

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2010/1000, **Ward:** Northumberland Park
HGY/2010/1001,
HGY/2010/1002,
HGY/2010/1003

Date received: 28 May 2010 Last amended date:

Address: Bill Nicholson Way
748 High Road
Tottenham N17 0AP

Applicant: Mr. Paul Phillips
Tottenham Hotspurs Property Company Ltd
Bill Nicholson Way
748 High Road
Tottenham N17 0AP

Ownership:

Proposal: Proposed demolition and comprehensive redevelopment of stadium (Class D2) with hotel (Class C1), retail (Class A1 and/or A3 and/or A4 and/or A5), museum (Class D1), offices (Class B1) and housing (Class C3) together with the associated facilities including the construction of new and altered roads, footways; public and private open spaces; landscaping and related works. Details of “design” and “scale” are reserved in relation to the proposed residential and hotel buildings.

Existing Use: Various uses including existing football stadium, light industrial and commercial, retail and place of worship

Proposed Use: Stadium (D2), Hotel (C1), Retail (A1/3/4/5), Museum (D1), Offices (B1) and Housing (C3).

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Drawing numbers of plans:

Stadium Drawings	
06226/110B	06226/213A
06226/111B	06226/214A
06226/112A	06226/220B
06226/113A	06226/221A
06226/114A	06226/300B
06226/115A	06226/301A
06226/116A	06226/310B
06226/117A	06226/311A
06226/118A	06226/312A
06226/120B	06226/313B
06226/200B	06226/320B
06226/201A	06226/321A
06226/210B	06226/322A
06226/211A	06226/323A
06226/212A	06226/324A

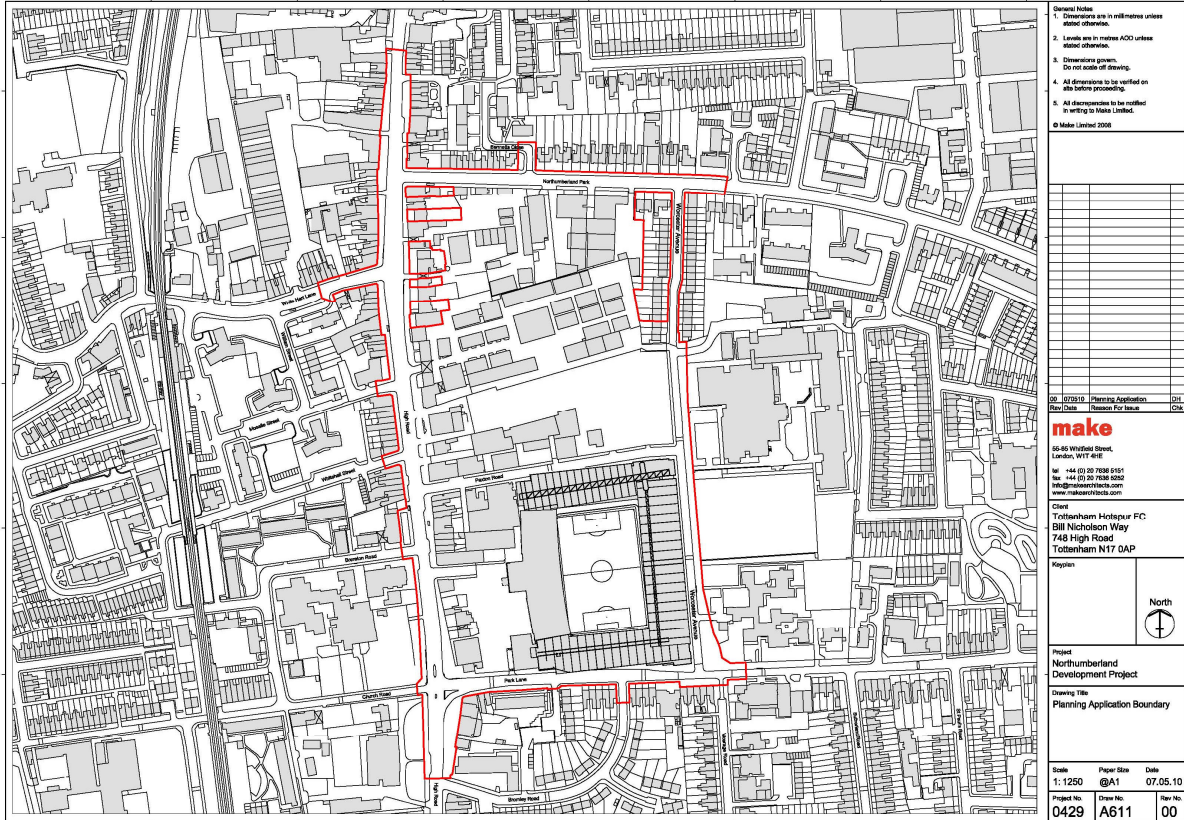
The Northern Development (Supermarket):
N2020
N2021
N2022
N2023
N2024
N2210
N2211
N3010
N3011
N3110
119
219

