham Hotspur's day-to-day operations support economic activity directly, as well as local supply chains.

Tourism: Tottenham Hotspur attracts visitors from across the UK and abroad, for football matches, third-party events and visitor attractions hosted at Tottenham Hotspur Stadium.

2.1.4 Social impact:

Activities in the community: various programmes that deliver improved outcomes across health, education and community cohesion.

Key partnerships: Tottenham Hotspur's partnerships with the local community drive important benefits for individuals engaging with the Club and associated programmes.

2.1.5 Future impact:

Following the opening of the Stadium in 2019, Tottenham Hotspur's impact has continued to grow. This analysis forecasts the Club's economic impact in five years' time, during the 2026/27 season.

2.2 Tottenham Hotspur overview

Tottenham Hotspur within the tri-borough area and London

2.2.1 Greater London has a population of nine million, 0.9 million of whom reside in the tri-borough area (including 0.3 million in Haringey).¹⁰

Figure 1: Tottenham Hotspur Stadium and the tri-borough area within Greater London¹¹



10. ONS (2021) Estimates of the population for the UK, England and Wales, Scotland and Northern Ireland.

11. By TUBS – This vector image includes elements that have been taken or adapted from this file: CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=17530397>

Tottenham Hotspur Football Club

2.2.2 Founded in 1882, Tottenham Hotspur is one of Europe's leading football clubs having won 14 major domestic trophies (including two league titles) and three European trophies. It is one of only six teams to have competed in the Premier League since its inception in 1992 and competed in the European showpiece Champions League final as recently as 2019.

2.2.3 Its women's team, founded in 1985, has played in the Women's Super League since the 2019/20 season, having secured promotion and gained professional status in 2019.

2.2.4 Off the pitch, the Club does a significant amount of work to benefit the local community. A core part of this is its contribution to the regeneration of the Tottenham area, led by the recent completion of Tottenham Hotspur Stadium. The Club also has a number of initiatives to promote environmental sustainability, diversity and inclusion, and to support charities and good causes. In addition, Tottenham Hotspur Foundation delivers a number of programmes for the benefit of a wide range of participants. Section 4 of this report provides an in-depth assessment of Tottenham Hotspur's social impact.

Tottenham Hotspur Stadium

2.2.5 Tottenham Hotspur played its matches at White Hart Lane stadium from 1899 until the 2016/17 season. The Club announced plans to build a new ground (Tottenham Hotspur Stadium) in 2008, which opened towards the end of the 2018/19 season.¹²

2.2.6 Tottenham Hotspur Stadium has a capacity of 62,850, significantly more than the 36,300 capacity of White Hart Lane. This enables more fans to watch matches live, generating economic benefits to local businesses, as more visitors are attracted to the area to spend money. The expansion has also formed part of the London Borough of Haringey's ongoing planning aspiration to create London's next premier sports and entertainment destination.¹³ The Stadium is multi-purpose, allowing the Club to host a number of third-party events, including NFL games, boxing matches, and concerts, bringing footfall and expenditure outside of matchdays, further boosting the local economy and increasing revenue coming into the Club.

A global brand

2.2.7 Tottenham Hotspur is a globally recognised brand, with an estimated 54 million fans across the world.¹⁴ The Club regularly plays pre-season matches outside of Europe to connect with its fanbase in different countries, most recently travelling to Perth, Bangkok and Singapore for matches in 2023. The club also has a combined global social media following of 100 million across all platforms.¹⁵

2.2.8 This global popularity enables Tottenham Hotspur to welcome fans from across the world for its matches. As one of only 20 Premier League clubs, Tottenham Hotspur's global profile puts the area of Tottenham on the map, and has the potential to create opportunities for inward investment that would otherwise not exist.



12. Matches were played at Wembley Stadium, the England national team's home stadium in north-west London, in the interim.

13. Tottenham Hotspur.

14. Tottenham Hotspur; Nielsen.

15. Tottenham Hotspur.

2.3 Socio-economic context

Deprivation

2.3.1 Both Tottenham and the wider tri-borough area face more challenging socio-economic conditions than much of London and the UK as a whole. In 2019, Haringey contained wards amongst the 5% most deprived wards in England.¹⁶ This creates a risk that parts of the local community are disenfranchised, which in turn increases the relevance of the Club's community programmes.

2.3.2 Median gross weekly pay in the tri-borough area was £631 in 2020, 17% and £130 below the London average. Tri-borough earnings increased by 21% from 2014¹⁷ to 2020, by comparison to 15% for London (in nominal terms¹⁸).

2.3.3 12 years after the Tottenham Riots, North Tottenham remains the most deprived area of the London Borough of Haringey and is within the top 10% most deprived neighbourhoods in England. In addition, 20.7% of households in Haringey are considered to be overcrowded – the sixth highest in London.¹⁹

17%

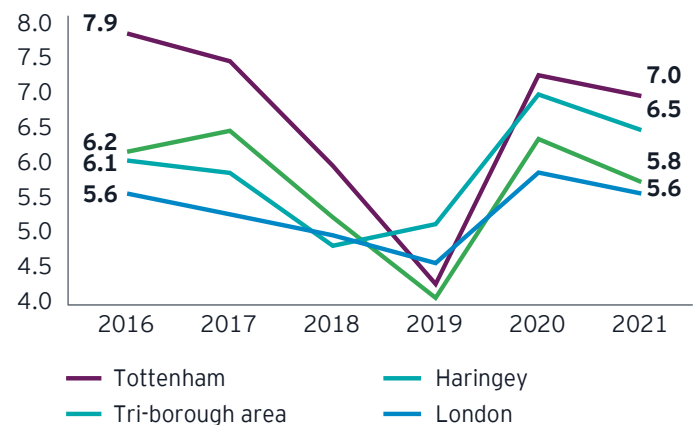
Earnings gap between the tri-borough area and London average

Unemployment

2.3.4 Figure 2 shows that the unemployment rate has been higher in the tri-borough area than London as a whole, with the exception of 2018.

2.3.5 The COVID-19 pandemic and resulting lockdowns in 2020 meant unemployment increased throughout London. However, the tri-borough area was harder hit, leading to an increase of 1.6 percentage points (pp) – compared to 1.3pp in London generally – to a peak unemployment rate of 6.7% in 2020.²⁰

Figure 2: Unemployment rate, proportion of residents, 2016-2021 (%)



Source: Office for National Statistics (ONS) UK



16. English Indices of Multiple Deprivation 2019; <https://data.london.gov.uk/blog/indices-of-deprivation-2019-initial-analysis/>

17. 2014 was the final year of the period examined in the equivalent analysis in the previously commissioned socio-economic impact of Tottenham Hotspur.

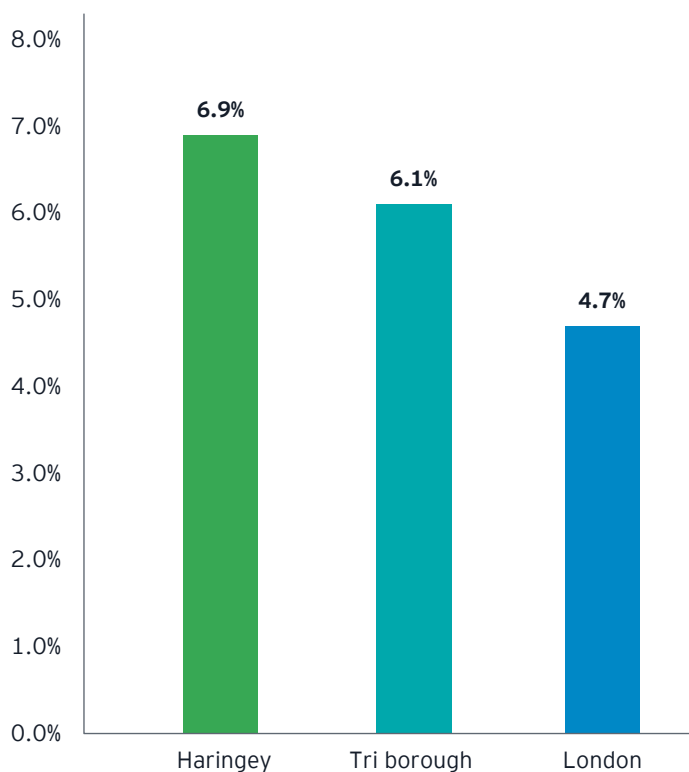
18. The stated earnings increases have not been adjusted for inflation.

19. OCSI – Census 2021.

20. Office for National Statistics (ONS) UK.

2.3.6 The number of people claiming unemployment related benefits can be reflective of a level of poverty and lower standards of living. Figure 3 shows that there is a higher proportion of the population claiming job seekers allowance and universal credit in Haringey than the rest of the tri-borough, which in turn is higher than the London average, illustrating one aspect of a challenging socio-economic environment.

Figure 3: Claimant Count of Job Seekers Allowance and some Universal Credit Claimants (%)

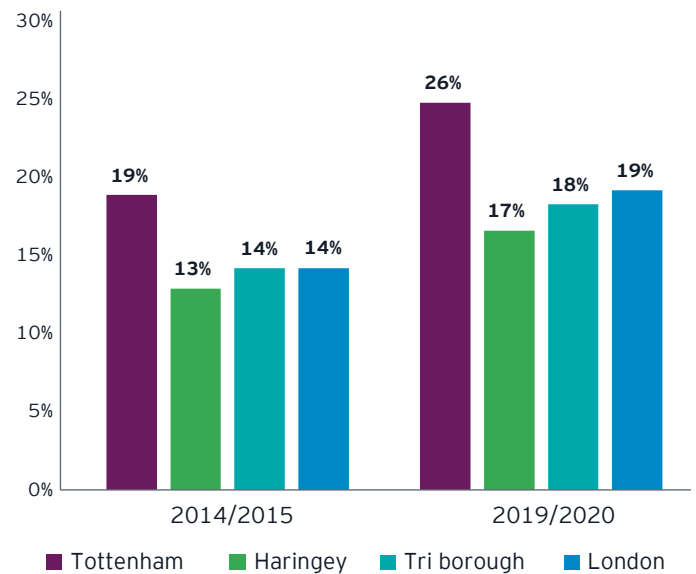


Source: ONS

Child poverty

2.3.7 Figure 4 shows that child poverty²¹ in Tottenham²² was 26% in 2019/20, seven percentage points above the figure for London. This gap appears to be widening: in 2014/15, 19% of children in Tottenham lived in poverty, compared to 14% in London as a whole.²³

Figure 4: Child poverty (%), 2014/15 vs 2019/20



Source: Greater London Authority

2.3.8 Tottenham Hotspur contributes to the education of children in the local area through its investment in the London Academy of Excellence Tottenham (LAET) school. LAET has had an immediate impact, increasing educational standards and attainment. Refer to Section 4.3 for further details of LAET.

Crime

2.3.9 Crime in North Tottenham is 78% higher than the London average, including a 92% and 45% higher 'violence against the person rate' compared to London and Haringey respectively.

2.3.10 Several surveys of Haringey residents suggest that crime is prevalent enough to damage perceptions of public safety:

- ▶ 15% of residents say they feel unsafe when outside in their local area after dark.²⁴
- ▶ Residents of North Tottenham (49%) and West Green & Bruce Grove (24%) are most likely to say they feel unsafe after dark.²⁵
- ▶ 11% of Year 8 and 10 students in Haringey report having been a victim of violence or aggression in the area where they live in the last 12 months.²⁶

21. Child poverty is defined as children under 16 living in low income families.

22. Tottenham is defined for the purposes of this comparison as covering the wards of Tottenham Green, Tottenham Hale, Northumberland Park, White Hart Lane and Bruce Castle.

23. Greater London Authority.

24. Haringey at a glance – State of the Borough December 2021.

25. Haringey Residents Survey 2018.

26. Health Related Behaviour Survey 2017.

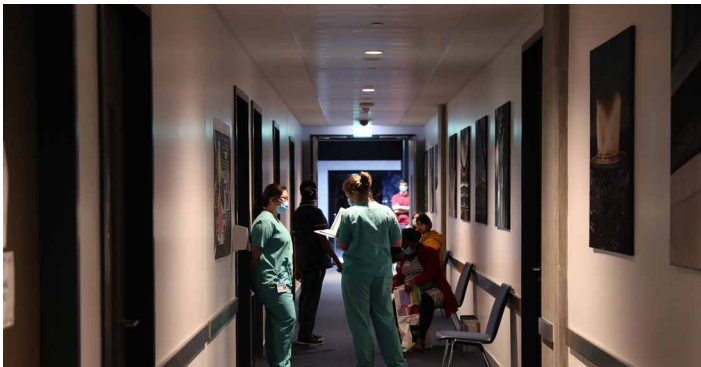
2.4 Regeneration: Tottenham Hotspur Stadium

Overview

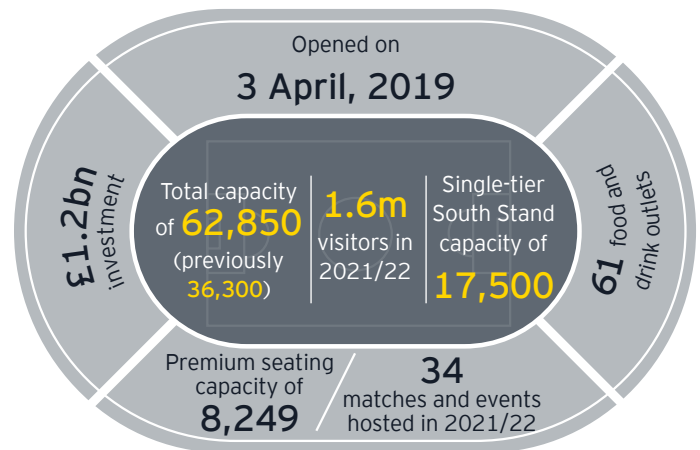
2.4.1 Tottenham Hotspur has long been embedded in the Tottenham community, having called the area home for over 140 years.

2.4.2 Following the riots of August 2011, which originated in Tottenham, the Club pushed forward with the construction of the new stadium as well as a host of associated infrastructure, including new Club offices, a new supermarket, new schools, a permanent home for the Tottenham Hotspur Foundation, and the Tottenham Experience – a seven-day-a-week leisure destination that includes the Spurs Shop, Stadium Tours and the Dare Skywalk.²⁷

2.4.3 The new stadium forms part of the wider ongoing Northumberland Development Project (NDP), which totals £1.2bn investment by the Club to date. As well as the stadium itself, this includes development of residential, commercial and public realm elements on the surrounding land.²⁸ This represents the largest private investment Tottenham has seen.²⁹



The new Stadium in numbers



2.4.4 The stadium provides a civic building and community asset that extends beyond the world of sport, entertainment and leisure. Since opening:

- ▶ Nearly **9,000** local people received COVID-19 jabs at the stadium.
- ▶ **41,500** appointments were held by the North Middlesex Hospital, having temporarily transferred its Women's Outpatient Services to the stadium during the first COVID lockdown.
- ▶ The stadium accommodated drive through **COVID-19 testing** from April 2020 – February 2021.
- ▶ A **blood donation event** was held in June 2021, encouraging more people from the Black community to become blood donors.
- ▶ The stadium was Haringey **Council's hub** for the general election vote count in December 2019 and local Council elections in 2022.

“

We did not just want to build a stadium. We wanted to change the prospects for those that live in this part of London. We see it as bringing hope, prosperity and uplift to Tottenham, embracing the local community. If you live here, you should be able to study, work and play here.

Daniel Levy, Chairman, Tottenham Hotspur

27. Tottenham Hotspur, To Care Is To Do.

28. The southern end of the site is still to be developed, including a hotel, leisure facilities and residences.

29. Tottenham Hotspur.

Northumberland Development Project³⁰

2.4.5 The NDP is a mixed-use development project that centres around the new Tottenham Hotspur Stadium, built on the site of the old White Hart Lane stadium in 2019.

2.4.6 Phase 1 of the NDP was the Northern Development, a new five-storey building accommodating the largest central London Sainsbury's store and Gym, with 402 undercroft parking spaces in use on matchdays and non-matchdays. The upper levels are home to the award-winning London Academy of Excellence Tottenham and Tottenham Hotspur's offices.³¹

2.4.7 The development also includes the Tottenham Experience – home to Europe's largest Club Shop, Stadium Tours, the Dare Skywalk and Dare Skywalk Edge. Future plans include 585 new homes and a 180 room hotel, and F1 DRIVE – London, the world's first in-stadium electric karting facility, in partnership with Formula 1.

Wider regeneration of the Tottenham area

2.4.8 The Club's history is closely intertwined with the heritage of its local area, much of which has been restored and incorporated into the wider stadium development scheme. This includes Warmington House – home to the OOF Gallery;³² Percy House – the headquarters of the Tottenham Hotspur Foundation, Northumberland Terrace (home of the Sarabande

Foundation);³³ and the Corner Pin pub – now operated by Tottenham-based Beavertown brewery.

2.4.9 The scheme has facilitated the delivery of 400 new homes in the local area, over 70% of which is affordable housing.³⁴

Concerts at Tottenham Hotspur Stadium³⁵

Tottenham Hotspur Stadium hosted five concerts from Beyoncé's Renaissance World Tour from 29 May to 4 June 2023 attracting both tourism and investment into Tottenham:

- ▶ During the week of the concerts, figures from Haringey Council show an increase in footfall on Tottenham High Road of over 104,000, an increase of 60% on the previous week.
- ▶ Chuku's, a Nigerian tapas restaurant situated on the High Road, received an £8,000 funding grant from the Beyoncé's BeyGOOD foundation in advance of the concerts.
- ▶ 500 tickets were distributed by the Club to community groups, local projects and residents.



30. Northumberland Park is a ward in the Tottenham area of London Borough of Haringey, in Greater London, England.

31. KSS Group, Northumberland Development, Haringey – Project Details.

32. OOF Gallery is a contemporary art gallery focused on football, located in Warmington House at Tottenham Hotspur Stadium.

33. The Sarabande Foundation, established by the late designer Lee Alexander McQueen, provides scholarships and studio space for artists and hosts various events.

34. Tottenham Hotspur, To Care Is To Do.

35. Tottenham Hotspur.



3 Economic contribution

3.1 Approach to measuring economic contribution

3.1.1 Tottenham Hotspur makes a significant economic contribution to Haringey, the tri-borough area and Greater London. This is driven by the stadium's major events and visitor attractions bringing an increased number of people to the area throughout the year.³⁶ The impact of these activities can be broken down into three categories:

Direct impact

Resulting from the Club and the Foundation's activities, and visitors' expenditure in the stadium and at local businesses on event days.³⁷

Indirect impact

The additional economic activity in the region that occurs through the Club's supply chains.

Induced impact

The additional activity supported by employment incomes received by Club employees and those in the Club's supply chain.

3.1.2 This report considers the economic footprint of Tottenham Hotspur, the activities of the Club and its contribution to the wider economy through visitor spending. Figure 5 overleaf presents an overview of Tottenham Hotspur's key impact drivers, which inform the analysis. It is likely that there are further impacts resulting from the Club's activities, such as through connections with the retail and media sectors, which are not fully captured within this report.

3.1.3 In addition, the analysis provides a comparison with the results within the last socio-economic impact report commissioned by Tottenham Hotspur in 2015.

Gross Output	Gross value added	Employment	Tax receipts
<ul style="list-style-type: none"> Gross Output is based on the total revenue or turnover in the economy that occurs as a result of Tottenham Hotspur's (and its Stadium's) presence, and the resulting output generated elsewhere in the economy. 	<ul style="list-style-type: none"> Gross Value Added (GVA) reflects the additional value to the economy that is created from Tottenham Hotspur's (and its Stadium's) presence. This study focuses primarily on the GVA impact over gross output. GVA broadly equates to profits and employee salaries generated at each stage of the supply chain. 	<ul style="list-style-type: none"> The total number of full time equivalent (FTE) jobs created or supported by the total direct, indirect and induced effects of Tottenham Hotspur's (and its Stadium's) presence. 	<ul style="list-style-type: none"> The revenue generated for the Exchequer as a result of the economic activity (direct, indirect and induced). Taxes include employee income tax and National Insurance, VAT and corporation tax.

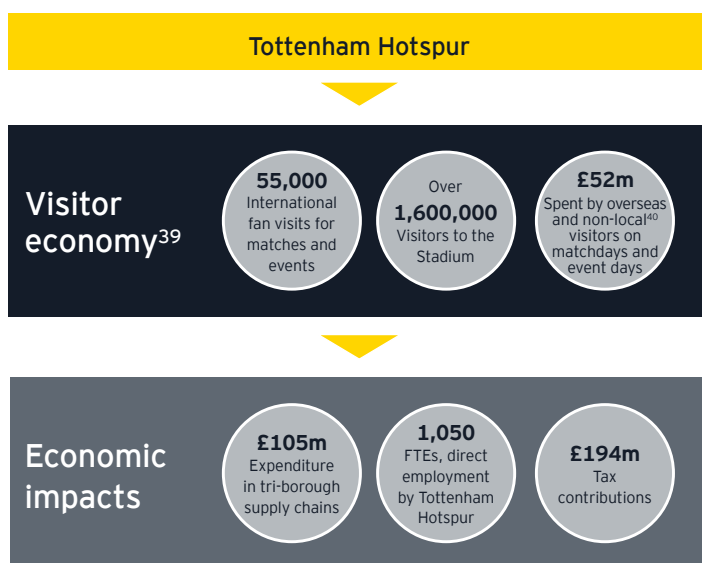
36. Whilst the 2021/22 season was largely unaffected by the COVID-19 pandemic, there may have been some impact of the emergence of the Omicron variant in November and December. Many people were forced into isolation and therefore may not have attended events at the Stadium that they otherwise would have.

37. Direct activity also includes the activities of Tottenham Hotspur Foundation, Northumberland Park Sainsbury's Superstore, and The London Academy of Excellence Tottenham (LAET).

Drivers of impact

3.1.4 Tottenham Hotspur's operations contribute to economic activity in Haringey and across the tri-borough area and the wider London region. The graphic provides an overview of some of the key statistics which feed into the economic impact analysis.

Figure 5: Tottenham Hotspur, economic impact drivers in the tri-borough area³⁸



38. EY figures: based on analysis of Tottenham Hotspur's information, UK national accounts data and various other sources.

39. Visitor economy contributions form part of the wider GVA and employment economic impact figures reported throughout this report. All figures presented in this section relate to the 2021/22 season, unless stated otherwise.

40. Additional spend is undertaken by international visitors and 'non-local' visitors, being those who reside in the UK but outside of the tri-borough area.

41. NFL game impacts are relatively high compared to other types of third-party event, driven by significant levels of visitor spend (including hotel expenditure) and commercial activity.

Economic impact of third-party events at Tottenham Hotspur Stadium

As well as Tottenham Hotspur football matches, Tottenham Hotspur Stadium has hosted a wide range of third-party events since opening in April 2019, including NFL, rugby, boxing and concerts.

Third-party events drive significant economic benefits to the local area surrounding the stadium, enabling greater contribution to the local economy through money spent by visitors to the stadium on accommodation, transport, food and drinks.

In addition, third-party events drive economic impacts through:

- ▶ Salaries of stadium employees
- ▶ Hire fees
- ▶ In-stadium visitor expenditure

The estimated impacts of each type of event (per event) are:

Figure 6: GVA contribution per third-party event type (£m)⁴¹

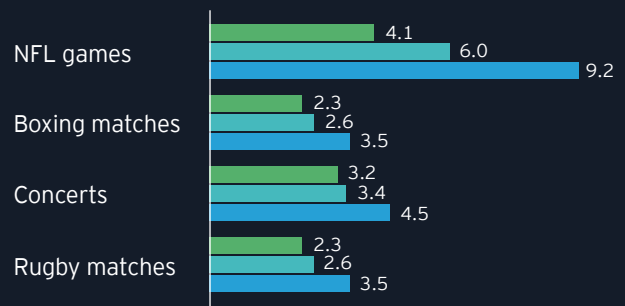
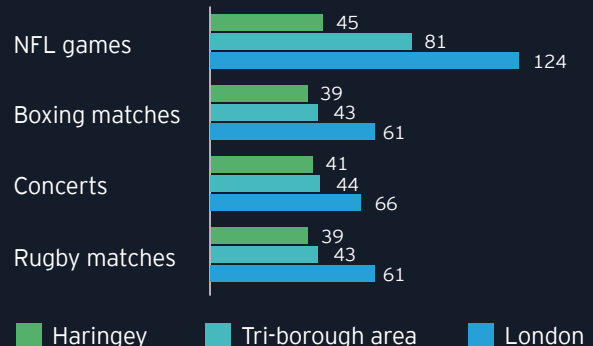


Figure 7: Jobs supported per third-party event type (FTEs)



During 2021/22 (and the following summer), the Stadium hosted two NFL games, two rugby matches, four concerts and a boxing match, generating £47m of GVA and over 700 jobs across London.

3.2 Gross value added

3.2.1 Tottenham Hotspur and its wider activities drive significant contributions to the local economy. These are quantified by GVA, which captures the additional economic value generated at each stage of the Club's impact.

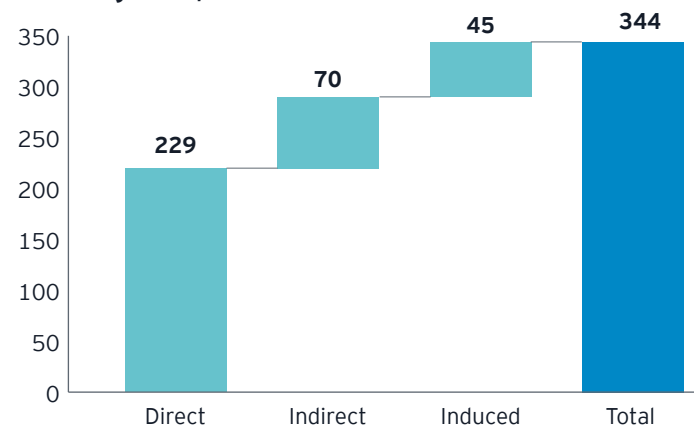
3.2.2 The starting point of our analysis is the direct GVA generated by the Club. This has two components: (i) 'onsite' activity, based on the expenditure of visitors within the stadium⁴² and the profits earned by the Club; and (ii) 'offsite' activity, direct visitor expenditure outside the stadium in the local economy.⁴³ Each of these has knock-on indirect and induced impacts.

3.2.3 Tottenham Hotspur generated a total GVA contribution of £344m in the tri-borough area in 2021/22, including both onsite and offsite activity. £229m of this relates to the direct (onsite and offsite) impact of Tottenham Hotspur's activities. A further £70m is stimulated by spending within the Club's local supply chains and £45m from spending of employment incomes.

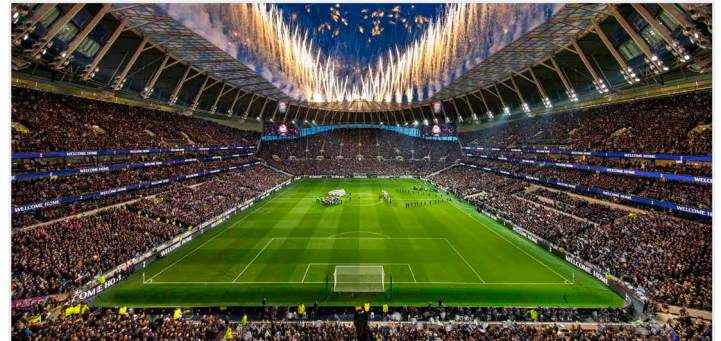
3.2.4 Within the London Borough of Haringey, Tottenham Hotspur contributed GVA of £296m.

3.2.5 Across Greater London, Tottenham Hotspur generated £478m in GVA. This is derived from £888m of gross output in London.⁴⁴

Figure 8: GVA contribution of Tottenham Hotspur in the tri-borough area, £m



London Borough of Haringey	Tri-borough area	Greater London
£296m	£344m	£478m
GVA in 2021/22	GVA in 2021/22	GVA in 2021/22



3.3 Employment

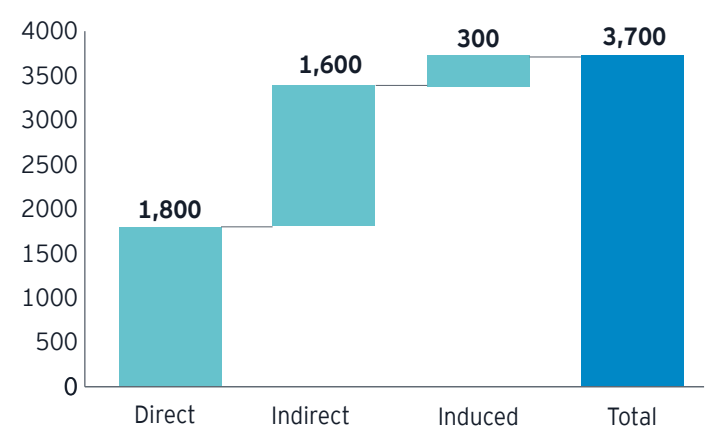
3.3.1 Tottenham Hotspur supported 3,700 FTE jobs in the tri-borough economy in 2021/22, increasing to 5,100 FTE jobs across Greater London.

3.3.2 1,800 FTE jobs were directly employed by the Club, with 1,600 supported throughout supply chains (the indirect effect) and a further 300 as a result of induced effects.

3.3.3 In Haringey specifically, the Club contributed 2,800 jobs.

3.3.4 Overall, Tottenham Hotspur supported 11 FTE jobs in the tri-borough area in total for every 10 FTEs employed directly by the Club.

Figure 9: Total employment impact of Tottenham Hotspur, FTE jobs in the tri-Borough area



London Borough of Haringey	Tri-borough area	Greater London
2,800	3,700	5,100
jobs in 2021/22	jobs in 2021/22	GVA in 2021/22

42. Onsite activity also includes the activities of Tottenham Hotspur Foundation, Northumberland Park Sainsbury's Superstore, and LAET.

43. EY analysed data from the ONS and VisitBritain on spending patterns of domestic and international tourists in the UK to derive an estimated spending profile for visitors.

44. In 2021/22 the estimated gross output generated in the London Borough of Haringey was £663m, whilst in the tri-borough area it was £693m. The gross output is based on the Club's revenue or turnover, and broader output impact in the economy. This is used to derive GVA, which measures the additional value to the economy, and is the focus of this study.

Economic impact of NFL games at the Stadium

During the 2021-22 season, Tottenham Hotspur Stadium hosted two NFL games, generating significant economic impacts for Haringey and for Greater London. Approximately 116,000 spectators attend NFL games at the Stadium each season; around 26% of these reside in London, 51% travel from elsewhere in the UK, and 23% are from overseas (with 5% of the total travelling from the US).

Visitor expenditure assumptions were estimated based on a spectator's origin (i.e. reside in the UK or overseas) and whether or not they stayed overnight, using survey data provided by the NFL and corroborated with data from the ONS and VisitBritain on spending patterns of domestic and international tourists in the UK.

£18m

Greater London GVA impact of the NFL per season, 50% of which direct

3.4 From White Hart Lane to Tottenham Hotspur Stadium

GVA

3.4.1 Tottenham Hotspur's 2021/22 GVA tri-borough contribution of £344m represents a 129% real terms increase on its 2015 contribution, when the Club played its matches at White Hart Lane stadium. The increase is primarily driven by:

- ▶ Greater numbers of visitors to the area, due to the increased stadium capacity and third-party events.
- ▶ Renewed broadcast arrangements.

Employment

3.4.2 Tottenham Hotspur's 2021/22 employment tri-borough contribution of 3,731 FTEs represents a 103% increase on its 2015 contribution. This increase is primarily driven by:

- ▶ An expansion of the Club's direct employment.
- ▶ Increased activity driven throughout the local economy as a result of more visitors coming to the area to visit the stadium.

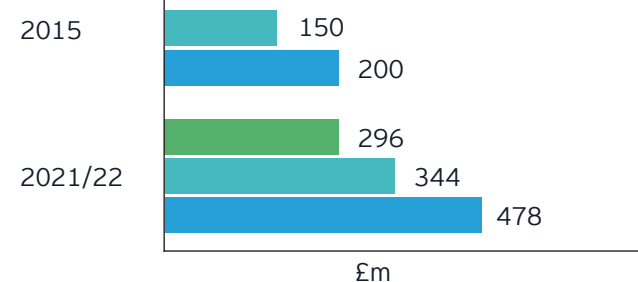
Tax

3.4.3 Tottenham Hotspur's 2021/22 tax contribution of £194m represents a 397% real terms increase on its 2015 contribution.⁴⁵ The increase is primarily driven by:

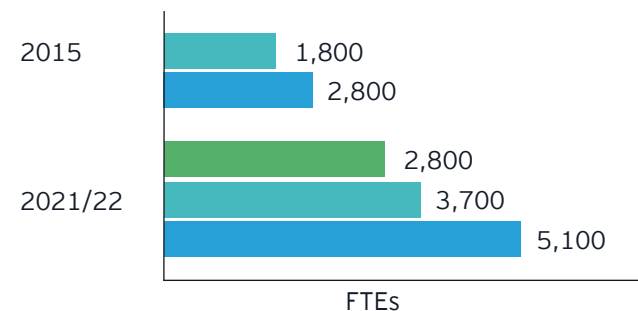
- ▶ Increased taxation paid by Tottenham Hotspur.
- ▶ Increased taxation paid by local businesses, due to a greater number of visitors to the tri-borough area and Greater London.
- ▶ Increased taxation paid throughout Tottenham Hotspur's supply chain.

Figures 10-11: Tottenham Hotspur's economic impact over time⁴⁶

GVA

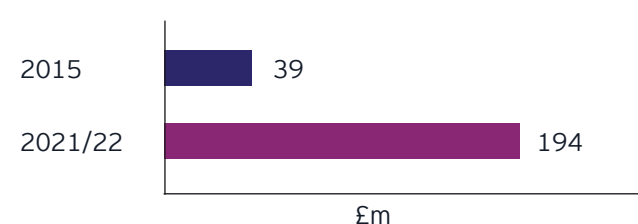


Employment



Legend: Haringey (Green), Tri-borough area (Teal), London (Blue)

Figure 12: Tottenham Hotspur's tax contribution over time⁴⁷



45. A nominal tax contribution consistent with the aggregate level of activity in the tri-borough area has been calculated. This entails using UK national accounts to estimate tax-to-GVA ratios for each tax, and applying these to Tottenham Hotspur's direct tax contributions to estimate indirect and induced tax generated by the Club's operations. The indirect and induced estimates are then added to the direct tax figure to arrive at a total tax contribution.

46. 2015 GVA figures are presented in constant 2022 prices. The 2015 nominal terms GVA contribution was estimated to be £123m, in the tri-borough area and £163m across London.

47. The 2015 tax figure is presented in constant 2022 prices. The 2015 nominal terms figure was estimated to be £32m.

4

Social contribution

4.1 To Care Is To Do

4.1.1 As a Premier League football Club with a global fanbase of millions, Tottenham Hotspur has the ability to use its unique platform to inspire and drive positive social change, advocate and raise awareness for good causes, instil a sense of pride and belonging amongst its fans, and contribute to prosperity and wellbeing to those living within the local community.

4.1.2 The Club recognises this responsibility and has a wide-ranging Corporate Social Responsibility programme at its core, focusing around the following areas:

- ▶ The Stadium-led regeneration of Tottenham
- ▶ The work of the Club's charitable Foundation
- ▶ Environmental sustainability
- ▶ Diversity & Inclusion
- ▶ Support for charities and good causes



4.2 Foundation programmes

4.2.1 Established in 2007, the Tottenham Hotspur Foundation is committed to creating life-changing opportunities for people across North London.

4.2.2 The Tottenham Hotspur Foundation has a long established and valued partnership with its local communities where there are significant socio-economic challenges. The Foundation delivers a range of creative, innovative and engaging programmes for people across the Club's local communities, strategically linked with national and local government agendas across two key areas: Youth, Employment and Skills, and Football, Sports, Health and Wellbeing. Examples of existing programmes include:



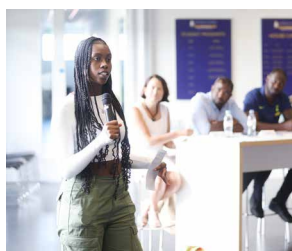
National Citizenship Service

Tottenham Hotspur Foundation is the delivery partner in Haringey, Enfield and Barnet for a two-week programme that aims to engage, unite and empower young people, building confidence and life skills to drive achievement, regardless of background, involving a residential trip followed by social impact project planning.

“

I can whole heartedly say NCS is the best programme I've ever participated in, in my whole entire life. I completed NCS with the Tottenham Hotspur Foundation from the 1st of August to the 12th of August. Our wave leaders were incredibly nice, they came with great vibes and energy, but were also empathetic. I was feeling poorly on the first night of the residential, and immediately the next day Tayo and Jadon did what they could to help me out and I was back to feeling 100% in no time. The people that I met on this wave were amazing and I am definitely not going to forget any of them. I am grateful to the Tottenham Hotspur Foundation for hosting the NCS programme that I attended and I know my life will be better because of it. Thank you!

Crystall, National Citizenship Service participant



Jobs Fairs

Hosted at Tottenham Hotspur Stadium, employers from a wide range of sectors are invited to exhibit job and apprenticeship opportunities to local people. The stadium held two Jobs Fairs in 2021/22, attended by over 3,500 people.

“

I was at the lowest point I could possibly be at — I thought my life was over and that nobody was going to employ someone with a criminal record. Approaching the end of my sentence, I saw that Tottenham Hotspur were recruiting in the prison I was at. I secured day-release to come to an interview and was put on a 2-week Customer Service course — from there, it's just been amazing. I've achieved so much and I'm now a Supervisor — I absolutely love it. If it wasn't for Tottenham Hotspur, I'd probably be back in jail.

Samantha, employed in the stadium on matchdays following a Tottenham Hotspur Foundation Jobs Fair



Street Soccer Academy

Street Soccer Academy is a personal development (Mindset coaching) and soft skills improvement programme delivered over ten consecutive weeks (one session per week), typically for 17-25-year-olds who are currently experiencing homelessness. They may include previous young offenders, long term unemployed and young people Not in Education, Employment or Training (NEET).