Outline Plans for Residential and Hotel
A700
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A702
A703
A704
A705
A706
A707

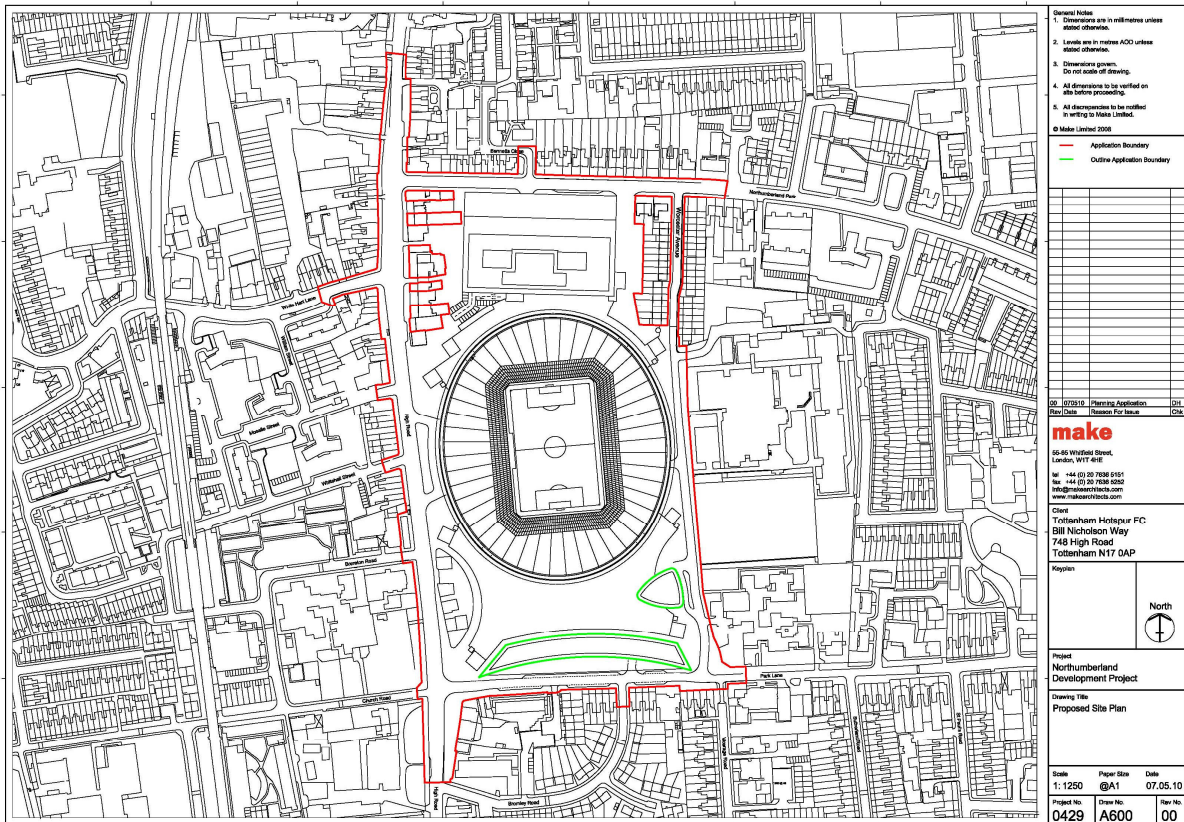
Warmington House	
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Landscaping Drawings	
TOWN446(08)5001	TOWN446(08)5007
TOWN446(08)5002	TOWN446(08)5008
TOWN446(08)5003	TOWN446(08)7001
TOWN446(08)5004	TOWN446(08)7002
TOWN446(08)5005	TOWN446(08)1002
TOWN446(08)5006	TOWN446(08)1003