The programme aims to improve the mindset of participants, help to identify employability areas of both capability and interest, and develop key essential soft skills so individuals taking part will be ready and able to move into work, education or further training after successfully completing the programme. The emphasis is on fun, inclusion and wellbeing with the overarching aim to help make a difference to communities and the lives of disadvantaged young people.

Stats and Outcomes (2021-22)

- ▶ Two academy groups supported
- ▶ Total supported young participants: 24
- ▶ Total hours of support and education delivered: 80
- ▶ 92% of participants felt more positive and hopeful about their immediate future after successfully completing the Street Soccer Academy programme
- ▶ 83% of participants said they were more motivated to make a change in their life for the better as a result of successfully completing the Street Soccer Academy programme

- ▶ 100% of participants confirmed that by completing the Street Soccer Academy programme it had helped to improve their physical and mental health

Jonathan's story has been a prime example of what the programme fully represents from start to finish. He joined Street Soccer during the summer programme of 2021, initially seeming disinterested and quiet having previously been released from a football Club Academy. His interest in football was his main motivation in joining the programme. Jonathan's progression throughout his time with Street Soccer has been transformational, from being reserved and withdrawn to showing great leadership and even assisting with delivering football sessions. This year, Jonathan was offered a Traineeship with the Tottenham Hotspur Foundation, learning the different roles across all departments in the Foundation as well as continuing with the Street Soccer Academy Programme as a coach.



Jonathan, Tottenham Hotspur Foundation Trainee and Street Soccer Academy Programme coach

“

[Being released from a football club] destroyed me — I didn't know how to feel good. I fell out with my Nan, who I was living with, and ended up homeless. Imagine waking up every day thinking 'where am I going to sleep tonight?' — no-one should live like that. After spending a year on the Street Soccer programme, I've completely changed — I'm talkative and bubbly again. I realised I needed those life skills that it teaches to get myself back on my feet. I don't know where I'd be without it because I was crushed. Now I'm back to dreaming of becoming a professional footballer, or at least getting into coaching.

Jonathan Mady, Street Soccer participant

Premier League Kicks

Through the Premier League Kicks programme, Tottenham Hotspur Foundation works with young people at risk of becoming victims or perpetrators of serious youth violence, empowering participants through the delivery of bespoke workshops and activities based on individual needs. The programme inspires children and young people to achieve their potential and improve their wellbeing; working together to build stronger, safer and more inclusive communities.

“

I have been a part of this programme since the age of 14 and it has helped me become the person I am today. I have loved the journey from a Kicks participant, all the way through to now being a coach and I look forward to running more sessions with many more incredible young people.

Jadon Anderson, came through the Kicks programme and is now employed as a Global Football Development coach



NHS Health Checks

Based at community venues such as sports centres and libraries, delivered by our 'Spurs Nurse' with the aim of using the appeal of football to target men aged 45+ who are reluctant to visit a GP.

“

If it wasn't for the Spurs Nurse getting me to stop smoking, I'd have lost my leg.

Peter, a beneficiary of NHS Community Health Checks

To Care Is To Do

Flagship programme supporting children growing up in care, young adults leaving the care system and those who have left it, through mentoring, work experience and extra-curricular activities such as days out and cookery classes.

This programme is needed as children in care are statistically less likely than their peers to achieve top grades throughout all years of school. Research shows that 40 per cent of care leavers aged 19 to 21 are not in education, employment or training (NEET), compared to 13 per cent for this age group overall.

In 2021, the number of children looked after (CLA) by local authorities in England rose to 80,850, up 1% on the previous year and continuing the rise seen in recent years. Approximately 400 of these children reside in the local borough of Haringey.

To Care Is To Do delivers a range of personal development and enrichment activities including money management courses, social events and days out, cultural visits and counselling. In 2021/22, this programme achieved:

- ▶ 135 nominations for the Haringey Academic Achievement Awards (based on learning achievements and community engagement)
- ▶ 20 referrals for 1-2-1 mentoring based on a 12 week model of confidence building, public speaking, career development and transition into college/school.
- ▶ 83 individuals engaged in group sessions
- ▶ 63 1-2-1 and group sessions delivered

“

Going into care was tough but Spurs supported me along my journey. I'm now in the Sixth Form and hoping to go to University.

Wisdom, To Care Is To Do participant



Tottenham Hotspur Foundation has delivered To Care Is To Do for more than 15 years as it aims to help reduce the gap in educational achievement between children in care and their peers.

Shape Up With Spurs

A free health and activity programme delivered at community centres within Haringey and Enfield to promote health and wellbeing amongst local residents. Sessions include boxercise, yoga, pilates and cardio classes.

“

I never miss a session. The first time I came here, I was very nervous as I hadn't done anything for myself for such a long time, but the group was so welcoming. I left feeling so good that I just wanted more. We're all of different abilities and you don't worry about coming here — it's all inclusive. If I had to pay for these sessions, I wouldn't be able to afford it — it's fantastic and long may they continue.

Dawn, Shape Up With Spurs participant



4.2.3 The table below highlights additional Tottenham Hotspur Foundation programmes across its focus areas.

Programme	Overview
Premier League Primary Stars	Using appeal of football to inspire children to learn, be active and develop important life skills, Foundation coaches deliver educational sessions to help build students' confidence in the classroom, using examples from football to improve communication.
Premier League Inspires	A 10-week educational programme aimed at inspiring and motivating young people aged 11-16 who are disengaged at school, using the theme of football and sport to improve their attitude, relationships, and behaviour.
Move 4 You	Supports those living with and beyond cancer to remain active during and after treatment through a 12-session programme delivered by a specialist rehabilitation instructor, tailored to individual needs.
Employment Drop-in sessions	Hosted every Thursday at Percy House to allow residents to meet with an employment advisor who can support with CVs and interview preparation.
Spurred 2 Coach	A 6-week project which offers individuals the opportunity to get into football coaching and gain an FA Level 1 Qualification.

4.3 The London Academy of Excellence Tottenham

4.3.1 As part of the development of Lilywhite House, adjacent to the stadium, the Club decided to create an elite educational facility to sit alongside its new Club offices.

4.3.2 LAET is a state-funded Sixth Form, sponsored by the Club and Highgate School – the principal academic sponsors – who together with support from other leading independent schools, deliver expert teaching.

4.3.3 It prioritises local students most likely to benefit from an academically-rigorous curriculum and those from disadvantaged socio-economic backgrounds, giving Tottenham's brightest students the best possible chance of accessing top universities.

4.3.4 This is in the context of the school being situated within one of the 2% most deprived wards in the country, with 63% of its student body coming from the lowest two social groups, – being described as living in “struggling estates” or “difficult circumstances” – using the ACORN tool for socio-economic analysis.



Key Achievements

- 1 LAET was named the **Sunday Times Sixth Form College** of the Year, 2020 by Parent Power, The Sunday Times School Guide
- 2 In 2022, LAET achieved an '**Outstanding**' Ofsted rating across all areas
- 3 A-Level results have continued to improve year-on-year, with 2023 seeing an incredible **37% of grades** either A* or A with 72% A*-B – both significantly above national averages
- 4 Nearly **three quarters of students have gone onto Russell Group Universities** compared to 1% of Tottenham school leavers the year before LAET opened, with 45 students winning places at the Universities of Oxford or Cambridge since the school opened in 2017 and others electing to undertake prestigious apprenticeships
- 5 The achievements put LAET within the **top 2%** of state Sixth Forms nationally



5

Future economic contribution

number of events at the stadium

5.1 Future economic impact

5.1.1 This section of the report assesses the economic impact that Tottenham Hotspur is anticipated to deliver for Haringey, the tri-borough area and across London over the next five seasons.

GVA

5.1.2 Tottenham Hotspur's GVA tri-borough contribution is forecast to grow to £585m by the 2026/27 season, an increase of 70% over five seasons (in nominal terms). The increase is primarily driven by:

- ▶ Increased in-stadium visitor expenditure
- ▶ Wages and salaries paid to an increased number of local non-playing staff
- ▶ Renewed sponsorship and commercial arrangements.

5.1.3 The Club's GVA impact in the London Borough of Haringey is anticipated to grow from £296m in 2021/22 to £549m in 2026/27. Across London, the GVA impact during this period is forecast to increase from £478m to £748m.

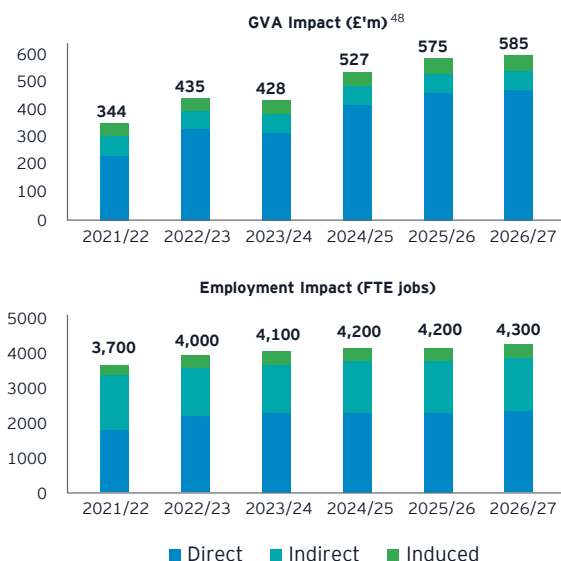
London Borough of Haringey	Tri-borough area	Greater London
£549m GVA in 2026/27	£585m GVA in 2026/27	£748m GVA in 2026/27
3,100 jobs in 2026/27	4,300 jobs in 2026/27	5,700 jobs in 2026/27

Employment

5.1.4 Tottenham Hotspur's tri-borough contribution in terms of employment is forecast to grow to nearly 4,300 FTEs by the 2026/27 season, an increase of 16% over five seasons. This increase is primarily comprised of an expansion of the Club's non-playing staff employment.

5.1.5 The number of jobs supported by Tottenham Hotspur in the London Borough of Haringey is forecast to grow from 2,800 in 2021/22 to 3,100 in 2026/27. Across London, the Club's employment may increase from 5,100 to 5,700 in the same period.

Figures 13-14: Tottenham Hotspur's forecast tri-borough economic impact over time



48. The reduction in GVA in 2023/24 reflects reduced revenue growth as a result of not playing European football in that season.

5.2 Future development plans

5.2.1 In addition to the significant investment that has been made in developing the Tottenham area to date, Tottenham Hotspur plans to develop nearly 1,500 new homes, a 180-bed hotel, leisure and cultural facilities.

5.2.2 These developments will drive economic activity in the tri-borough area through several channels:

- ▶ An increase in the population, with new homes likely to attract residents from outside the tri-borough area, thereby helping increase demand for local business.
- ▶ Increased local tourism, as visitors to the area make use of the hotel. This would generate income for the hotel itself, as well as increasing footfall for local businesses.
- ▶ New leisure and cultural facilities would have a similar impact, generating income directly and attracting more visitors to the tri-borough area. Fresh guidance from the Department for Levelling Up, Housing and Communities values the amenity impact of placemaking as part of a wider urban regeneration scheme.

Planned future developments

Goods Yard

Providing up to 500 new homes, including affordable homes, delivered across seven buildings. It will also include new public green spaces for the community to enjoy.

The Depot

Providing up to 400 new homes, including affordable homes, across four new buildings. It will also include well-designed new green spaces and a public realm, including a brand-new park, and the sensitive restoration of the Grade II listed building at 867-869 High Road.

Printworks

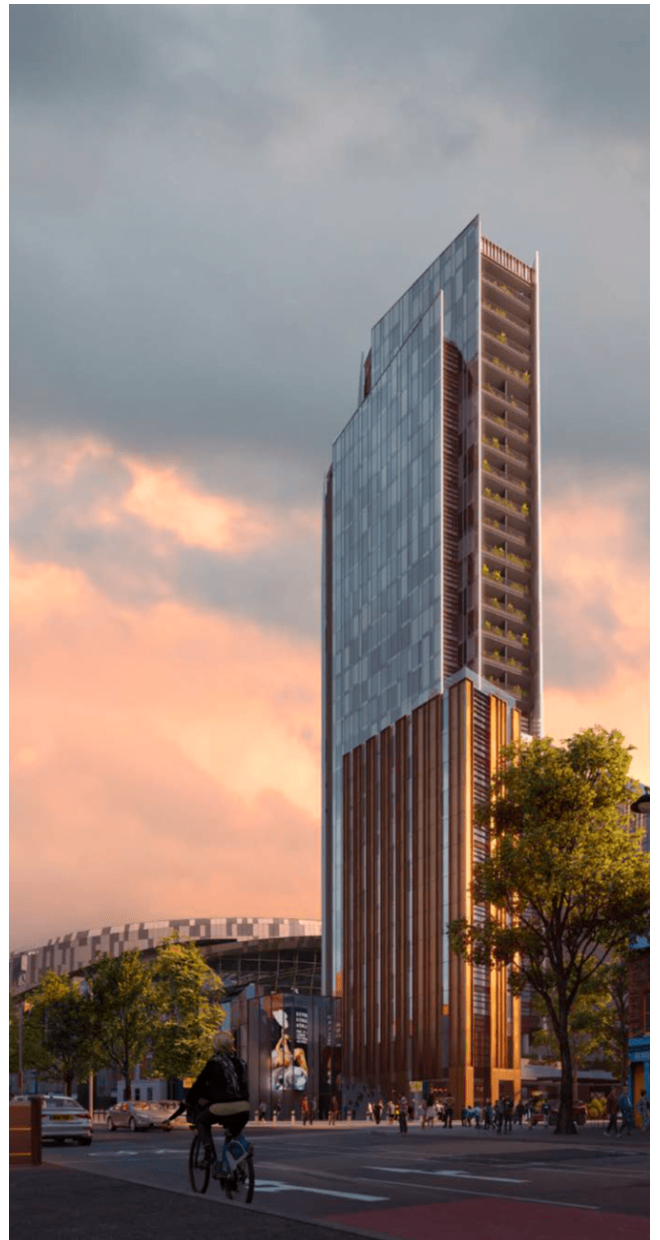
Providing a new purpose built high-quality student accommodation supported by commercial units and associated amenity spaces.

PAXTON17

The vision is for a vibrant commercial quarter where an infrastructure of restored and new buildings facilitates the development of a creative eco-system. PAXTON17 is already home to the Sarabande Foundation as well as F3 Architects, who were commissioned to design the internal spaces within Tottenham Hotspur Stadium. Future plans include the arrival of further arts and culture organisations building on Tottenham's reputation for producing some of the most prominent artists in the music industry today, fundamental to the London grime scene.

Hotel

The Club submitted a revised planning application in August 2023 for a circa. 180-room, 29-storey hotel, with 49 residential serviced apartments and 80 car park spaces.



Appendix

Study methodology

Economic impact

This report assesses the economic footprint of Tottenham Hotspur, based on the range of activities the Club undertakes. These activities include day-to-day commercial operations, matchday activities, hosting third-party events at Tottenham Hotspur Stadium,⁴⁹ and delivering community programmes. The impact of visitors attracted to the tri-borough area and their incremental spending is also captured in our analysis.

We have considered the economic impact of both 'onsite' and 'offsite' activity. Onsite activity comprises the expenditure of visitors across the Tottenham Hotspur Stadium campus, as well as the profits earned by the Club, whilst offsite activity relates to visitor expenditure outside the stadium with local businesses.⁵⁰ Across this activity, direct, indirect and induced impacts have been estimated. These impacts are described below.

Direct economic impacts

The direct impacts are based on information provided by Tottenham Hotspur and the NFL regarding operational costs, investment, tax liabilities, income, employment and event attendance. This information supports an assessment of the economic activity generated directly by Tottenham Hotspur. That is, the activity that results most immediately from Tottenham Hotspur's activities. This includes:

- ▶ Employment within Tottenham Hotspur, as measured by full time equivalents (FTEs).
- ▶ Gross Output of Tottenham Hotspur, measured based on revenue or turnover.
- ▶ GVA of Tottenham Hotspur, measured using the income approach (the sum of gross operating surplus, compensation of employees and net taxes on production).
- ▶ Tax revenue generated, including income tax and national insurance contributions.

Direct employment and GVA impacts are broken down by geography based on the primary location of the underpinning activity to provide impact estimates across the tri-borough area and London as a whole.

Indirect and induced impacts

The impact assessment includes not only the direct economic impact resulting from Tottenham Hotspur's activities, but also the economic activity stimulated through its supply chains (i.e., the indirect impacts) and additional activity supported by employment incomes and consumer spending (i.e., the induced impacts). This assessment is informed by a breakdown of Tottenham Hotspur's supply chain expenditure, which is categorised by major economic sector.

Indirect and induced impacts are estimated using EY's economic impact model, which estimates the GVA and employment 'effects' driven by direct sector spending. These effects show the further rounds of impact on the local or national economy for each £1 of supply chain expenditure.

The effects are driven by the structure of the local economy, including the extent to which the local economy relies upon imports from abroad and from elsewhere in the UK. This follows the input-output framework pioneered by Wassily Leontief and is based on national and local economic accounts.

Additionality

The economic footprint analysis presents a snapshot of Tottenham Hotspur's impact at a point in time. The analysis does not therefore seek to make adjustments or allowances for the additionality of impact, other than to attribute impacts to the geography within which they are expected to take place.

Future impacts

The future impact assessments in Section 5 of this report are calculated by applying EY's economic model to Tottenham Hotspur's forecast financials.

49. The direct impacts for visitor spending are based on: (1) event delivery (Stadium campus spend): for all events, revenue data provided by THFC; and (2) wider visitor expenditure, using third-party data. For concert impacts, EY analysed existing research on visitor spending from UK Music's flagship report, Music by Numbers 2020 and a third-party study for assessing the economic impact of concerts. For NFL and boxing impacts, EY analysed data from the ONS and VisitBritain on spending patterns of domestic and international tourists in the UK, to derive an estimated spending profile for visitors. EY verified and refined NFL inputs using data from the NFL. For operational event delivery, the costs incurred by THFC are included as part of the impacts.

50. EY analysed data from the ONS and VisitBritain on spending patterns of domestic and international tourists in the UK to derive an estimated spending profile for visitors.