Above: Plan of site as existing
Below: Plan of site as proposed



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1. DETAILS OF APPLICATIONS

1.1. Planning Application (HGY/2010/1000)

- 1.1.1. The planning application is a hybrid application; that is, it seeks full permission for some parts of the scheme and outline permission for others. Conditions will be imposed upon each of the full and outline matters so as to restrict the proposals to the parameters assessed in the environmental impact assessment and planning application.
- 1.1.2. Full approval of all matters is sought with the exception of the residential and hotel buildings within the southern development; these are submitted in outline and “scale” and “appearance” are reserved for future determination. The extent of the area where these matters are reserved is shown on Drwg. No. A600. A series of ‘parameter plans’ define the maximum envelope of these buildings assessed in the Environmental Statement. The parameter plans depict the maximum and minimum parameters of the proposed residential and hotel buildings for environmental impact assessment purposes, where details of “scale and “appearance” are reserved for future determination. Other application drawings depict a more refined residential building footprint, but this is for illustrative purposes only.
- 1.1.3. Overall the applicant is proposing to redevelop the existing stadium, employment site and some of the High Road frontage for the following development over a period of 7 years. The scheme will involve both demolition, redevelopment and rehabilitation of some buildings in the conservation area:
 - i. A new 11,623sqm supermarket and 401 parking spaces
 - ii. A replacement football stadium comprising 56,250 seats with 319 parking spaces, a new podium public space, a new heritage public space and associated shop and food and drink uses
 - iii. 2,134sqm of football club offices
 - iv. 200 residential units and 130 associated parking spaces
 - v. 150 bedroom hotel with 40 car parking spaces
 - vi. 3,610sqm football club shop
 - vii. 530sqm THFC Foundation offices
 - viii. 570sqm THFC museum
 - ix. 280sqm A1/A3
 - x. 190sqm Ticket office

1.2. Conservation Area Consent Application (HGY/2010/1001)

- 1.2.1. An application for conservation area consent is being submitted seeking approval for the demolition of a number of heritage assets within the conservation area.

1.3. Listed Building Consent Application for Warmington House No. 744 High Road (HGY/2010/1002)

- 1.3.1. An application for listed building consent seeking approval for internal and external modifications to Warmington House (Grade II listed)

1.4. Listed Building Consent Application for Fletcher House, No. 774 High Road

(HGY/2010/1003)

- 1.4.1. An application for listed building consent seeking approval for the demolition of Fletcher House (Grade II listed).

2. PLANNING DESIGNATIONS

- 2.1. The following designations cover part, or all of the application site:
 - 2.1.1. Conservation Area
 - 2.1.2. Designated Area of Employment
 - 2.1.3. Site Specific Allocation
 - 2.1.4. Area of Change: Tottenham High Road Regeneration Corridor

3. RECOMMENDATIONS

- 3.1. The reports Summary and Conclusions are set out at Section 25 page 81 of this report.
- 3.2. That Planning Committee be “minded to” grant planning permission and conservation area consent and listed building consent for applications HGY/2010/1000/01/02/03 subject to the proper signing of a combined legal agreement pursuant to Section 106 of the Town and Country planning Act 1990 and Sections 72 and 278 of the Highways Act 1980 and all other appropriate legal powers (together with an appropriate form of guarantee for both the S278 highways works and S106 contributions) and in the event that the said legal agreement is not signed and completed by Friday 17th December 2010 the Application shall be deemed refused

and the Assistant Director of Planning & Regeneration shall issue the appropriate notice of refusal of planning permission.

- 3.3. In the event that the Recommendation 1 (Para 3.1) is adopted, the application be referred to the Mayor for his final direction.
- 3.4. The grant of permission and consents set out in 3.1 be subject to a legal agreement covering all the issues set out in section 4 and the Heads of Terms at section 27 of this report and the conditions set out in Appendix 6.
- 3.5. On the grant of the planning permission for the development, the Director of Urban Environment and the Head of Legal Services be authorised to take all steps and actions as may be necessary for either or both the making of an order for the stopping up or a transport regulations order, or a combination - of the highways known as Worcester Avenue, Paxton Way, and Bill Nicholson Way and access way off the High Road between Nos 788 & 784 and 774 and 772 opposite Whitehall Street as shown on the agreed plan () pursuant section 247 Town and Country Planning Act 1990 SUBJECT TO the developer indemnifying the Council against all costs and expenses in respect of making such stopping-up Orders.
 - 3.5.1. In the event of a public inquiry by the Mayor into any objections to 3.3, the Head of Legal Services be authorised to take all action reasonably necessary to defend or settle such proceedings.

4. SUMMARY OF THE SECTION 106 & 278 HEADS OF TERMS

- i. Phasing Plan
- ii. Sustainability
- iii. Affordable Housing
- iv. Transport, Highways and Parking
- v. Tottenham Hale Interchange
- vi. Public Open Space
- vii. Local Area Management Plan
- viii. Community Development
- ix. Existing Business and Jobs
- x. Heritage
- xi. Employment, Business and Area Regeneration
- xii. Health
- xiii. Education
- xiv. Miscellaneous

5. DEVELOPMENT SITE IN CONTEXT

- 5.1. The 11.46ha development site is bounded by Tottenham High Road (A1010) to the west, Park Lane to the south, Worcester Avenue to the east and Northumberland Park to the north. The site includes Paxton Road which runs west / east along the north stand of the existing stadium. The site is generally flat but falls by approximately 1m from north to south.
- 5.2. South of Paxton Road lies the existing White Hart Lane stadium with its north, west and stands backing onto Paxton Road, Worcester Avenue and Park Lane. The stadium's west stand is separated from High Road and the buildings that line it by an open forecourt that is largely used for Club car parking. The west stand is the stadium's principal stand and contains the majority of the Club's administrative offices.

- 5.3. The current stadium has a spectator capacity of 36,237. Its four stands have been built at different times with the current east and west stands redeveloped in the 1980s and the north and south stands redeveloped in the early 1990s. The club buildings are a variety of different architectural treatments. The result is a building that does not make a positive contribution to setting of nearby Listed Buildings of the High Road Conservation Area. The current stadium is generally between 22-24m high, which is broadly equivalent to 7-8 residential storeys.
- 5.4. The 'Spurs Shop' is located immediately west of White Hart Lane stadium which is identified as a detractor in the Conservation Area Appraisal. A group of three notable buildings lie between Spurs Shop and Bill Nicholson Way to the north: comprising No.744 High Road 'Warmington House' (listed Grade II); the Dispensary (locally listed); and Red House Coffee Palace (locally listed).
- 5.5. 'Valentino's' nightclub (750 High Road) occupies a three storey building on the corner of Bill Nicholson Way and High Road with a single storey rear extension ('Rudolph's nightclub'). The former is locally listed. A series of three-storey, terraced properties lie between Valentino's nightclub and Paxton Way all locally listed. All these properties are vacant and boarded-up. However, all are described in the Tottenham Conservation Area Character Appraisal as positive contributors to the Conservation Area and several are locally listed. Paxton Hall lies further east on the south side of Paxton Road, which is also identified as a positive contributor to the Conservation Area. The stadium's north stand lies beyond.
- 5.6. A four storey late c.20 office building (which is identified as a detractor in the Conservation Area Appraisal) lies on the northern corner of Paxton Road and High Road with a series of one and two storey light industrial buildings behind lining Paxton Road. They also include a single storey Jehovah's Witness Kingdom Hall. Further east along Paxton Road are ticket offices associated with the Club and an open car park used on match days.
- 5.7. Immediately north of the Paxton Road/High Road office building lies the Grade II listed No.774 'Fletcher House', which is set back from the High Road and partially screened by a semi-mature deciduous tree. Fletcher House was until recently occupied by the Coop funeral parlour. A former petrol filling station, which has been converted to another temporary Spurs Shop, lies immediately north. It is identified as detracting from the Conservation Area in the Character Appraisal. Further north lie two storey, late c.20 office buildings associated with the N17 Studios light industrial estate. These buildings abut Grade II* listed Dial House to the north, which is set closer to the High Road.
- 5.8. A three storey terrace running north of Dial House up to and including 802 High Road comprises predominantly Grade II listed buildings, but includes two Grade II* structures: No.796 High Road 'Percy House'; forecourt walls and railings to Percy House.
- 5.9. The next block of three storey terraced properties (Nos.804/806) are not listed, but are identified as positive contributors to the Conservation Area. Immediately north lie Nos.808/810 High Road, which are listed grade II*. The latter has just benefited from significant English Heritage investment and has been externally renovated.
- 5.10. The two-storey, locally listed 'Thames Bookmakers' shop lies on the corner of Northumberland Park and High Road. Behind it to the east, lie Nos.2, 4 and 6 Northumberland Park, which are also locally listed and within the Conservation Area.