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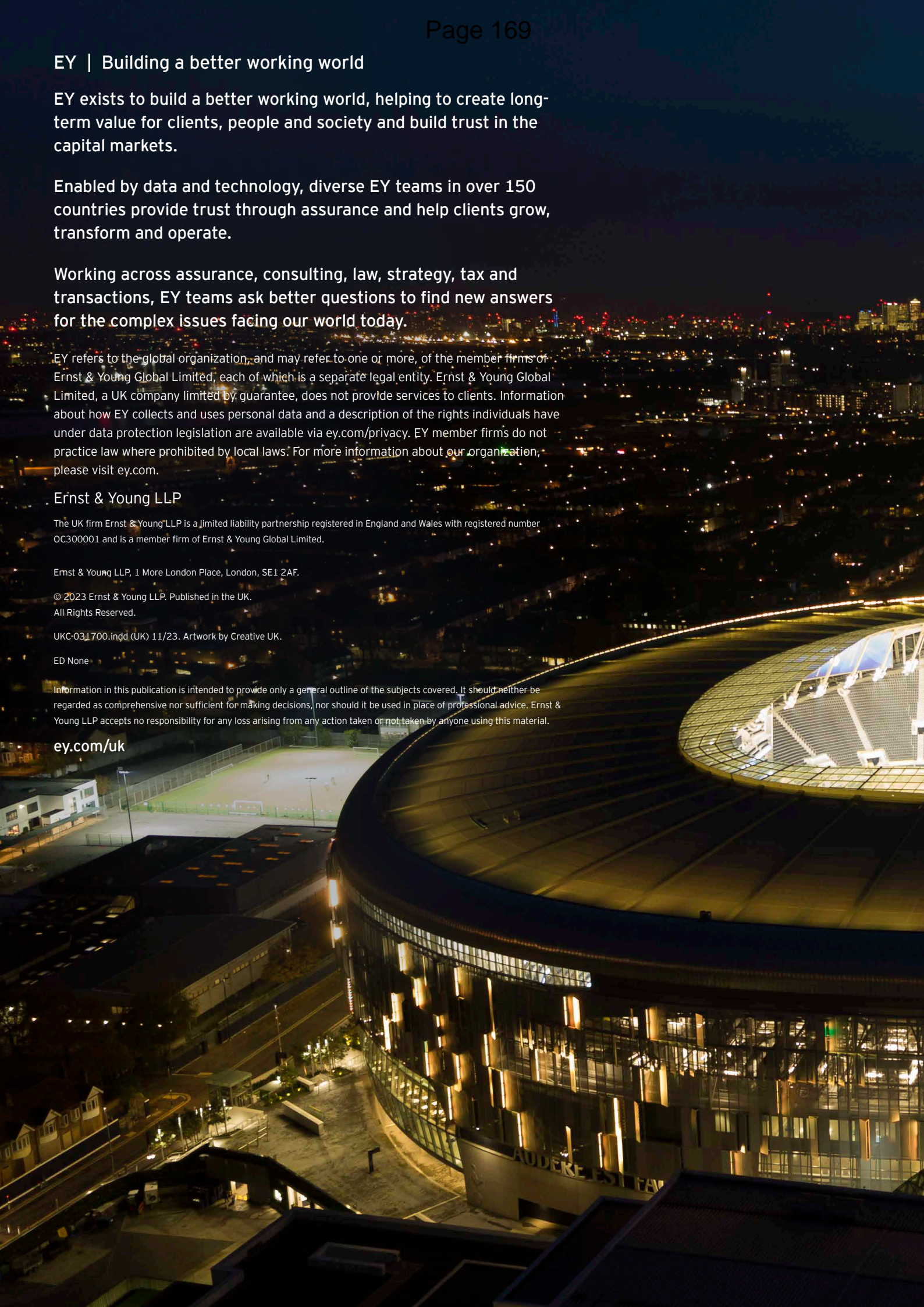
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ED None

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APPENDIX 5: SUMMARY AND CONCLUSIONS (APRIL 2024 MONITORING REPORT)

9. Summary and Conclusions

9.1 Mode Split

A mode split for events has been derived from spectator surveys and, where possible, checked against event day count data. Spectator surveys undertaken in 2022/23 used a mix of interview surveys and online surveys. The best response rate was achieved through the online survey issued by THFC which was part of a wider matchday experience survey. It is recommended that this method is used for future surveys where possible.

The results of the 2019 surveys indicated that the club is performing well against the MED Travel Plan targets and that continues to be the case with the events monitored in 2022/23. Rail and underground usage remained higher than the target mode shares for all events except for the boxing for which the lower Rail and Underground mode share can likely be attributed to engineering works on the London Overground. The boxing event had a significantly higher organised coach mode share.

The level of bus usage at the concert was also higher than the Travel Plan targets when compared to the targets for the non-THFC event. The boxing event also had high bus usage. In both cases this was likely to have been influenced by the long arrival window for these events with many spectators being able to arrive by bus directly outside the stadium before the road closures are implemented. Shuttle bus usage at all events was less than the target mode share, which is possibly due to a mode shift to Rail and Underground services. The number of spectators walking all the way was similar or slightly above the target mode share.

The concert event appeared to generate a combined sustainable mode share of around 86% to 88%, which is just above the Travel Plan target for non-THFC events. The boxing and THFC events generated lower combined sustainable mode shares which were just below the level of the average of the Major Events surveyed in 2019.

The number of spectators travelling by car to the concert was lower than the non-THFC mode share target. The Car mode share for the boxing event was just above the target for THFC matches. Of the THFC matches surveyed, the Sheffield United match appeared to have generated a Car mode share just above the Travel Plan target. Data for the Manchester United match showed a higher Car mode share, however the survey undertaken at that event did not provide a full range of sustainable mode shares for participants to choose from.

However, the other data sources collected suggest that the spectator survey may over-estimate rail and Underground and shuttle bus usage and may be under-estimating car usage. The 2019 event data suggested that at a worst-case car usage may be 26% for THFC events. Due to the range of event types surveyed in 2022/23 and the low number of each event type it has been difficult to draw conclusions on the 2022/23 data.

9.2 Parking

Usage of official car parks for competitive THFC events was similar to 2019 levels for the one event surveyed (Manchester United). The boxing event, which had a comparable attendance to the Manchester United match, generated less vehicles parked in official car parks despite appearing to have a comparable Car mode share. This may suggest that more people parked on street or in official car parks for this event. While some unofficial car parks were observed to be in use on event days, the number of unofficial car parks appears to have reduced since 2019.

The Major Event Day CPZ has undergone change since 2019 with a new CPZ introduced west of the A10 Great Cambridge Road while the Bruce Grove West CPZ, which covered residential areas west of Mount Pleasant Road, has been removed.

9.3 Rail Station Use

When White Hart Lane station was in use for events it attracted the greatest share of spectators who used stations. Flows volumes to the four main stations – White Hart Lane, Seven Sisters, Northumberland Park and Tottenham Hale – appeared well balanced for THFC events.

Typically, for departures White Hart Lane station has been used by around 10,000 – 12,000 spectators and around 6,000 – 9,000 have used Seven Sisters. Usage at Northumberland Park has varied from 2,000 – 11,000 and at Tottenham Hale from 2,000 – 6,000.

9.7 Street Cleanliness

Litter on the primary routes in the vicinity of the stadium – High Road, White Hart Lane, Park Lane, Worcester Avenue and Northumberland Park – has been observed to be well managed. Bins are generally kept from overflowing through regular emptying and bagging of litter which is then left beside bins for collection. The most challenging area in this vicinity is the west side of High Road outside the fast food outlets. Litter left on the street is generally cleared within a short period after the start of an event.

The level of litter that was observed on Park Avenue Road at the 2019 monitored events due to the fast food outlets located at the station has significantly reduced as these outlets no longer operate in the post-event period.

Some bins have been observed to be damaged resulting in them being less effective in containing litter on event days.

The bins outside Sainsbury's on Northumberland Park are often observed to have overflowed. These bins also have a high level of use on non-event days.

A greater instance of litter is found south on High Road outside the vicinity of the stadium. Here, bagged litter and other waste items are usually observed left adjacent to bins outside the businesses on High Road.

A comparison of event day to non-event day street cleanliness conditions made for the Manchester United event generally shows no significant difference between the two.

The availability of public toilets was monitored at the 2022/23 events. Observations suggest that the incidence of urination in public places was significantly greater for the boxing event than for previous sports and music events that have been monitored. "Hotspots" at the boxing event were noted just off of High Road on Pelham Road, and immediately outside Seven Sisters station.

9.4 Cycle Use

The proportion of spectators using cycles to travel to and from the stadium is still very low at less than 1%. However, there are signs that there has been an increase since 2019 both from the spectator survey results and from our site observations. This may be due in part to the increased availability of publicly accessible bikes such as Lime.

9.5 Traffic Management and Crowd Stewarding

The 2019 Monitoring report reported an improvement in traffic management and crowd stewarding from the time of the test events to the last event surveyed in that programme. Our observations at the 2022/23 events evidenced a clear evolution since 2019 in terms of planning and effectiveness of these measures.

Post-event queuing at White Hart Lane station for the surveyed 2019 events was primarily along the south side of White Hart Lane and queuing capacity was restricted by the water gardens that had been installed. This method also restricted pedestrian movement to destinations west of the station to the northern side of White Hart Lane. The relocation of queues to Love Lane and Whitehall Street creates greater queuing capacity in an area that is much easier to manage. Queue lengths in this area sometimes extended as far back as the junction with High Road.

The stewards at Northumberland Park station are now appear well-versed in how to manage queues on Park Lane and the use of the queue storage on Park Avenue Road. Some challenges remain at this location:

- Pedestrians routing to the station via Northumberland Park can bypass the queuing system on Park Lane. This increases the challenge of managing the queue on Park Avenue Road so that it does not extend back onto Willoughby Lane. No stewards or queue management measures are in place on Northumberland Park to manage this.
- People in the barrier queuing system on Park Lane are able to bypass the queue by routing north up Anglia Close onto Northumberland Park from where they can approach the station unimpeded.
- Willoughby Lane and Shelbourne Road are heavily trafficked in the post-event period and delays are exacerbated by pedestrian flows to the station. While this is unavailable, it has led to aggressive driver behaviour that conflicts with pedestrian safety.

The length of the barrier queuing system installed at Seven Sisters station has been observed to be sufficient to accommodate peak queue lengths. The challenge at this station lies in the way some pedestrians bypass the barrier system either by routing south along the eastern side of High Road and crossing at the junction with Broad Lane from where they can join the queue directly at the station access, or by routing south on the western side outside of the barrier system. This behaviour leads to the increased frequency of queues blocking back from the station access into West Green Road.

At Tottenham Hale station, queues have been observed to extend north to Watermead Way. It may be possible to reduce the likelihood of this occurring by increasing the length of the barrier queuing system, which has been observed to be set up with fewer barrier lengths than has been recorded in the event LAMP.

The start time of the Guns N' Roses concert was delayed by just under two hours. In this time, queues significant in size and density built up at the stadium access points. Information relating to the delay was not forthcoming to spectators, who were instead receiving notices from social media platforms on which spread rumours of the reason for the delay. Queuing spectators were largely well behaved, although our survey team registered that people were becoming increasingly irritated and less inclined to undertake the survey. Improved communication during the incident may have improved the situation.

The implementation of the road closures appear well-drilled and includes effective maintenance of access for local residents during the appropriate times. The club is keen to investigate ways to remove road closures earlier where possible.

9.6 Post-Event Spectator Retention

Spectator retention was recorded via the survey issued to spectators after the Sheffield United match. The survey showed that just over a quarter (28%) of spectators left the area within 15 minutes and just under 20% of spectators remained in the area for at least 1 hour. Approximately 20% of spectators remained inside the stadium for food and/or drink after the match and just over 50% of spectators went straight home.



APPENDIX 6: NMFE Impacts comparison

Updated Concert v Non-Concert MED 'Impacts' Comparison

Final (16-08-23)

Concert MEDs	Date	Official Attendance	RC Start	RC End	Duration	Max External Noise Level (dB L _{Aeq} 15 min)*	Noise Complaints	Other Complaints**
Guns'n'Roses	01/07/2022	36,889	16:30hrs	23:30hrs	7.0hrs	64	0	8
Guns'n'Roses	02/07/2022	42,069	16:30hrs	23:30hrs	7.0hrs	65	0	
Lady Gaga	29/07/2022	42,069	17:00hrs	23:30hrs	6.5hrs	65	0	5
Lady Gaga	30/07/2022	38,291	17:00hrs	23:30hrs	6.5hrs	65	0	
Beyonce	29/05/2023	45,000	17:00hrs	23:30hrs	6.5hrs	69	2	5
Beyonce	30/05/2023		17:00hrs	23:30hrs	6.5hrs	69	3	1
Beyonce	01/06/2023		17:00hrs	23:30hrs	6.5hrs	68	2	1
Beyonce	03/06/2023		17:00hrs	23:30hrs	6.5hrs	69	1	0
Beyonce	04/06/2023		16:30hrs	23:00hrs	6.5hrs	68	0	0
Red Hot Chili Peppers	21/07/2023	41,189	16:30hrs	23:30hrs	7.0hrs	69	0	0
Wizkid	28/07/2023	34,267	17:00hrs	23:30hrs	6.5hrs	67	1	1
Average		39,968	-	-	6.6hrs	67.09	0.8	1.9
Non-Concert MEDs	Date	Official Attendance	RC Start	RC End	Duration	Max External Noise Level (dB L _{Aeq} 15 min)*	Noise Complaints	Other Complaints**
Saracens v Bristol Bears	23/03/2022	33,248	13:00hrs	18:00hrs	5.0hrs	-	-	0
Challenge Cup Final: Wigan Warriors v Huddersfield Giants	28/05/2022	51,628	13:00hrs	18:00hrs	5.0hrs	-	-	1
NFL: Minnesota Vikings v New Orleans Saints	02/10/2022	57,968	08:30hrs	19:00hrs	10.5hrs	-	-	10
NFL: NY Giants v Green Bay Packers	09/10/2022	59,262	08:30hrs	19:00hrs	10.5hrs	-	-	3
Rugby Union: Barbarians v All Blacks XV	13/11/2022	31,309	12:00hrs	16:45hrs	4.75hrs	-	-	0
Boxing: Tyson Fury v Derek Chisora	03/12/2022	53,440	18:00hrs	23:30hrs	5.5hrs	63.7	0	11
Average		47,809	-	-	6.9hrs	63.7	0	4.2

*Limit is 75 dB L_{Aeq} 15 min

**Received via (a) Event Day phoneline; (b) Community Relations email inbox; and (c) other, e.g. direct, via Cllrs etc.

22

Illustrative schedule: 20 MINE									
Sun				1					
Mon				2					
Tue			1	3					
Wed	1		2	4					
Thur	2		3	5	Concert MINE	3	Concert MINE		1
Fri			1						
Sat			2	3	Concert MINE	4			
Sun	3	FA Cup fixture		4					
Mon	4			5	1				
Tue	5			6	Concert MINE	5			
Wed	6			7	Concert MINE	6			
Thur	7			8	Concert MINE	7			
Fri	8			9	Concert MINE	8			
Sat	9			10	Concert MINE	9			
Sun	10			11	Concert MINE	10			
Mon	11			12	Concert MINE	11			
Tue	12			13	Concert MINE	12			
Wed	13			14	Concert MINE	13			
Thur	14			15	Concert MINE	14			
Fri	15			16	Concert MINE	15			
Sat	16			17	Concert MINE	16			
Sun	17			18	Concert MINE	17			
Mon	18			19	Concert MINE	18			
Tue	19			20	Concert MINE	19			
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Thur	21			22	Concert MINE	21			
Fri	22			23	Concert MINE	22			
Sat	23			24	Concert MINE	23			
Sun	24			25	Concert MINE	24			
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Sun	38			39	Concert MINE	38			
Mon	39			40	Concert MINE	39			
Tue	40			41	Concert MINE	40			
Wed	41			42	Concert MINE	41			
Thur	42			43	Concert MINE	42			
Fri	43			44	Concert MINE	43			
Sat	44			45	Concert MINE	44			
Sun	45			46	Concert MINE	45			
Mon	46			47	Concert MINE	46			
Tue	47			48	Concert MINE	47			
Wed	48			49	Concert MINE	48			
Thur	49			50	Concert MINE	49			
Fri	50			51	Concert MINE	50			
Sat	51			52	Concert MINE	51			
Sun	52			53	Concert MINE	52			
Mon	53			54	Concert MINE	53			
Tue	54			55	Concert MINE	54			
Wed	55			56	Concert MINE	55			
Thur	56			57	Concert MINE	56			
Fri	57			58	Concert MINE	57			
Sat	58			59	Concert MINE	58			
Sun	59			60	Concert MINE	59			
Mon	60			61	Concert MINE	60			
Tue	61			62	Concert MINE	61			
Wed	62			63	Concert MINE	62			
Thur	63			64	Concert MINE	63			
Fri	64			65	Concert MINE	64			



APPENDIX 8: Event Record since March 2019

Year	Month	Day	Date	Event	Kick off / start time	High Road Closure	
2019	October	Sunday	6	Oakland Raiders @ Chicago Bears	18:00	08:00	20:45
		Sunday	13	Carolina Oanthers @ Tampa Bay Buccaneers	14:30	05:30	17:15
2021	September	Saturday	25	Anthony Joshua v Oleksankdr Usyk		17:00	23:30
	October	Sunday	10	New York Jets @ Atlanta Falcons	14:00	04:30	16:45
		Sunday	17	Miami Dolphins @ Jacksonville Jaguars	14:00	04:30	16:45
2022	March	Saturday	26	Saracens v Bristol Bears	15:00	13:00	17:40
	May	Saturday	28	RFL Wigan Warriors v Huddersfield Giants	15:00	13:00	17:45
		Friday	1	Guns N Roses	19:30	16:15	23:22
	July	Saturday	2	Guns N Roses	20:14	16:30	23:27
		Friday	29	Lady Gaga	20:30	17:00	23:45
		Saturday	30	Lady Gaga	20:24	17:00	23:35
	September	Sunday	2	Minnesota Vikings @ New Orleans Saints	14:30	12:30	17:15
	October	Sunday	9	New York Giants @ Green Bay Packers	14:30	12:30	17:15
	November	Sunday	13	Barbarians v All Blancks XV	14:00	12:00	16:45
		Saturday	3	Tyson Fury v Derek Chisora	20:30	18:00	23:08
2023	March	Saturday	25	Saracens v Harlequins	15:00	13:00	17:45
	May	Monday	29	Beyonce		17:00	23:30
		Tuesday	30	Beyonce		17:00	23:30
		Thursday	1	Beyonce		17:00	23:30
	June	Saturday	3	Beyonce		17:00	23:30
		Sunday	4	Beyonce		16:30	23:00
		Friday	21	Red Hot Chili Peppers		16:30	23:00
	July	Saturday	29	Wizkid		17:00	23:30
	September	Sunday	8	Jacksonville Jaguars @Buffalo Bills	14:30	08:30	20:20
	October	Sunday	15	Baltimore Ravens @ Tennessee Titans	14:30	08:30	20:25
2024	March	Saturday	23	Saracens v Harlequins	15:05	13:05	18:00
	May	Friday	24	EPCR Challenge Cup Final	20.00	18.00	23.00
		Saturday	25	EPCR Champions Cup Final	14.45	12.45	17.45
	June	Saturday	15	P!ink		17.00	23.30
		Sunday	16	P!ink		17:00	23.30



Summary of THFC Communications

There are various means by which the Club communicates with the public, broadly dividing into 1. those attending an event and 2. those not attending, but affected by it:

1. Those attending an event

- THFC's website (<https://www.tottenhamhotspur.com/the-stadium/>)
- Email communication to event attenders.
- THFC's social media channels for example via the Spurs Stadium account which has approximately 50,000 followers. Travel updates are typically retweeted by the main Club channel which has 8.8 million followers.
- The Events Factsheets that are shared with all transport partners, including LBH, LBE, TfL, Arriva, GA, MPS and BTP.
- Event attender emails are sent to all ticket holders providing the attendee has bought their ticket via the Club. This email includes information about travel including up-to-date advice on any closures. The Club will also liaise directly with the promoters who will mimic this advice in their own comms.

2. Those not attending, but affected by it

- a) Email and SMS alerts notifying residents when a third-party event is due to take place.
- b) The distribution of letters containing event day information to all streets within 500m of the THS including tailored letters to neighbours in the immediate vicinity.
- c) Event updates at the monthly BCLG meetings.
- d) Stadium digital signage.
- e) Advance warning signs (the yellow 'flip-signs') which list the next two forthcoming events.
- f) The Blue Book, which was distributed to 50,000 residents and businesses before the THS opened. The first full revision of the Blue Book has been carried out and will be completed and distributed upon approval of the LAMP.
- g) The Club also operates a 24 hour event day phonenumber on the day for any urgent issues.

TOTTENHAM HOTSPUR STADIUM








15 WAYS TO FIND OUT WHEN A MAJOR EVENT IS ON



LOCAL COMMUNITY

Did you know there are **15** ways you can find out when the next event is on at Tottenham Hotspur Stadium? This guide has been developed as part of the Club's comprehensive management plan for the new stadium and to ensure that the local community can easily find and access the information needed to help them plan around an upcoming event.

The below table explains the many ways event day information will be made readily available and widely publicised. Allowing you to identify the best way to access and share the most relevant information as easily as possible.

Online and Digital Resources		
1		View our guide for local residents and businesses on www.tottenhamhotspur.com/local . This link can be easily published on other websites.
2		eCalendar – Download or sync the Tottenham Hotspur Stadium calendar to your PC, Mac or smartphone to receive automatic updates for events at the new stadium from www.tottenhamhotspur.com/matches/first-team
3		Register with us for regular alerts at www.tottenhamhotspur.com/local . The latest alerts and key information will be sent out via e-mail about event day operations.
4		Visit www.tottenhamhotspur.com/ask-spurs and save as a favourite so you can quickly find out answers to any of your questions about the stadium or view our FAQs.
5		Call our interactive phone service at 020 3946 4040 to find out when the next match or event is scheduled and additional information about road closures and Controlled Parking Zones. Don't forget to save the number to your contacts for quick access later.
6		Follow the Club's Twitter account @SpursOfficial and receive updates about what is going on at the new stadium, including event dates.
7		Follow the Club's Facebook page @TottenhamHotspur and receive updates about what is going on at the new stadium, including event dates.

TOTTENHAM HOTSPUR STADIUM

15 WAYS TO FIND OUT WHEN A MAJOR EVENT IS ON



LOCAL COMMUNITY

On-street Displays and Warning Signs

8		Event day Controlled Parking Zone entry signs will be displayed on streets that are located on the perimeter of the CPZ. These signs have the date of the next event displayed at the bottom of the sign.
9		White Hart Lane, Northumberland Park, Seven Sisters and Tottenham Hale stations will have a notice board where event day information and up-to-date event schedules will be displayed. They will also explain how stations will operate after an event.
10		Parking suspension signs will be displayed on streets that have parking bays suspended during events. If an unauthorised car is parked in a suspended bay it may be relocated to a neighbouring street.
11		Advance warning signs will be put in place seven days before each event to inform you of when suspensions are in effect. Check the dates that are displayed on the bottom of these signs – there will be up to 40 located on key roads in the area, from the North Circular and Watermead Way to Alexandra Palace.
12		The Spurs Shop at the Tottenham Experience will display an up-to-date fixtures list within the shop. Ask a member of staff to locate the list.
13		Dates of upcoming events will be displayed on the new large screens featured on the exterior of the stadium.
14		Approximately 25 new digital way finding signs will be located on the stadium's campus and these signs will display upcoming event dates.
15		Strategic Variable Messaging Systems (VMS) signs will be displayed on the North Circular, M25 and other strategic roads highlighting when an event is taking place at the new stadium and direct traffic on strategic diversion routes.

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Pre-application briefing to Committee**1. DETAILS OF THE DEVELOPMENT**

Reference No: PPA/2020/0013

Ward: Bruce Castle

Address: The Selby Centre, 1 Selby Rd, London N17 8JL (development includes Bull Lane Playing Fields, Bull Lane, London N18 1SX located within the London Borough of Enfield)

Proposal: The Selby Urban Village Project seeks the delivery of a new and replacement Selby Centre, 202 new homes for social rent, new and enhanced indoor and outdoor sport and leisure facilities, new children's play facilities, new pedestrian and cycle connections, and new tree planting and ecological enhancements.

Applicant: LB Haringey (LBH) in partnership with The Selby Trust

Agent: Tibbalds Planning and Urban Design Ltd

Ownership: Public

Case Officer Contact: Philip Elliott

2. BACKGROUND

- 2.1 The proposed development is being reported to the Planning Sub-Committee to enable members to view it ahead of the submission of a formal planning application.
- 2.2 Any comments made now are of a provisional nature only and would not prejudice the final outcome of any formally submitted planning application. The applicant is currently engaged in pre-application discussions with Haringey Officers.

About the Selby Centre

- 2.3 The Selby Centre, a large community hub, is housed in a former secondary school in north Tottenham, on the border with Enfield and is managed by the Selby Trust. The centre is home to over 100 diverse social action organisations delivering significant social impact to communities across the borough.
- 2.4 The local area has elevated levels of deprivation, and the centre is a community hub that brings together a mix of individuals and organisations (primarily from BME, refugee and other historically excluded communities) to provide community businesses and diverse activities and services ranging from play and sports facilities, a cafe, private and community venues and office spaces.

- 2.5 The Selby Centre is an asset of community value that enables people of many cultures to come forward as one community, creating a place where they can move forward, fulfil their potential and make Tottenham a vibrant and diverse place to live and work.
- 2.6 Bull Lane Playing Fields are owned by Haringey Council but fall within the London Borough of Enfield (LB Enfield). The open space is lawned with shrubs and trees to its edges. It has been used for sports pitches (cricket and football) which historically were served by pavilions to the southern boundary.
- 2.7 In March 2019, Haringey Council and the Selby Trust signed a memorandum of understanding (MOU). The MOU sets out joint aspirations and agrees ways of working between the partners to ensure the successful re-provision and development of the Selby site.
- 2.8 Plans for the redevelopment called “The Selby Urban Village” started in 2020, subsequently Karakusevic Carson Architects were appointed as project architects. Following this, the design team held several public engagement events and design workshops.
- 2.9 The project was paused between May 2022 – September 2023 due to funding constraints and viability issues with the project. In late 2023 The Selby Trust and Haringey Council secured £20million of Levelling Up funding to enable the continued development of the project.
- 2.10 The project would be funded entirely by the public sector. The funding would include the £20m of DLUHC Levelling Up funding; GLA Affordable Homes Programme funding; Housing Revenue Account borrowing; as well as other grant funding.

Site Allocation

- 2.11 Part of the site falls within site allocation SA62: The Selby Centre as identified in the Site Allocations DPD. SA62 is allocated for a community use-led mixed use development including consolidation of the community uses with a potential housing development. No capacity is identified in terms of net residential units or square meterage of community use.
- 2.12 The site allocation requires the following from the site:
- the future consolidated re-provision of all of the existing community uses which should be secured before redevelopment can occur;
 - Land should be restructured to make the best use of the land, with the potential for re-provision/ enhancement of the community use taking account of existing uses.

- Have regard to the opportunity to deliver the objectives of the Thames River Basin Plan, in accordance with Regulation 17 of the Water Environment Regulations 2013

2.13 Site Allocation SA62 development guidelines are as follows:

- There may be opportunities to link the open spaces in the area, specifically the Bull Lane and Weir Hall Road open spaces, to benefit wider areas of the Borough through the Green Grid network.
- This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network within the local area.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- The Selby Centre is an asset of community value.
- This site is in a groundwater Source Protection Zone and therefore any development should consider this receptor in any studies undertaken. Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place and where appropriate, a risk management and remediation strategy.
- The Selby Trust should be consulted with regarding the development of future community uses on this site.

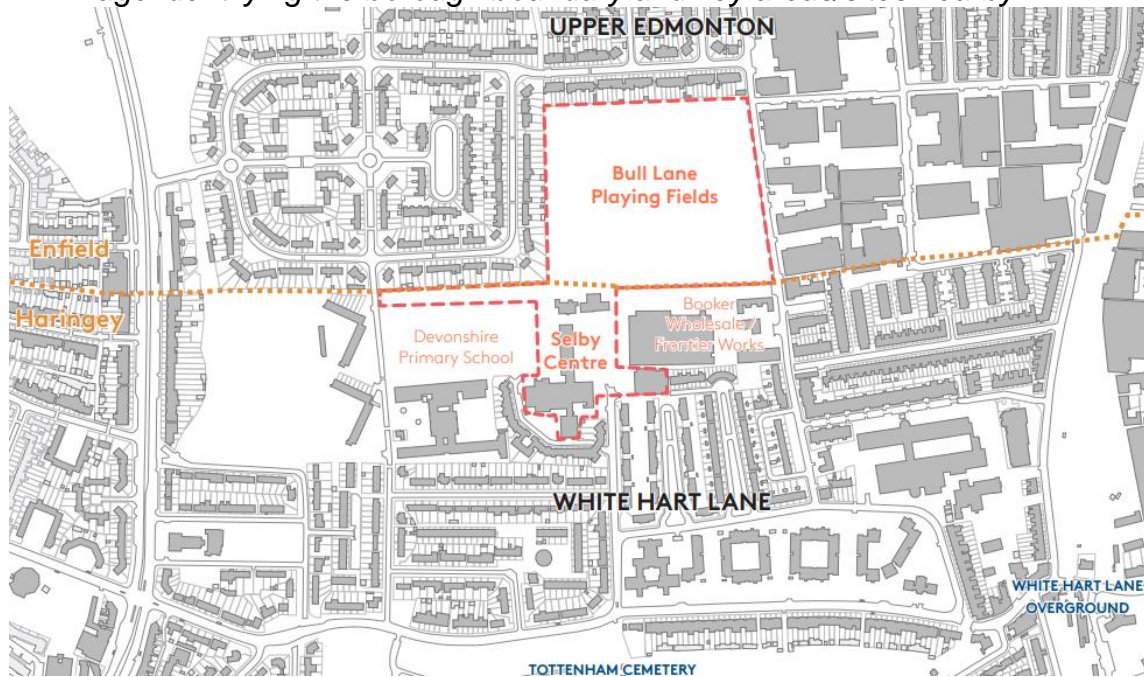
3. SITE AND SURROUNDS

3.1 The development site is comprised of two parts:

- Bull Lane Playing Fields which is owned by LB Haringey (LBH) but is located within the local planning authority area of the LB Enfield; and
- The existing Selby Centre site to the south of the playing fields which sits within LBH.

*See Figure 1 on the next page showing the two parts of the development site and the Borough boundaries.

Figure 1 – Image identifying the borough boundary and key areas/sites nearby



- 3.2 Bull Lane Playing Fields is an open space with sports pitches at the centre and shrubland and trees to the edges. The playing fields have in the past been marked out for football and cricket but are unmaintained, uneven, and have drainage problems. There is a historic vehicular access to the site in the southeastern corner from Bull Lane.
- 3.3 To the north and western edges, the open space is bordered by private residential back gardens. To the east lies Bull Lane - a busy road with industrial uses and access to the North Circular.
- 3.4 The southern edge of the open space is adjacent to Queen Street Locally Significant Industrial Site (LSIS) also accessed from Bull Lane which contains several small industrial units across 3 buildings and a larger building comprising a wholesale provider (Booker).
- 3.5 The Selby Centre lies to the west/southwest of the LSIS and is an active community hub and an Asset of Community Value (ACV) housed in six buildings ranging from 2-5 storeys in height.
- 3.6 The Centre is based on a 1 ha (2.4 acres) site and has six buildings built in the early 1960s & 1980s with offices, meeting rooms, training facilities, sports facilities, events halls, a restaurant and kitchen, a nursery, and a large car park.
- 3.7 The building is a disused school which does not provide a functional layout for its current use. The Sports Hall is situated to the east of the main buildings on Allington Avenue and the Selby Trust manages it.

3.8 The centre currently employs some 152 full time and 167 part time employees. In addition, a further 100 people volunteer at the centre. Some 38 organisations are based in the centre with many more operating from it, as follows:

- 93% of which are social enterprises / CIC / charities
- 1 sports club permanently based in the centre
- 20 clubs based in the sports hall for weekly activities
- A food hub
- A recording studio
- A children's play space / nursery

3.9 Spaces within the building are also let out for a variety of different functions ranging in scale from small meetings up to large weddings with a capacity for over 400 people. In addition, the spaces surrounding the site support a 'Global Garden' and surface car parking for up to 143 cars.

*See Figure 2 on the next page showing a satellite image of the site.

Figure 2 – Google Maps satellite image of the site looking north



- 3.10 To the west lies Weir Hall Road Community Open Space with Dalbys Crescent and Devonshire Hill Nursery & Primary School located to the southwest of the site. Further to the south of the site beyond White Hart Lane is Tottenham Cemetery and Bruce Castle Park.
- 3.11 LB Enfield designate the Commercial Road and North Middlesex Industrial Estate to the east of Bull Lane a Locally Significant Industrial Site; and Bull Lane Playing Fields a Local Open Space.
- 3.12 Most of the site has a Public Transport Accessibility Level (PTAL) of 2, albeit preliminary manual calculations have indicated a PTAL of 3 could be achieved for the site.
- 3.13 Other notable sites and points of interest in the wider area are North Middlesex University Hospital which is located further to the northeast along Bull Lane. Furthermore, White Hart Lane Station is located a 10-minute walk to the southeast, with Tottenham High Road located further east where the Tottenham Hotspur Stadium is located.
- 3.14 Tottenham High Road falls within the Upper Lee Valley (ULV) Opportunity Area and the west of the High Road is allocated for masterplanned, comprehensive development creating a new residential neighbourhood and a new leisure destination for London. It has hybrid planning permission for up to 2,869 homes and other uses.
- 3.15 Further to the north of High Road West in LB Enfield, the Joyce Avenue and Snells Park Estate is being redeveloped and has a resolution to grant for approximately 2000 new homes and other uses.
- 3.16 So, whilst the site falls outside of the North Tottenham Growth Area and ULV Opportunity Area, it is located close (around 500m) to significant regeneration / redevelopment projects to the east that fall within those areas.

4. PROPOSED DEVELOPMENT

- 4.1 In summary – the proposals involve:
 - The demolition of the Selby Centre and its replacement with 202 social homes in 4 buildings of 4-6 storeys; and
 - A replacement Selby Centre and new sports and recreation facilities constructed on Bull Lane Playing Fields.
- 4.2 The Selby Urban Village project straddles the Borough boundary between LB Haringey (LBH) and LB Enfield. The first part of the proposals relate to LBH land and comprise the redevelopment of most of the existing Selby Centre buildings for new housing.

- 4.3 The second part of the project involves works to the Bull Lane Playing Fields (BLPF) to deliver a new community centre and new sports and recreation facilities. BLPF is situated immediately adjacent to the northern boundary of the LBH proposals and sits within the London Borough of Enfield.
- 4.4 The project area therefore straddles the administrative boundary between LBH and LB Enfield and requires the submission of separate, albeit inextricably linked, planning applications to cover the elements of the project that fall within each of the two boroughs. However, a single masterplanning framework and delivery strategy has been submitted for the proposals.
- 4.5 Three separate, but linked planning applications are to be submitted which would deliver the proposed masterplan (see Figure 4). The planning applications are as follows:

Figure 3 – Planning application strategy



- **Application 1** covers the land that falls within in LBH and would include:
 - the demolition of all existing buildings on the site that comprise the existing Selby Centre;
 - the delivery of 202 new social rented units in four new buildings ranging in height from four-six storeys accessed from Selby Road;
 - A new commercial unit at the top of Selby Road;
 - the creation of a new pedestrian priority street layout that will connect into the existing street network comprising of Dalbys Crescent, Allington Avenue and Selby Road;
 - retention of the existing sports hall on Allington Avenue

- opening up and improvements to the western access route to Weir Hall Road
 - new landscape and public realm enhancements;
 - new communal, semi-public, and private amenity spaces;
 - new children's play space;
 - car and cycle parking; and
 - all the necessary infrastructure to service the development.
- **Application 2** covers the existing BLPFs in LB Enfield and would include:
 - the construction of a new and replacement Selby Centre;
 - the creation of a new park that includes:
 - a 3G floodlit pitch;
 - a MUGA;
 - a new sports changing pavilion;
 - two padel courts;
 - the laying out of new grass pitches and other related formal and informal sport, leisure and play facilities;
 - associated car and coach parking;
 - new and enhanced boundary treatments;
 - enhanced pedestrian / cycle entrances into the new Park; and
 - a network of new / enhanced pedestrian and cycle links within the Park and associated lighting.
 - **Application 3** is to be prepared alongside Applications 1 and 2. The applicant proposes to submit this application in outline all matters - apart from the strategic point of access - reserved for subsequent approval and would seek:
 - planning permission for a new sports hall building on BLPF.

It is envisaged that this new sports hall would replace the existing Selby Sports Hall on Allington Avenue, which is located adjacent to the existing Selby Centre in LB Haringey.

Funding for this element of the project is not yet in place and there is an element of uncertainty surrounding its deliverability.

The Selby Trust is pursuing fundraising for this element of the project, and it is envisaged that once the required funding is in place the Selby Trust would finalise the brief for the new replacement facility and then prepare and submit reserved matters in pursuance to any outline permission granted in respect of this element of the project.

Given this uncertainty in relation to the funding and delivery of the sports hall the applicants have not included this element of the project within the masterplan proposals within Application 2 and want to be able to deliver an alternative sporting facility should funding not be secured.

The Application 2 proposals include the provision of two padel courts on the site proposed for the new sports hall and confirm that if the funding is not raised for the replacement sports hall prior to the lapsing of the Application 3 consent then the applicant will implement the padel court proposal. If, however, the funding is secured for the sports hall the padel courts would be provided elsewhere and the Application 3 proposals would be implemented.

Phasing

- 4.6 The first phase would include the delivery of Application 2 within the administrative area of the LB Enfield and includes the construction of the new park, leisure and sport facilities on Bull Lane, alongside the new community building for the Selby Trust.
- 4.7 The construction of the new community building in Application 2, would allow the Selby Trust to move directly across the masterplan area into the new building which would release the existing brownfield site in LBH for development.
- 4.8 Phase 2 would include the delivery of the Selby site and Application 1, for housing development. Phase 2, which is within the administrative area of LB Haringey, would include the construction of 202 new council owned, social rented homes.

*See Figure 4 on the next pages showing the proposed masterplan, masterplan principles, and a massing overview.

Figure 4 – Proposed masterplan, masterplan principles, and massing overview





Selby Centre has formal main entrance off the park. Roof articulation to respond to approaches from north, east and west.

6 storey mansion block defining street with secure courtyard.

Sports hall retained, retaining option for future extension / retrofit.

Commercial unit potentially a corner shop terminates Selby Road

Articulated roof lines and stepping bays, regular front doors along the street, and secure courtyards that mediate the edge with the forest school and Dalbys Crescent.