- 5.11. Light industrial buildings (including the 'Stadium Business Park') and various vehicular access points lie further east along Northumberland Park. A pair of three-storey, semi-detached dwellings, lie between this area and the residential properties of Worcester Avenue and are set back behind small gardens.
- 5.12. The northern section of Worcester Avenue is effectively a cul-de-sac and is lined by two storey c.20 terraced housing on both sides. The character of Worcester Avenue then changes as it becomes lined by high razor-topped walls associated with the secondary school along the eastern edge. A section of concrete panel wall separates the Paxton Road match day car park from Worcester Avenue southwards down to Paxton Road. The stadium's east stand lines the western side of Worcester Avenue down to Park Lane.

6. WIDER CONTEXT

- 6.1. The site is located in Northumberland Park Ward, one of the most vibrant and diverse parts of the borough, an area with significant levels of deprivation and higher rates of unemployment than in the rest of Haringey or London.
- 6.2. The area around the site is characterised by a diverse mix building types and uses. The predominant land-use is residential, with a high proportion of Council-owned, social rented housing, privately rented housing and houses in multiple occupation.
- 6.3. The High Road in the vicinity of the site is characterised by Victorian, Edwardian and more recently constructed three/four-story brick buildings; many of which have ground floor shop fronts. The High Road itself is generally of four lanes (with demarked bus lanes). The kerbs and footways have recently been upgraded along this stretch of the High Road by the Council and Transport for London. Some new street furniture (such as cycle stands) has been installed.
- 6.4. The Northumberland Park secondary school lies immediately east of the site on Worcester Avenue beside St Paul and All Hallows Church of England Junior and Infant Schools. St. Francis de Sales Roman Catholic Infant and Junior Schools lies immediately west of the site. Coombes Croft library lies immediately north of these schools opposite the site and is currently being extended and refurbished.

7. PLANNING CONTEXT

7.1. Strategic – London Plan

- 7.1.1. At a strategic level, the London Plan promotes London's role as a World City and the stadium redevelopment would be consistent with London Plan Policy 1.1 ('London in its global, European and UK context') which aims to support London's unique strengths, including culture and tourism. It would also be consistent in principle with Policy 3D.6 of the London Plan ('The Olympic and Paralympic Games and Sports Facilities') which recognises the potential for new or improved stadia to bring forward significant regeneration benefits.
- 7.1.2. The scheme would also be consistent in principle with London Plan Policy 2A.7 ('Areas for Regeneration') and the equivalent policy of the emerging Replacement London Plan (draft Policy 2.14) because it would contribute to the economic and social regeneration of this part of Haringey. A development on this scale would also be consistent with draft Policy 2.7 of the Replacement London Plan ('The Outer London Economy').

- 7.1.3. Individual elements of the development (such as the hotel, foodstore and housing) are also supported by strategic development plan policies. The hotel is consistent with the objectives of London Plan Policy 3D.7; the foodstore contributes to the overall regeneration benefits of the development and is supported by London Plan Policy 2A.7; the housing is supported by London Plan Policy 3A.1 ('Increasing London's Supply of Housing') and by achieving the maximum amount of housing on the site consistent with good design and providing affordable housing in line with local requirements could also comply with the requirements of London Plan Policies 3A.3 and 3A.10.
- 7.1.4. In addition, there is a raft of relevant London Plan policies covering design (Policies 4B.1 and 4B.5), the promotion of world-class architecture (Policy 4B.2) and the requirements for large buildings (4B.10). There is also a suite of policies relating to built heritage (Policies 4B.11, 4B.12 and 4B.13) where the emphasis is on re-use in a way that supports economic development and regeneration.