5. PLANNING HISTORY

- 5.1 The Selby Centre site was in use as a school from the 60s until the early 80s. The Selby Centre started out as a community centre run by Haringey Council until 1990, when the Council handed over the running of the centre to local people.
- 5.2 The Selby Trust was set up as a charity in 1992 by local people who recognised the need for a multi-purpose centre led by the community and third-sector organisations.
- 5.3 The late Bernie Grant MP supported the centre and the vision for a venue in the community offering spaces and activities that people could afford and call their own. The Trust registered as a company limited by guarantee in May 1993 and as a charity in November 1994.
- 5.4 Since 1992, it has operated from the Selby Centre in Tottenham, in the former school premises, which the Trust manages as a multi-purpose community and social enterprise centre on a lease from LB Haringey.
- 5.5 The recent planning history of the site has largely been to facilitate the use of the building as a community centre and to enable services to be provided to the community. Permission has also been granted on a temporary basis for part of the office space to be used as a vehicle testing centre.

6. CONSULTATION

Public Consultation

- 6.1 The applicant has carried out consultation with residents; the Selby Trust and their management team; licensees and users of the existing Selby Centre; and sport's governing bodies and sport users.
- 6.2 Pre-application discussions have also taken place with Local Planning Authority Officers from both LB Haringey and LB Enfield as well as GLA officers.

Development Management Forum (DMF)

- 6.3 A DMF is programmed for September 2024.

Quality Review Panel (QRP)

- 6.4 Earlier iterations of the scheme were presented for full reviews to the QRP on Wednesday 6 May 2020, jointly to the QRP and Enfield's Design Review Panel on Wednesday 26 May 2021, and lastly for a Chair's review on Wednesday 16 February 2022. The full reports can be found at Appendix 1, 2, and 3 respectively). The QRP's summary comments for the last review were as follows:

“The panel thanks the design team for their presentation, which shows that good progress has been made since the last review. In particular the panel is pleased to see that the Selby Centre is now stand-alone, with the residential units redistributed elsewhere in the scheme.

The panel feels that it has the potential to be transformative for the local area, providing valuable new facilities and creating new connections. Some minor adjustments to the relationship between the buildings and public realm could enhance the legibility of the scheme and create more successful spaces.

The architecture of the mansion blocks is rich and well-considered, but the panel feels that the towers and the Selby Centre itself would benefit from further refinement. In particular, further attention is needed at the ground floor to ensure that frontages are activated as far as possible.

The panel welcomes the changes made to the design of sports ground and informal spaces around the pitches, which are working well, but would like to see greater clarity in the character and hierarchy of the other public spaces, particularly at the southern end of the site.”

6.5 The applicant team subsequently developed the design of the proposals with the main changes being:

- The retention of the sports hall and associated removal of 9 Townhouses previously proposed in its place;
- The number of homes has been reduced to increase the number of dual aspect homes;
- All buildings are now 6 storeys or lower - the height and massing of the residential blocks has been reduced and the Selby centre has been reduced in height following design development and reorganisation of the uses;
- All homes are for social rent whereas previously the proposal was for 50% affordable, 50% private sale.
- The parking ratio has been reduced from 0.37 to 0.12.
- A new sports pavilion with changing rooms, storage and club room has been introduced.
- The size of the 3G pitch has been reduced, which enables the balance between sport and park uses to shift in favour of the informal park functions
- Entrances into the Park from Bull Lane have been reinforced and widened.
- All existing trees have been retained and existing habitats consolidated.
- The relationship between and design of residential buildings and the associated public realm has been developed.

6.6 The applicant team have sought to address the concerns raised by the panels in the current design.

7. MATERIAL PLANNING CONSIDERATIONS

- 7.1 The planning team's initial views on the development proposals are outlined below.

Principle of development

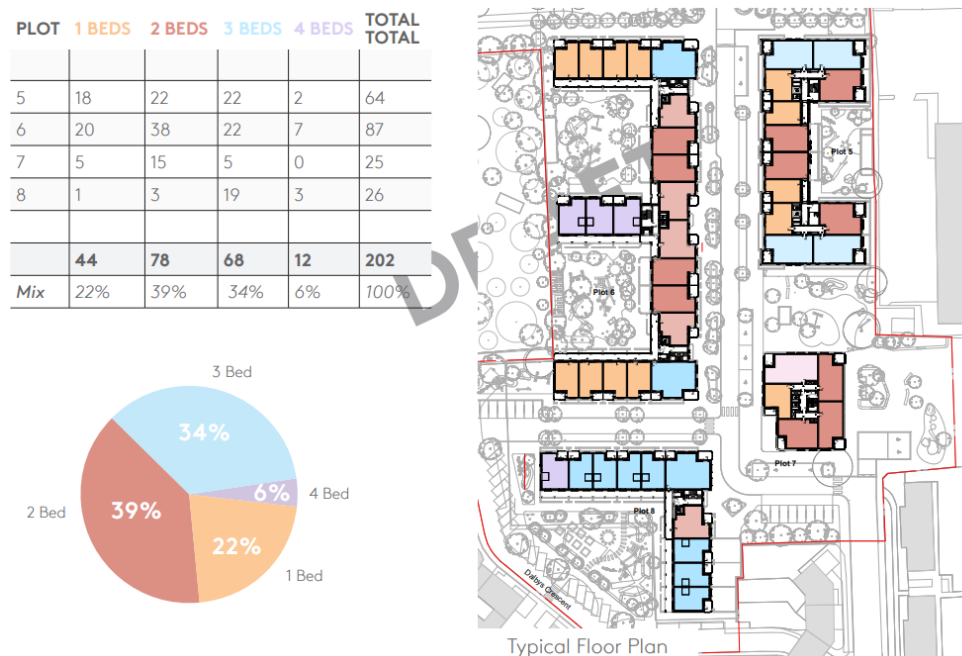
- 7.2 The proposal provides the opportunity to tackle the entrenched social and economic barriers that residents face in North Tottenham and deliver on the benefits the community have identified through consultation, such as good quality affordable homes, and new and improved community and leisure facilities.
- 7.3 The delivery of the scheme would represent a significant step forward in progressing the Council's and the community's ambition to ensure that North Tottenham is a fairer, healthier place where all residents can thrive.
- 7.4 The scheme represents a substantial and far-reaching investment, which expects to deliver the following public benefits: -
- The demolition of existing buildings, which are no longer fit for purpose, and the delivery of a high quality, environmentally sustainable replacement Selby Centre that has been designed to meet the specific needs of the Selby Trust, their licensees and users.
 - The delivery of 202, much needed social homes, including a high proportion of family units (approximately 40%).
 - The rejuvenation of underused and poor-quality playing fields and the provision of a wide range of new outdoor and indoor sport and changing facilities.
 - The provision of new informal and formal play facilities for children and young people.
 - The delivery of improved connectivity into and through the site for pedestrians and cyclists.
 - Extensive new tree planting, biodiversity enhancements, provision of public and communal spaces and new green infrastructure.
 - Provision of high-quality cycle parking, improved connections and wayfinding to public transport hubs and travel plans, which would help facilitate sustainable transport movements.
 - Delivery of a range of measures to maximise sustainability and minimise carbon emissions.
- 7.5 The proposal would fulfil the site requirements and follow the development guidelines of Site Allocation SA62. As the Council owns Bull Lane Playing Fields to the north of SA62 as well as the strip of land to the west leading to Wier Hall Road, the proposal is able to make the best use of the land and maximise the enhancements and public benefits by linking these spaces and enhancing them at the same time.

- 7.6 The Selby Centre has been designed in partnership with the Trust and would be consolidated and re-provided at the heart of the masterplan. It would come forward in the first phase of the development – this would allow the Trust to remain in its existing premises and only move into the newly constructed building once it is completed.
- 7.7 The new Selby Centre would be located in the LB of Enfield but in reality, it would be located just a few metres to the north of the existing premises in a purpose-built building that would be fit for purpose and functional. It would not be expensive to maintain and run, characterised by poor energy efficiency with long corridors and a series of cellular private classrooms like the existing building.
- 7.8 Locating the Selby Centre at the southern end of BLPF within the LB Enfield also allows the available land to be restructured to make best use of it, with the enhanced community use being re-provided at the centre of the development but also allowing for more housing to be delivered on the existing Selby Centre site. Placing the Selby centre in this location also allows it to activate the new park.
- 7.9 Provided suitable provisions are put in place to ensure that the existing centre can operate until the new building is available for occupation, the asset of community value would be retained for the residents of Haringey and it would enable the aims and objectives of the site allocation to be realised. This could be achieved with suitable conditions on any planning permissions given.
- 7.10 Policy DM55 of the Councils Development Management Plan Development Plan Document (DM DPD) states: *“Where development forms part of an allocated site, the Council will require a masterplan be prepared to accompany the development proposal for the wider site and beyond, if appropriate, that demonstrates to the Council’s satisfaction, that the proposal will not prejudice the future development of other parts of the site, adjoining land, or frustrate the delivery of the site allocation or wider area outcomes sought by the site allocation”*
- 7.11 Because the Council has been able to assemble the adjacent land, the proposed masterplan would satisfy policy DM55 of the DM DPD and go further by incorporating adjacent areas which would improve the potential for enhancements and maximise the public benefits further improving the impact on the wider area.
- 7.12 The proposals would link the open spaces in the area, specifically the Bull Lane and Weir Hall Road open spaces, would plan to connect to a decentralised energy network, and conditions could be attached to any planning permission given in order to resolve any issues relating to potential contamination and ensure the groundwater Source Protection Zone is safeguarded.

Principle of provision of housing

- 7.13 London Plan Policy H1 sets a 10-year target (2019/20-2028/29) for the provision of 522,870 new homes across London as a whole and 15,920 for Haringey. Local Plan Policy SP2 states that the Council will maximise the supply of additional housing to meet and exceed its minimum strategic housing requirement.
- 7.14 London Plan Policy H1 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, including through the redevelopment of surplus public sector sites.
- 7.15 Local Plan Policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing. Policy DM10 seeks to increase housing supply and seeks to optimise housing capacity on individual sites.
- 7.16 The site allocation does not identify a capacity for development. There is a significant need for housing in the Borough and across London, and in particular for affordable family housing. The proposals would deliver 202 affordable social rent homes, 40% of which would be larger family units.

Figure 5 – *Housing Mix (100% Council Rent, 95% dual aspect homes)*



- 7.17 In terms of housing delivery, the scheme would deliver a significant number of homes and substantial public benefits. The proposals would comply with the relevant housing policies of the Local and London Plans.

Affordable Housing

- 7.18 London Plan Policy H4 requires the provision of more genuinely affordable housing. The Mayor of London expects that residential proposals on public land should deliver at least 50% affordable housing on each site. Local Plan Policy DM13 makes clear that the Council will seek to maximise affordable housing delivery on all sites.
- 7.19 The proposed development goes well beyond the 50% provision expected in the London Plan for public land would make a substantial contribution towards meeting the Council's affordable housing aspirations and would take a significant number of families off of the housing register.

Principle of re-provision of community use

- 7.20 London Plan Policy S1 Developing London's social infrastructure and Local Plan Policy DM49: Managing the Provision and Quality of Community Infrastructure seek to protect existing social and community facilities unless a replacement facility is provided which meets the needs of the community.
- 7.21 The proposed Selby Centre, from the information provided, appears to re-provide a centre that would meet the needs of the Selby Trust and their management team, licensees, and the neighbourhood and wider community. However, a detailed description of the existing and proposed buildings and the spaces provided will need to be scrutinised to ensure this.
- 7.22 The applicant will need to submit a comparison of the existing and proposed buildings and identify the needs of existing users. It is expected that this comparison would show that whilst there is a quantitative loss in floorspace there is no loss in terms of lettable space and that the programming / running of the spaces would allow the centre's use to be optimised.
- 7.23 In order to further justify the re-provision of the building a detailed description of the quality of the existing building, the costs to run it, and its operational sustainability should be provided. This would then be compared with the proposals, which should demonstrate that the most sustainable solution would be to demolish the existing building and re-provide it as proposed.
- 7.24 Part D of London Plan Policy S1 identifies that proposals that seek to make best use of land, including the public-sector estate, should be encouraged and supported. This includes the rationalisation of facilities.
- 7.25 Provided the applicant can evidence that the new Selby centre would meet the needs of its existing users, the proposal should be supported given the public benefits of the proposal including new affordable homes, connectivity, and facilities.

Design and Appearance

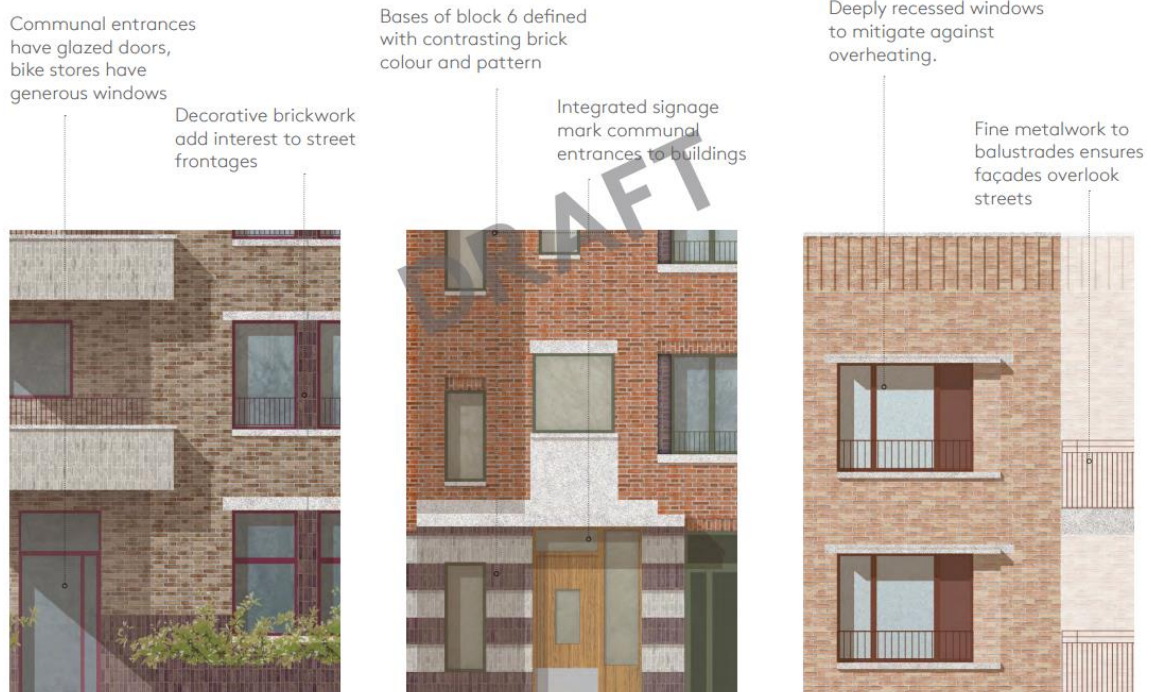
- 7.26 The London Plan 2021 Policy D3 emphasises the importance of high-quality design and seeks to optimise site capacity through a design-led approach.
- 7.27 Policy D4 of the London Plan notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers as appropriate. It emphasises the use of the design review process to assess and inform design options early in the planning process (as has taken place here).
- 7.28 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 7.29 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 7.30 The development proposal has been presented to the QRP three times. The most recent review took place on Wednesday 16 February 2022. The Panel felt that the scheme had the potential to be transformative for the local area, providing valuable new facilities and creating new connections.
- 7.31 The last review only recommended adjustments to enhance the legibility and refinements to improve buildings, as well as greater clarity in how the development links into existing developments to the south.
- 7.32 The changes the applicant has made since the final Chair's review (See section 6 under QRP) address the points raised and have improved the scheme. The design process is ongoing but the strategic principles in relation to layout, height and massing, and the approach to detailed design is supported by Officers.
- 7.33 The layout of the residential blocks would respect neighbours to the east and west whilst sympathetically integrating with Dalbys Crescent to the south. The layout would make the best of the land available and create successful streets and open spaces as well as improved links to the north and south, east and west.

Figure 6 – Ground floor uses



7.34 The proposed materiality and detailing of the buildings appears to be high quality and it is expected that there will be further improvements to the scheme as more detailed design work is carried out in relation to the public realm and the definition / role of a number of the key public realm spaces.

Figure 7 – Materiality



Tall Buildings

- 7.35 The Council has adopted the definition of Tall and Large Buildings as those which are substantially taller than their neighbours, have a significant impact on the skyline, are of 10 storeys and over or are otherwise larger than the threshold sizes set for referral to the Mayor of London.
- 7.36 The proposed building heights of no more than 6 storeys meet none of these criteria. Several buildings on and near to the site are 4 storeys, with The Weymarks to the west of the site rising to 7 storeys. So, the proposed buildings would not be substantially taller than their neighbours.
- 7.37 In terms of the London Plan, policy D9 states that tall buildings should not be considered 'tall' where they are less than six storeys (or 18 metres) in height. As some of the buildings are six storeys it is considered that D9 applies.
- 7.38 A response to D9 would form part of a formal application submission and would include sunlight / daylight; wind; and townscape testing. Given that the buildings only just qualify for assessment under the policy there are unlikely to be concerns but this will need to be appropriately evidenced by the applicant.

Residential Quality

- 7.39 London Plan Policy D6 concerns housing quality and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due to the increased pressures that arise. It also requires development capacity of sites to be optimised through a design-led process.
- 7.40 The applicant has identified that all homes would meet or exceed unit size / amenity standards (private gardens, balconies and communal gardens). Dual aspect homes have been maximised (95%) and 10% of homes would be wheelchair accessible (M4(3)). The layouts suggest that all units would be well lit in terms of access to daylight and sunlight.
- 7.41 Whilst more information is needed to fully assess the impact, the layout of the buildings and the information provided so far indicate that the residential quality would be high. When submitted formally the application would be supported by a Fire Strategy, access strategy, will identify how it meets designing out crime principles and would have an appraisal of the proposals against the Mayor's Housing Design Standards LPG.

Impact on neighbouring properties

- 7.42 The buildings have been designed with neighbours in mind. The plot that backs on to the western boundary adjacent to the school has been designed so that the majority of the built form is set away from the boundary and the built form steps

down to four storeys near the curtilage. There would also be no windows to the western elevations close to the boundary.

- 7.43 The applicant will need to identify how the proposals, particularly the plot to the east that neighbours the Booker Wholesale building and Queen Street LSIS, would comply with the concept of 'Agent of Change' and London Plan Policy D13. The policy places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on proposed new noise-sensitive development.
- 7.44 The proposed block to the southern boundary with Dalbys Crescent would define a new shared communal courtyard with the existing crescent set back from the proposed open/play space and the new block. This separation distance should provide sufficient space to ensure there would be no undue impact on privacy and amenity.