7.2. Local policy - Haringey Unitary Development Plan (UDP)

- 7.2.1. Haringey's UDP supports the concept of a large-scale, stadium-led mixed use development is embedded in Haringey's Unitary Development Plan.
- 7.2.2. A large portion of the site is given a site specific allocation in the 2006 UDP for a stadium-led, mixed-use development, which includes housing (Proposal SSP13). The allocation includes the part of the site that fronts Tottenham High Road that falls within the North Tottenham Conservation Area but does not make any specific proposals for that part of the site. The majority of buildings on the site are considered to be of no historical or architectural interest, and have a negative impact on the general area. However, there are a number of listed buildings located on the site, as well as a number of locally listed and unlisted buildings within the conservation area that are considered to make a positive contribution.
- 7.2.3. The majority of the rest of the site is within one-of-two Defined Employment Areas (DEAs) where Policies EMP3 and EMP4 apply to protect existing employment locations for employment generating uses and allow redevelopment where it would result in an increase in the number of permanent jobs and wider regeneration benefits. These designations relate primarily to the 'N17 Studios' (also known as the Wingate Trading Estate).
- 7.2.4. Approximately 90% of the N17 Studios have been demolished by the club. Using a jointly agreed Council and THFC relocation strategy, most of the tenants have relocated into the Tottenham area.
- 7.2.5. Policy AC3 describes the redevelopment and expansion of the Tottenham Hotspur Football Club stadium as a 'catalyst for prime regeneration' in the Tottenham High Road Regeneration Corridor.
- 7.2.6. The saved policies of the UDP promote good design, both in general (Policies G1, G2 and UD4), and in specific design and amenity considerations (Policies UD3 and UD6). Policies also encompass the built heritage, largely replicating national policies for heritage assets, such as listed buildings and conservation areas, whilst establishing a local list of buildings of interest (Policies CSV1 to CSV7).

- 7.2.7. Tottenham High Road and the Northumberland Park Ward are identified as a priority for regeneration in a series of planning, regeneration and neighbourhood renewal strategies produced by London Borough of Haringey, including the Haringey City Growth Strategy, the Tottenham High Road Strategy, Narrowing the Gap: Haringey Neighbourhood Renewal Strategy, Haringey Employment Partnership Employment and Skills Strategy and the Haringey Regeneration Strategy. The High Road Strategy identifies the redevelopment of the stadium as a major opportunity to support wider regeneration and the Regeneration Strategy describes redevelopment as a major gateway project for the borough.

8. PLANNING HISTORY

- 8.1. The full planning history has been reviewed and there are no issues relevant to the application arising. For the full history, please see Appendix 1.

9. DETAILS OF PROPOSALS

- 9.1. The development is submitted a hybrid application would contain the following elements:

9.2. Full application for the following (HGY/2010/1000)

- 9.2.1. A new Football new stadium with a 56,250 seating capacity provided as follows:
- a. Lower Tier: 21,324 seats
 - b. Middle Tier: 5,510 seats
 - c. Box Tier: 1,180 seats
 - d. Upper Tier: 28,236 seats
- 9.2.2. At its highest point, the roof would be 41 metres above the surrounding pavement.
- 9.2.3. The new stadium would be constructed to the north of the existing stadium on land currently occupied by an industrial estate. The phasing programme allows the change from the old to the new stadium over the course of one season so Spurs would not have to be relocated to a temporary pitch.
- 9.2.4. A 7,432m sq. supermarket located between the north of the existing stadium and Northumberland Park. It would be 3 storeys high on Northumberland Park and nearly 8 storeys next to the Stadium. 401 car parking spaces would be provided.
- 9.2.5. Retention and reuse of the 4 heritage buildings in the south western part of the site. Proposals include a courtyard providing an intimate setting for a series of listed and locally listed buildings which are now incorporated in the scheme. To the east would be a new podium plaza, and a major new civic space suitable for open air activities both on match days and at other times.
- 9.2.6. A new Club Museum and Club Shop would be provided beneath the podium plaza, fronting onto the courtyard.

9.2.7. New offices for the charitable Tottenham Hotspur Foundation would form the southern edge of the new south podium plaza, occupying first floor of the new block.

9.3. Outline application (HGY/2010/2001) for a hotel and housing as follows:

9.4. Up to 200 new residential units will be provided. A breakdown of tenure and accommodation size is as follows:

- i. 50% of habitable rooms are affordable
- ii. Entrances would be located to the north, east and south of the building
- iii. 121 car parking spaces are proposed for residents of the development
- iv. A 150-bedroom hotel (approx 12-storeys) with restaurant in the south eastern part of the site fronting onto Worcester Avenue.

9.5. Conservation Area Consent Application (HGY/2010/1002)

9.5.1. An application for conservation area consent seeking approval for the demolition of the following buildings in the North Tottenham Conservation Area

9.5.2. 734-740,742,744a,752a,752b,752c,754-766,768-772,776,778-788,806a and 806b High Road N17 Paxton Hall, Paxton Road and 2-6 Northumberland Park London N17 and any

9.6. Listed Building Consent Application for Warmington House No. 744 High Road (HGY/2010/1003)

9.6.1. An application for listed building consent seeking approval for internal and external modifications to Warmington House (Grade II listed).