Impact on transport, parking and highway safety

- 7.45 Most of the site has a Public Transport Accessibility Level (PTAL) of 2, albeit preliminary manual calculations have indicated a PTAL of 3 could be achieved for the site. Local Plan Policy DM32: Parking recommends that proposals for new development with limited or no on-site parking should have a PTAL of 4.
- 7.46 The scheme proposes on-site parking for blue badge spaces and is 'car lite' with no other vehicular parking. This strategy frees up space for urban design improvements including streets, playspaces, and greening. The site is bound to the south by an area with a PTAL rating of 4 along Creighton Road and White Hart Lane, which is 250m to the south of the top of Selby Road and the proposed housing.
- 7.47 DM32 also identifies that proposals with blue badge parking only should have alternative and accessible means of transport available, a Controlled Parking Zone (CPZ) should be in place, and parking is specified as car capped. The applicant has recently submitted information identifying sufficient on-street car parking capacity to accommodate the likely demand as a result of the proposals.
- 7.48 This information is under review by LBH Transport Officers. The applicant will need to provide sufficient evidence to identify that the site is suitable for a car lite approach. It is acknowledged that the Council has powers to manage housing offers and can ensure that only those who do not own a car and are willing to continue living without access to a private car are offered housing in this particular location.
- 7.49 The proposal would bring improvements in pedestrian and cycle access and would be close to bus and rail links as well as education, leisure, and community facilities. Therefore, there is the potential for a car lite approach to be successful.

- 7.50 However, this likely to only be possible given the specific circumstances of this site and the proposed improvements which would significantly enhance access and develop new facilities around the proposed housing reducing the likelihood of the need for vehicular ownership for day-to day use.
- 7.51 The proposal indicates that the proposed cycle parking would be policy compliant and car club contributions in accordance with the Planning Obligations SPD would be secured. Refuse storage would be in line with the operational requirements of the Council and the applicant has identified that servicing vehicles would be able to satisfactorily pass through the development.
- 7.52 The formal application would be accompanied by a Transport Plan, draft Travel Plan, Healthy Streets Transport Assessment, Delivery and Servicing Plan and a Parking Management Plan.

Energy & sustainability

- 7.53 The proposals are likely to perform well in terms of energy and sustainability. Be Lean - The applicant has identified that passive design and energy efficiency measures are to achieve 10% (residential) over Part L 2021 as far as possible with the fabric efficiency significantly exceeding Building Regulations. GLA targets will be exceeded and where feasible principles from LETI's Climate Change Design Guide will be adopted. This detail has yet to be scrutinised.
- 7.54 Be Clean – The intention is to connect the site to Energetik Meridian Water District Heat Network (DHN) to the north of the site. From information provided to date, the network's energy source is going to be low carbon waste heat from the new Energy Recovery Facility at Edmonton EcoPark. Connections are proposed to be made to four DHN substations each serving: The Selby Centre, The replacement Sports Hall (if progressed), The Sports Pavilion, and The residential plots.
- 7.55 Be Green - A PV array would be proposed across available, accessible, unshaded roof space resulting in further CO2 reductions to help surpass the 35% overall on-site carbon reduction target (compared to the Part L 'gas boiler baseline').
- 7.56 Be Seen - Commitments would be made to monitoring and reporting on energy consumption in-use. Any residual carbon emissions would be offset by payment into a carbon offset fund. A dynamic operational energy calculation will be carried out at design stage in accordance with CIBSE TM54 methodology.

Overheating

- 7.57 Full detail on overheating has not been shared at this stage. However, overheating analysis is currently being carried out in order to understand the strategies to minimise risk of overheating. A range of measures are currently being considered by the applicant to reduce the risk of overheating.

Circular Economy

- 7.58 A Pre-demolition survey and pre-redevelopment and pre-demolition audits are currently being carried out to determine estimates of demolition materials to provide the design team with an understanding of the available materials on-site as well as options for reuse & recycling.
- 7.59 A Circular Economy Workshop has been held with the project team to discuss the GLA's Circular Economy principles, and set targets to achieve the GLA Construction, Demolition, Excavation and Operational Waste targets. The application would be accompanied by an Energy Strategy, Overheating Assessment, Circular Economy Statement, and Sustainability Strategy which would address all the policy criteria and assess compliance.

Landscaping, greening, biodiversity & public realm

- 7.60 The proposal incorporates extensive landscaping and planting through the creation of both communal amenity and planted public courtyard spaces as well as a network of pedestrian priority streets. The proposals include 124 new trees.
- 7.61 The individual residential blocks also incorporate shared communal landscaped spaces at ground and roof levels and private garden spaces at ground floor. The applicant has identified that the formal application would be accompanied by a comprehensive Landscaping Scheme.
- 7.62 The proposals provide a significant uplift in ecological benefits through the soft landscaping proposals compared to the existing situation. It is expected that the proposals would comply with the recommended urban greening factor of 0.4 for residential development and a Biodiversity Net Gain (BNG) of 10% would be achieved. The potential impact on Epping Forest Special Area of Conservation will need to be assessed.
- 7.63 The children's play space provision comprises a mix of formal and informal play areas that appear to meet the spatial requirements of Local and London planning policy (with residential courtyards, open play space and a playground in the park).

Flood risk & drainage

- 7.64 The site is located in Flood Zone 1 so is at minimal risk of flooding from rivers or sea, but records show some risk of flooding from groundwater and surface water in localised areas. The site itself is not within a Critical Drainage Area but the surrounding areas are, such as BLPF and parts of Devonshire Hill Primary School.
- 7.65 A flood risk assessment would be submitted alongside a formal application which must identify how flooding from groundwater and surface water would be mitigated.

- 7.66 Given the situation that the Application 1 and 2 proposals straddle the border between the London Boroughs of Haringey and Enfield, and the natural topography falls from Haringey towards Enfield, the most practical and sustainable proposals would require that the surface water be allowed to drain across the border within a single drainage system that serves the whole development.
- 7.67 The approach would mitigate surface water flood risk by employment of various sustainable drainage techniques throughout the site - cleaning, slowing, and attenuating the flow of surface water before it is gradually discharged to the local sewer network at the greenfield runoff rate.
- 7.68 A series of biodiverse roofs, rain gardens, bioretention areas, permeable pavements, swales, urban wetlands, and ponds would provide biodiverse connectivity through the landscape and help to animate the public realm. In day - to - day rainfall most water would infiltrate the ground before ever reaching the sewer connection, but the system would also be sized with sufficient capacity to attenuate surface water in severe storms - up to the 1 in 100 year + 40% climate change storm events that planning policy requires.
- 7.69 Conditions on any planning permission would need to be attached to ensure all drainage across the wider site is up and running prior to the occupation of any development that requires it in order to meet policy requirements.

School Places, primary healthcare and sports provision

- 7.70 There is likely to be sufficient primary and secondary school capacity and primary healthcare provision to serve the development. Detailed information in this regard has not been provided but will be required on submission of a formal planning application.
- 7.71 In terms of sports provision there would be significant improvements. The applicant has worked with local sports organisations as well as Sport England to produce the proposals for BLPF which would realise the aims and objectives of the LBH Playing Pitch Strategy – delivering much needed sports and recreational facilities to the area.

Other matters

- 7.72 Matters such as sunlight, daylight and overshadowing; heritage & archaeology; air quality, land contamination and noise have not been assessed in detail at this stage, but the early signs are that the proposals would meet or exceed the associated Local and London Plan policies. Officers will seek further information in these areas to ensure policy compliance as the scheme progresses.

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CONFIDENTIAL**London Borough of Haringey Quality Review Panel****Report of Formal Review Meeting: Selby Urban Village**

Wednesday 6 May 2020

Video conference

Panel

Peter Studdert (chair)	Haringey Panel Member
Phil Jones	Enfield Panel Member
Dieter Kleiner	Haringey Panel Member
Esther Kurland	Enfield Panel Member
Lindsey Whitelaw	Haringey Panel Member

Attendees

Robbie McNaugher	London Borough of Haringey
Philip Elliot	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Shamiso Oneka	London Borough of Haringey
Michael Kennedy	London Borough of Enfield
Maria Demetri	London Borough of Enfield
Angela McIntyre	Frame Projects
Kiki Ageridou	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
Maurice Richards	London Borough of Haringey
Deborah Denner	Frame Projects

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

CONFIDENTIAL**1. Project name and site address**

Selby Urban Village, Selby Centre, Selby Road, London, N17 8JL

2. Presenting team

Paul Karakusevic	Karakusevic Carson Architects
Mark Smith	Karakusevic Carson Architects
Sohanna Srinivasan	Karakusevic Carson Architects
Patrick Shannon	Karakusevic Carson Architects
Azom Choudhury	London Borough of Haringey
Rodney Keg	London Borough of Haringey
Paul Butler	Selby Trust
Graeme Sutherland	Adams & Sutherland Architects
Jennifer Ross	Tibbalds Planning and Urban Design

3. Planning authority briefing

The project aims to be an exemplar of how the local authority and the third sector can work together towards shared goals including the Councils' ambition to build council housing as well as a new community hub, sports and recreational facilities.

The application site includes, the Selby Centre, a sports hall, a strip of land located to the north of Devonshire Primary School playing fields and Bull Lane Playing Fields to the north / northeast of the centre which falls within the London Borough of Enfield.

The Selby Centre is operated by the Selby Trust and is held on a lease from Haringey Council. The centre is spread over six blocks with associated car parking. Bull Lane playing fields is a four hectare site located directly northeast of the Selby Site and is designated as 'Local Open Space'. Whilst located within the London Borough of Enfield, Bull Lane is owned by Haringey. The borough boundary with Enfield runs along the southern boundary of Bull Lane playing fields, and to the north of the strip of land that connects the application site to Weir Hall Road.

The Haringey Local Plan recognises the Selby Centre as an Asset of Community Value. It is identified as allocated site SA62 in the Site Allocations Development Plan Document and allocated for a 'community use-led mixed use development' which includes the 'consolidation of community uses with potential housing development'.

In March 2019 Haringey Council and the Selby Trust signed a Memorandum of Understanding. This sets out joint aspirations and agreed ways of working to ensure the successful re-provision and development of the Selby site.

Officers asked for the panel's views on: the development strategy; the proposed development scenarios; and their block / building heights, massing and design quality. It also asked for the panel's comments on the relationship of the scheme to the surrounding area, the public realm proposals, and links to the surrounding area.



CONFIDENTIAL**4. Quality Review Panel's views***Summary*

The Design Review Panel welcomes the strategic thinking that has gone into the preparation of options for the development of Selby Urban Village. The options presented form a good basis for consultation with the local community, but they highlight the challenge of arriving at a development strategy that is attractive, viable and deliverable. All three versions of the preferred Scenario 1 propose housing along the north and west edges of Bull Lane Playing Fields. The deliverability of this radical intervention will depend on the view taken about the existing mature poplar trees along these edges. If they are to be retained, they will sit awkwardly against the new housing, but their removal may be resisted by the local community in spite of their limited future life. Their removal may also be resisted because of the biodiversity that they support. If the perimeter housing is therefore undeliverable in the short-term Scenario 1a may be unviable because of the limited footprint available for new housing on the Selby Centre site. Scenarios 1b or 1c (minus the perimeter housing) may therefore be preferable (and more viable) as they free up all of the existing Selby Centre site for new housing. The Panel therefore recommends that the implications of the retention or removal of the poplar trees is carefully considered alongside more detailed design studies for the perimeter housing, together with a detailed capacity study of the existing Selby Centre site. Given that the immediate context of the Selby Centre site is three or four storeys a strong urban design case will need to be made for new housing to significantly exceed this height. The Panel welcomes the analysis that has been made of the wider context of the site, but suggests that further work is required to ensure routes to and around the sites are clear, and well connected to the wider area. There is potential for the Selby Centre to act as a beacon which sits on clear sight lines and helps draw people to the site. The panel suggests that a more diverse range of activities should be considered for Bull Lane playing fields to ensure that a wide spectrum of the population is catered to. This should include those who want to enjoy the outdoors, but do not participate in organised sport. There is a tension between the efforts to enhance the site's ecology and the need to provide space for sports and wellbeing. The panel suggests this could be eased by collaboration with Devonshire Primary School to share facilities.

Overall approach

- The panel urges the applicant team to continue testing the scheme's viability as designs progress to ensure that what is being proposed is deliverable.
- The panel is pleased to see a masterplan which is ecologically and landscape driven.
- Scenario 1 seems the most suitable masterplan to develop further. Within the panel opinions varied across Scenarios 1a, 1b and 1c, aspects of which are outlined below.



CONFIDENTIAL*Relationship to surroundings: routes and legibility*

- The panel emphasises the opportunity for this development to improve routes through and around the site. While this is beginning to happen successfully, especially on the Haringey side of the proposals, further work is needed to ensure that these routes are clear and legible.
- The design team should ensure that new routes are well connected to the wider area.
- The panel emphasises the importance of the 'front door' of this new urban village. This should be visible within the wider context to help to increase footfall and draw people to the site. It therefore recommends the design team think of the Selby Centre as a beacon for the site, creating clear site cues and desire lines along main routes to the site.
- Scenario 1a creates a clear visual link to the Selby Centre which makes the site welcoming from Selby Street and may help drive footfall, whereas in Scenarios 1b and 1c the Centre and Sports Hall relate more strongly to Bull Lane.
- As proposed the panel finds the route eastward which connects the centre of the site to Bull Lane confusing in all three Scenarios. It suggests that if this route was solely for pedestrians and cyclists it would be stronger.
- The panel supports improvements along Bull Lane, however it recommends that the proposed segregated cycle route should be removed unless there is certainty that it can be implemented to the north and the south of the site. A better approach would look at ways of managing the parking along Bull Lane to create a safer route for cyclists in both directions.
- The panel urges further consideration of the hard edge conditions created by uses such as sports pitches and halls. It commends the scenarios where the sports hall is wrapped in other more active uses to ensure a positive impact on the surrounding public realm.

Bull Lane playing fields

- The design team should consider if a more diverse range of outdoor activities would be more appropriate at Bull Lane playing fields. As proposed the scheme caters most specifically towards organised sport.
- The panel emphasises the importance of ensuring the space provided is inclusive and welcomes as broad a span of the local population as possible. It highlights that many people will want to walk outside and enjoy nature without partaking in organised sport.



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- The proposals are struggling to achieve a balance between the protection and enhancement of the local ecology and the provision of sports facilities. The panel suggests some of this pressure could be relieved by opening a dialogue with Devonshire Primary School to allow for collaboration and sharing of existing sports infrastructure.
- The panel considers that scenarios where fences and barriers to the pitches and multi-use games area are reduced or eliminated, through strategic placement, are most successful and should be further explored.

Bull Lane housing

- The panel commends efforts to maintain the existing poplar trees along the northern and western edge of the Bull Lane playing fields. However, doing so pushes the proposed housing into the site, reducing the space for sports and wellbeing proposals.
- The panel is not convinced that adequate space has been allowed for the access road and parking for the houses, and this is likely to further reduce the size of the retained sports field.
- The proposed scenarios show a protected landscaped zone between the back gardens of the existing and proposed housing to enable access to the poplars for maintenance. This may work if it is managed as a private communal garden for the new houses, but it pushes the housing further into the playing fields and may also lead to problems of security.
- The panel therefore encourages further thought around the lifespan of the existing poplar trees to avoid compromising the masterplan. The design team should weigh up their ecological value and age, versus the impact that they have on the overall scheme layout.
- The panel considers that based on the limited life span the poplar trees have remaining, they could be removed and replaced with new trees that would be more appropriate in the back gardens of the new houses. This would allow the new houses to be pushed back to nearer the site boundary and improve the security of back gardens. This approach may be supportable if there can be shown to be a net gain in biodiversity across the whole development. However, the panel recognises that such an approach could be unpopular with local residents and would need to be tested through consultation.
- Understanding the timeline for delivery of the homes proposed here may be helpful in deciding how to deal with the existing poplar trees. If the delivery of these homes is a long-term aspiration the timescale may allow for the poplar trees to live out their lifespan and for more appropriate replacement trees to be planted which facilitate the best design.



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Selby site massing and development density

- The panel is concerned that the inclusion of the Selby Centre in the southern portion of the site in Scenario 1a will lead to an increase in the height and density of homes needed to provide the required quantum of housing.
- In the panel's view heights of five to seven storeys may feel overbearing in the context of surrounding homes which are two to three storeys. It suggests urban design studies are required to understand what heights and densities are possible in this context without creating a hostile environment.
- Scenarios 1b and 1c are likely to allow for lower densities and a more relaxed urban scale by locating the Selby Centre north of the borough boundary.

Public realm and landscape design

- The panel encourages the creation of playable streets, suggesting the design team can be creative with the street design given that the streets are unlikely to be adopted.
- The panel suggests where possible streets should be green and playful with blurred boundaries between the streets and the green spaces.
- Proposed links between internal and external spaces are welcomed. The panel is especially encouraged by green elements incorporated into the Selby Centre kitchen, café and foodbank.
- The panel suggests that outside the Selby Centre there is an opportunity to create a public square which forms an arrival point to the site, links to the green spaces, and creates excitement.
- Further thought is required to establish how residential car parking is integrated into proposed streets and public realm. The panel encourages a healthy travel and healthy streets approach, and suggests the design team engage with the North Middlesex Hospital to establish a holistic travel strategy.
- The panel commends the flexible parking strategy to the Bull Lane playing fields.

Weir Hall Road link

- While the panel is encouraged by the inclusion of allotments along the Weir Hall Road link, it cautions that this area already appears to be quite a rich wildlife corridor. Changes here should be carefully considered in terms of their impact.

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Architecture

- The panel enjoys the precedent imagery which shows the aspiration for the inside of the Selby Centre. It commends the practical and imaginative approach to space efficiency, which will become more relevant as working from home increases, and people spend more time in their local neighbourhoods.
- The panel suggests that it could be exciting to reflect some of the adaptability and flexibility of the building design in the landscape proposals. For example, sports pitches could be less 'carved up' and more flexible.

Local engagement

- The panel welcomes the community engagement strategy that is planned, and believes that this will be crucial to achieving a successful outcome.

Next steps

The panel looks forward to reviewing proposals again as they proceed to the next stage of design.



CONFIDENTIAL**Appendix: Haringey Development Management DPD****Policy DM1: Delivering high quality design****Haringey Development Charter**

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
 - b Make a positive contribution to a place, improving the character and quality of an area;
 - c Confidently address feedback from local consultation;
 - d Demonstrate how the quality of the development will be secured when it is built; and
 - e Are inclusive and incorporate sustainable design and construction principles.

Design Standards**Character of development**

- B Development proposals should relate positively to their locality, having regard to:
- a Building heights;
 - b Form, scale & massing prevailing around the site;
 - c Urban grain, and the framework of routes and spaces connecting locally and more widely;
 - d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
 - e Rhythm of any neighbouring or local regular plot and building widths;
 - f Active, lively frontages to the public realm; and
 - g Distinctive local architectural styles, detailing and materials.



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FRAME PROJECTS

**London Borough of Haringey Quality Review Panel and
London Borough of Enfield Design Review Panel**

Report of Formal Review Meeting: Selby Urban Village

Wednesday 26 May 2021

Video conference

Panel

Peter Studdert (chair)	Haringey Panel Member
Marie Burns	Haringey Panel Member
Mitch Cooke	Enfield Panel Member
Dieter Kleiner	Haringey Panel Member
Esther Kurland	Enfield Panel Member

Attendees

Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Michael Kennedy	London Borough of Enfield
Maria Demetri	London Borough of Enfield
Sarah Carmona	Frame Projects
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1. Project name and site address

Selby Urban Village, Selby Centre, Selby Road, London, N17 8JL

2. Presenting team

Abigail Batchelor	Karakusevic Carson Architects
Mark Smith	Karakusevic Carson Architects
Sohanna Srinivasan	Karakusevic Carson Architects
Graeme Sutherland	Adams & Sutherland Architects
Jennifer Ross	Tibbalds Planning and Urban Design
Azom Choudhury	London Borough of Haringey
Andrea Keeble	London Borough of Haringey
Jack Skinner	Selby Trust

3. Aims of the Review Panel meeting

The Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority briefing

The project aims to be an exemplar of how a local authority and the third sector can work together towards shared goals, including the Council's ambition to build council housing as well as a new community hub, sports and recreational facilities. The application site includes the Selby Centre, a sports hall, a strip of land located to the north of Devonshire Primary School playing fields and Bull Lane Playing Fields to the north / northeast of the centre which falls within the London Borough of Enfield.