9.7. Listed Building Consent Application for Fletcher House, No. 774 High Road (HGY/2010/1004)

9.7.1. An application for listed building consent seeking approval for the demolition of Fletcher House (Grade II listed).

10. CONSULTATION

10.1. The Council undertook wide consultation with both Statutory Consultees and with local Residents.

10.2. The Statutory Consultees include:

- i. The Greater London Authority (GLA)
- ii. London Development Agency
- iii. Transport for London
- iv. English Heritage
- v. Natural England
- vi. Environment Agency
- vii. Thames Water
- viii. British Waterways
- ix. Commission for Architecture and the Built Environment (Cabe)
- x. Greater London Archaeological Service
- xi. London Waste
- xii. Network Rail

- xiii. The Highways Agency
- xiv. Corporation of London
- xv. North London Chamber of Commerce
- xvi. The Metropolitan Police
- xvii. London Borough of Barnet
- xviii. London Borough of Camden
- xix. London Borough of Enfield
- xx. London Borough of Hackney
- xxi. London Borough of Islington
- xxii. London Borough of Waltham Forest
- xxiii. The Ancient Monuments Society
- xxiv. The Council of British Archaeology
- xxv. The Society for the Protection of Ancient Buildings
- xxvi. The Georgian Group
- xxvii. The Victorian Society
- xxviii. The Twentieth Century Society

10.3. English Heritage

English Heritage is the governmental advisory body and statutory consultee for the historic environment and heritage assets. It must be notified of every listed building application in Greater London, and may: authorise the Council to determine the application as it sees fit, direct refusal or attach conditions to a permission. It may also recommend to the Secretary of State whether or not the application should be called in on heritage grounds.

10.4. Mayor of London

The Mayor is responsible for strategic planning for London and applications which are of strategic importance to London must be referred to the Mayor to ensure that they are consistent with the London Plan and good strategic planning in London. The Mayor must be notified of the Council's draft decision and conditions, and may either allow the decision to issue as drafted, direct refusal or take over and determine the application (where appropriate for him to do so). If the Mayor decides an application, he will be responsible for setting conditions and collecting section 106 contributions.

10.5. 23,000 letters were sent to local residents

10.6. A Development Management Forum on the scheme was held on the 24th June 2010. The minutes are contained in Appendix 2.

11. RESPONSES

11.1. A Development management Forum was held on the revised application on the 24th of June at White Hart lane 6th Form Centre. Approximately 30 residents attended.

11.2. To date this time the application has generated 399 responses which have been logged by the council and are available to view on the Planning website. 345 responses were supportive of the plans and 43 are in objection. The remaining numbers are made up of neutral comments and 11 responses from groups and statutory consultees such as neighbouring authorities, the Greater London Authority and CABE. The Planning service has a policy of accepting comments right up to the

Committee hearing and in view of this the figure is likely to rise further before the planning application is determined.

11.3.A summary of all residents and stakeholder objections or comments on the scheme can be found in appendix 2.

12. EQUALITIES IMPACT ASSESSMENT

12.1. In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. This section requires that in carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful racial discrimination, and secondly to the need to promote equality of opportunity and good race relations between persons of different racial groups. Members must have regard to these obligations in taking a decision on this application. Part of this consideration will be whether the approval of this application could have an adverse impact on equality of opportunity, or disadvantage some racial groups. If the Committee considers that it would, they should consider whether the adverse impact be reduced by taking particular measures.

12.2. The impact of this scheme has been considered in relation to section 71 as set out above. The Development will have an impact on the local community and in view of the diversity of the Northumberland Park area where a large proportion of homes and business units are owned by members of Black and Minority Ethnic communities. The conclusion of the attached Equalities Impact Assessment is that this application will have a significant impact on BME communities. However, it is considered, that the delivery of the development itself will ultimately have a positive impact and promote equality of opportunity through improved housing (including affordable and family housing), regenerating the physical environmental, providing local employment and improving sporting facilities.