The Selby Centre is operated by the Selby Trust and is held on a lease from Haringey Council. The centre is spread over six blocks with associated car parking. Bull Lane playing fields is a four hectare site located directly northeast of the Selby Site and is designated as 'Local Open Space'. While located within the London Borough of Enfield, Bull Lane is owned by Haringey. The borough boundary with Enfield runs along the southern boundary of Bull Lane playing fields, and to the north of the strip of land that connects the application site to Weir Hall Road. The Haringey Local Plan recognises the Selby Centre as an Asset of Community Value. It is identified as allocated site SA62 in the Site Allocations Development Plan Document and allocated for a 'community use-led mixed use development' which includes the 'consolidation of community uses with potential housing development'. In March 2019 Haringey Council and the Selby Trust signed a Memorandum of Understanding. This sets out joint aspirations and agreed ways of working to ensure the successful re-provision and development of the Selby site.



Officers seek the panel's views on the proposed masterplan and phasing strategy; the proposed park and its sports and recreation facilities; the new Selby Centre; the proposed streets and squares and the block/building heights, massing, townscape, and design quality; and the approach to transport and connectivity, and to parking. They also ask for the panel's comments on the relationship of the scheme (and its uses) to the surrounding area, the public realm proposals, the legibility of the scheme and the links to the surrounding area. Its views on the approach to environmental sustainability, ecology, biodiversity and drainage is also welcomed.

5. Review Panel's views

Summary

The joint Review Panel welcomes the opportunity to consider the proposals for Selby Urban Village as they continue to evolve. The site offers an exciting opportunity to transform these linked areas of land straddling the Haringey/Enfield Borough boundary- some of which are in a state of disrepair – into a fantastic destination. The panel welcomes the work done to date and thinks that the project promises to be an exemplar both of community working, and of a landscape-led masterplan. It commends the level of consultation undertaken that has informed the proposals and the aim of achieving 50% social housing on the site.

The panel supports the main strategic decisions that have been taken in the masterplan, including the siting and disposition of the main Selby Centre building and the separate sports hall. It supports the overall approach to creating a pedestrian and cycle-friendly neighbourhood with the main car park accessed solely from Bull Lane. It welcomes the overall landscape-led approach to the master plan and on balance supports the decision to locate the 3G pitch to the east of the playing fields with the cricket/football pitches to the west, although it acknowledges that this presents a particular challenge to ensure an attractive and welcoming approach to the playing fields from Bull Lane. The panel are not yet convinced by the scale and massing of the residential elements of the proposals and would like to see further testing conducted, including of views, wind microclimate, daylight / sunlight, and overshadowing. The relationship of the tower to the Selby Centre should also be explored and tested further.

As design work continues, the panel feels that further development of the detailed design of the different parts of the masterplan is required, including the configuration, layout and form of the Selby Centre, the layout, form and detail of the residential accommodation, and the balance of active sports and passive recreation on the Bull Lane site. The design of the public realm, the hierarchy of the street network, and the generosity of the pedestrian routes, along with the detail of the landscape proposals, all need further refinement. Further details on the panel's views are provided below.

Scope of the review

- The material presented at review was predominantly at a strategic level, so the panel was not able to consider the proposals for the individual buildings in detail. It looks forward to evaluating the proposals in greater detail in future reviews.

Approach to development / masterplan

- The work undertaken to date represents a very good foundation; as design work continues it will be important to explore and reinforce the community focus of the proposals and home in on the details that will make it work.
- The panel supports the strategic decisions that have been made since the previous review: removing the perimeter housing from the Bull Lane site and locating all residential development in the Selby Lane site will enable both plots of land to be developed in an optimal way in terms of access, configuration and safety.
- Locating the Selby Centre at the junction of the two main sites is also welcomed.
- The panel welcomes the community and sports focus of the masterplan and is pleased that this approach has been adopted rather than one that seeks to maximise the amount of residential development to the detriment of other uses.
- The proposals for phasing the development are well-considered and will allow for the retention on site of all the existing organisations based at the existing Selby Centre throughout the construction process.
- The panel feels that the scheme may possibly benefit from a wider design team as it moves to the detailed design stage, with additional architects, to ensure that the different blocks have sufficient variety.

Massing and development density

- The panel would like more information about the proposed scale and massing of the individual parts of the masterplan. This should include testing and studies of the proposed building heights, views, wind microclimate, daylight / sunlight, and overshadowing.
- It notes that while the proposed building heights (presented in block form within the masterplan) might be achievable, this is not yet certain. The panel would like further opportunity to consider the scale, massing, and related studies (mentioned above) in greater detail before confirming their views.



Landscape design, ecology and biodiversity

- The landscape proposals are well-considered and have the potential to enhance the overall scheme. The emphasis on ecology and biodiversity is welcomed, including the inclusion of different species, such as fruiting plants and trees.
- Retaining mature trees on site will provide a level of continuity and maturity to the development. The panel would encourage further consideration of how the trees are integrated within the development to avoid potential conflict, especially within the centre of the site.
- The tree planting strategy should be accompanied by a robust management plan, to ensure the longevity of all trees planted on site. Further refinement of the tree planting proposals, to achieve a greater spatial hierarchy and diversification of planting within the landscape, would be supported.
- The panel would like to see greater articulation of the SuDS (sustainable drainage systems) and swales, to foster greater biodiversity and climate resilience. It supports the inclusion of blue and green roofs.
- The panel would like to know more about the lighting proposals, as these will make a significant contribution to the character of the development. Careful integration of the lighting for the recreation uses and the Selby Centre will be required.
- The panel would like more information about the proposed boundary treatments between the different uses on site, including the location and nature of any proposed fencing.

Place-making, public realm, routes, legibility and parking

- The panel welcomes the creation of the new east-west cycle route. Careful consideration of the detailed design of this route will be needed, especially around the Selby Centre building, to respond to pedestrian desire lines while minimising the number of bollards that will be required to control the movement of vehicles. The relationship of the cycle route to the proposed allotments on the narrow path to the north of the primary school will also need careful consideration.
- While the Selby Centre will have a Haringey address and be located off Selby Road, vehicular access to the car park will only be from Bull Lane, Enfield, and this could lead to significant confusion for visitors arriving by car. Further consideration should be given to vehicular arrival, access, movement and management issues, including signage.
- The panel would also encourage further consideration of the nature and hierarchy of the street network within the residential development. Of the two



residential squares, the north square is spatially more important as an arrival space, while the south square is more of a space with a route through it. As design work continues, these differences can be expressed through materiality and detailed design, to ensure that both spaces are well-defined and distinctive.

- The dominance of the carriageway within the street network should be reduced. Emphasising the community focus of the public realm will help in this regard; consideration of how the spaces might be used – for example, during a street party – would be welcomed.
- The panel would encourage flexibility within the design of the parking areas, to enable other sporting or recreation activities to make use of the space when there are few vehicles. It highlights examples of managed parking ‘pods’ in woodland areas at Alexandra Palace.
- Careful integration of cycle parking is required, to avoid blank walls at key corners; security considerations are also important, especially in areas that have only minimal surveillance.

Sports and recreational facilities (Bull Lane playing fields)

- The panel understands the constraints governing the layout of the sports and recreational facilities. Located along Bull Lane, the 3G court would represent a barrier, but it feels that on balance, the proposed location is the preferable solution. It would avoid ‘dead’ space between the 3G court fence and the housing adjacent to the west and north boundaries of the site, as well as minimising nuisance from lighting.
- However, to make this solution workable, much more attention needs to be given to the pedestrian entrances to the site from Bull Lane. Establishing the proposed Bull Lane Promenade (with play-on-the-way) will be extremely important to soften and buffer the edge of the 3G court.
- At the northern entrance, the community allotments could perhaps be reconsidered to create a more open and attractive pedestrian access route, which continues the ‘promenade’ theme from the Bull Lane boundary into the heart of the site. At the southern entrance – which also provides vehicular access to the car park – the design of the hard and soft landscaping should prioritise pedestrian access.
- Visibility into, and surveillance of, the sports and recreation fields should be enhanced where possible. Any fencing should be visually lightweight to allow for unimpeded views through, and the design and orientation of pedestrian entrances should be welcoming and enable good sight lines.
- The panel understands that sport is the focus of the Bull Lane site, and notes that some opportunities for informal recreation, play, walking and cycling have been provided around its periphery. However, as design work continues, it



would encourage some further flexibility where possible, to achieve a better balance between active sport and informal recreation.

- It notes that provision of a cricket pitch with a fixed circular boundary limits the scope for informal recreation around the edges of the site. However, the panel understands that the provision of a cricket pitch is seen as a priority for the local community. If this is the case, it wonders whether the master plan should allow for a small pavilion to support and reinforce the cricket use.

Selby Centre

- Locating the Selby Centre at the heart of the two sites, with part of the building within Haringey Borough's boundary, will achieve a number of objectives for the Selby Trust and for the masterplan as a whole.
- While there is potential for the Selby Centre to become a local landmark for wayfinding, the panel feels that further work is needed to reinforce its visual presence so that it is easily seen and recognised from the different routes on approach.
- The panel would like to know more about the three-dimensional relationship between the Selby Centre (four storeys) and the attached tower building (twelve storeys). More testing of the relative scales and views is needed, to establish whether more separation is needed between the Selby Centre and the tower.
- As design work continues, refinements to the exterior detail of the Selby Centre would be welcomed. The colonnade is potentially an attractive feature that leads visitors to the main entrance and will need careful detailing.
- Clarity on the programme of uses and organisations incorporated within the building would be useful. This should include a clear understanding of how the different facilities will be used and managed, to ensure that the centre will remain viable in the long term and be able to generate a good level of income. This is especially the case for large events, such as weddings, and the panel would like to know if there is a private, external 'spill-out' garden space for such events.
- The panel would like to see further testing of the proposed spaces within the building, in terms of how they would be used and respond to different needs.

Residential development – Selby Lane site

- The proposals for the residential development presented for review were not detailed, so the panel is only able to comment at a strategic level. The overall configuration of the housing looks promising and appears to be on the right track; however, further work to provide a stronger focus and to create a distinctive and successful neighbourhood will be needed.

- While very high density, the plan forms seem promising, and the mix of apartments and townhouses within the site is supported.

Inclusive and sustainable design

- The panel would like more detail on the approach to climate change resilience, low / zero carbon energy design and sustainability standards. It considers that the project should aim to achieve at least BREEAM excellent rating.
- It understands that the proposals include connection into a district heating network in future. It would encourage exploration of green gas and electricity options for energy requirements in the meantime.
- The three-storey townhouses have great potential to be designed to the Passivhaus standard. Further exploration of all opportunities to embed sustainable strategies and technologies as the proposals evolve would be supported.
- The panel would encourage the design team to look at the LETI (London Energy Transformation Initiative) standards and work towards achieving these performance requirements.
- Consideration of the concepts of standardisation, building lifespans and design for deconstruction – enabling reuse of buildings in different locations in the future – would be welcomed.

Next steps

- The panel would welcome the opportunity to review Selby Urban Village again as the detailed design process continues.
- It also offers a focused chair's review specifically on the approach to low carbon design and environmental sustainability, if required.

Appendix: Haringey Development Management DPD**Policy DM1: Delivering high quality design****Haringey Development Charter**

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
 - b Make a positive contribution to a place, improving the character and quality of an area;
 - c Confidently address feedback from local consultation;
 - d Demonstrate how the quality of the development will be secured when it is built; and
 - e Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development

- B Development proposals should relate positively to their locality, having regard to:
- a Building heights;
 - b Form, scale & massing prevailing around the site;
 - c Urban grain, and the framework of routes and spaces connecting locally and more widely;
 - d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
 - e Rhythm of any neighbouring or local regular plot and building widths;
 - f Active, lively frontages to the public realm; and
 - g Distinctive local architectural styles, detailing and materials.

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CONFIDENTIAL**London Borough of Haringey Quality Review Panel****Report of Chair's Review Meeting: Selby Urban Village**

Wednesday 16 February 2022
Selby Centre, Selby Road, Tottenham, N17 8JL

Panel

Hari Philips (Chair)
Marie Burns
Esther Kurland

Attendees

Rob Krzyszowski	London Borough of Haringey
Suzanne Kimman	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Joe Brennan	Frame Projects
Adrian Harvey	Frame Projects

Apologies / report copied to

Deborah Denner	Frame Projects
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Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

Declaration of Interest

Panel Chair Hari Phillips, Bell Phillips Architects, has previously worked on other projects with Karakusevic Carson Architects and Tibbalds. He is not working with them currently.

CONFIDENTIAL**1. Project name and site address**

Selby Centre and Bull Lane Playing Fields, Selby Road, Tottenham, N17 8JL

2. Presenting team

Karl Eriksson	Karakusevic Carson Architects
Sohanna Srinivasan	Karakusevic Carson Architects
Graeme Sutherland	Adams and Sutherland Architects
Jennifer Ross	Tibbalds Planning
Paul Butler	Selby Trust

3. Planning authority briefing

The Selby Centre is recognised as an asset of community value Haringey Local Plan. The site is allocated for a 'community use-led, mixed-use development' which includes the 'consolidation of community uses with potential housing development'. The allocation also identifies an opportunity to link the adjacent Bull Lane playing fields and other open spaces in the area.

Directly to the west of the Selby Centre, is Devonshire Hill Primary School and its playing field, to the north of which is a westerly projecting strip of land within the site. To the east of the site is a locally significant industrial site that includes a large cash and carry and Frontier Works - which hosts industrial and warehouse and storage units and several businesses. Building heights are approximately two to three storeys. Selby Road and White Hart Lane is all residential but has a mix of building designs from different periods with terraces of two storey dwellings and apartment blocks of two, three, and four storeys. The eastern side of Bull Lane is largely low-rise industrial units.

In March 2019 Haringey Council and the Selby Trust signed a Memorandum of Understanding to ensure the successful re-provision and development of the Selby site. The project aims to be an exemplar of how the Local Authority and the third sector can work together to deliver against shared goals including the Council's ambition to build council housing as well as a new dedicated community hub and new sports and recreational facilities. Officers would welcome the panel's comments on the proposed masterplan and phasing strategy, as well as on the detailed proposals for the park, its sports and recreation facilities, the new Selby Centre, the public realm proposals and linkages and relationship between the site and the surrounding areas, and the block/building heights, massing, and impact on townscape.



CONFIDENTIAL**4. Quality Review Panel's views***Summary*

The panel thanks the design team for their presentation, which shows that good progress has been made since the last review. In particular the panel is pleased to see that the Selby Centre is now stand-alone, with the residential units redistributed elsewhere in the scheme. The panel feels that it has the potential to be transformative for the local area, providing valuable new facilities and creating new connections. Some minor adjustments to the relationship between the buildings and public realm could enhance the legibility of the scheme and create more successful spaces. The architecture of the mansion blocks is rich and well-considered, by the panel feels that the towers and the Selby Centre itself would benefit from further refinement. In particular, further attention is needed at the ground floor to ensure that frontages are activated as far as possible. The panel welcomes the changes made to the design of sports ground and informal spaces around the pitches, which are working well, but would like to see greater clarity in the character and hierarchy of the other public spaces, particularly at the southern end of the site.

Scheme layout

- The north elevation of the Selby Centre is perhaps the least appealing place to focus the 'front' of the building, as it is in shade and not visible from anywhere apart from the sports ground. The panel also questions whether focusing public space to the north of the Selby Centre, where it will be severely over-shadowed, is the right approach.
- The panel notes that any of the other three elevations could have a stronger claim to be the 'front' and it would like to see options for reconfiguring the layout, particularly at ground level, to make better use of sunlight and approaches to the building.
- The relationship between the Selby Centre and adjacent parkland could be improved, and the panel would like to see a more direct connection between the building and the green space.
- The Selby Centre could be moved north, to create a closer relationship with the green space and allowing for public space to the southern side of the building and to signal more clearly its position as the fulcrum the scheme.
- Alternatively, moving the café out from the Centre itself to the pivot point at the centre of the scheme would activate and give focus to the key corner within the site.
- The panel welcomes the thought that has been given to the scheme layout in anticipation of the potential redevelopment on the Booker site, and it urges the design team to think further about how this integration could best be achieved.



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- The panel questions whether the gable end of the sports centre and the MUGA frame an inviting gateway for visitors, especially for those not arriving to participate in sport. Locating an active non-sport use near the entrance to the site from Bull Lane would help to draw in a wider range of users and increase animation to Bull Lane.
- The panel feels that a direct and clear visual link between Bull Lane and the play space to the north of the Selby Centre would help to draw visitors into the site.

Public space and landscape design

- The playing fields and the informal spaces within the parkland have developed well, but the panel notes that detailing and lighting will be important to their success.
- The panel would like to see options explored for integrating the roof garden on the eastern wing of the Selby Centre into the wider public realm, rather than restricting access behind the Centre's security line. This could be achieved by providing an external stairway.
- The panel feels that the southern square does not relate fully to the buildings that front onto it and, as a result, the space is poorly contained and overlooked. The panel feels that this could result in management issues and possibly be a magnet for antisocial behaviour.
- The panel would like further clarity about the character and uses of the different spaces created, as well as greater legibility. In particular, the landscape design proposed for the residential street should be more formal in character to contrast with the looser character of the open space at the northern end. The character of this street could be informed by the distinctive character of the streets to the east, such as Allington Avenue.

Building form and architecture

- The panel feels the architectural treatment of the Selby Centre building currently underplays the vivacity of the uses within it, evoking a commercial office building, and would like the design team to bring more joy to its expression.
- The mansion blocks are well-composed, with a welcome richness to the architecture. In comparison, the panel feels that the towers would benefit from some further refinement.
- In particular, the panel would like to see greater evidence that the buildings respond to their orientation, in both elevation and plan.



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- The proposed cycle stores create significant dead frontages and the design team should explore options for moving these stores deeper into the plan or to higher levels to free up space for more active uses.
- The panel would like to see further thought given to ways in which to activate the ground floor corners of the residential blocks and feels that the ground floor of the northern tower block is particularly inactive.
- The panel feels that the L-shaped block around Dalby's Crescent is not yet fully resolved and it is not clear that the building layout relates effectively to the new communal amenity space. The north-south wing has an uncomfortable relationship with private gardens to the west which are overlooked. Further consideration of the typologies and orientation may help to unlock this.
- The evolution of the design of the sports centre is welcomed and the panel feels that use of a timber structure is a positive.

Next Steps

The panel is confident that the design team, working with Haringey officers, can resolve the issues identified by the review, and it does not need to see the scheme again.



CONFIDENTIAL**Appendix: Haringey Development Management DPD****Policy DM1: Delivering high quality design****Haringey Development Charter**

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