12.3. The full Equalities Impact Assessment is included within Appendix 3.

13. RELEVANT PLANNING POLICY

13.1. Tables of the relevant planning policies, at National, London and Local level can be found in appendix 4.

14. ANALYSIS/ASSESSMENT OF THE APPLICATION

14.1. Regeneration issues

14.1.1. The redevelopment of the football stadium as part of a mixed use development is acceptable in principle. The adopted Haringey UDP includes a site specific allocation for an expanded football stadium and mixed use development on the south of the site.

14.1.2. The project will enable the significant regeneration of this part of Haringey in accordance with Haringey UDP policy AC3 (Areas of Change) and London Plan policy 2A.7 ('Areas for Regeneration'). The development will bring new jobs, increase local investment and upgrade the local environment

- 14.1.3. The inclusion of a hotel is welcome and would accord with the above policy objectives. London Plan policy 3D.7 and policy 4.5 of the draft replacement London Plan also support the inclusion of a hotel in the development.

14.2. Employment issues

- 14.2.1. The proposal complies with employment policies within the Haringey UDP. The northern section of the site is covered by Policy EMP3 of the UDP which designates them as Defined Employment Areas (DEA 8 and DEA 20) and which includes the N17 studios. Policy EMP3 seeks to protect employment use and states that such sites are potentially suitable for a range of employment uses, including leisure, retail, and day nurseries, creative and cultural industries.
- 14.2.2. A joint Council and THFC relocation strategy was agreed as part of the pre application discussions on this scheme and has successfully relocated existing businesses on the site. For example of the businesses relocated from N17 studios approximately 70 % have been re-located within 2 miles of the site.

14.3. Retail issues

- 14.3.1. The proposals incorporate a large footprint food store approx 7,150 sq m on the northern edge of the site. The food store is an important element of the scheme as it supports the financial viability of the development. It contributes significantly to the direct and indirect regeneration impacts of the development, creating employment and the potential for major “spin-off” benefits because of the activity associated with the store; and will be a major contributor to the regeneration of this part of Tottenham.
- 14.3.2. The Council’s own retail study carried out as part of the LDF evidence base research suggests that there is capacity for 8,000 sq m of additional retail floor space in the Borough. This site is slightly outside the boundary of the Bruce Grove/ Tottenham High Road District Centre. Under the sequential test assessments required, as set out under the terms of P.P.S. 6 *‘Planning for Town Centres’* The Council is required to assess the availability of large sites suitable for retail use within the Town centre. The Council has not to date identified any other site within the existing neighbouring town centres that could accommodate a store of this size.
- 14.3.3. PPS4 sets out the Government’s revised policy framework for planning for sustainable economic development in urban and rural areas (including town centres). Four planning statements have been merged to create a single PPS – a planning framework designed to support economic growth and pull together town centre and retail policy statements.
- 14.3.4. The new PPS4 sets a wider “impact test” which gives councils a better tool to measure the wider positive and negative effects of retail and other town centre related development. The new “impact” test examines a wider range of factors including retail diversity, sustainable transport and accessibility, consumer spending, loss of trade, impact on town centre investment, addressing climate change, scope for regeneration and job creation.
- 14.3.5. The inclusion of a supermarket also needs to address the criteria relating to the creation of “sustainable economic development” as set out in PPS 4 and

amplified in PPG13 which seeks to locate major developments in locations which are accessible by public transport. The Council's own retail study indicates that over a third of people in the borough do not have access to a car for shopping purposes. This site has a Public Transport Accessibility Level of 4 where 6 is classed as excellent. There are very good bus links to the site which is also very close to White Hart Lane Station.

14.3.6. In retail policy terms, the creation of this quantity of retail floor space in this location is acceptable for the following reasons:

- i. It would meet a demonstrable need for retail facilities in North Tottenham,
- ii. The location of the supermarket in this part of North Tottenham complies with the sequential test and is located within an accessible location with good public transport links. This gives shoppers the potential for linked trips whereby visitors to the supermarket also shop in other shops in the surrounding area
- iii. The supermarket would have a positive economic effect on the local economy as it would create approximately 430 jobs directly (370 net jobs) the inclusion of a supermarket in the scheme contributes to the positive impact of development in regeneration terms
- iv. The supermarket would not be likely to adversely impact on the vitality and viability of any existing town centre

14.4. Housing

14.4.1. *Supply of Housing*

14.4.1.1. The current proposal will provide up to 200 residential units, which represents a reduction in the 500 units originally proposed in the previous scheme. These are welcomed in terms of increasing Haringey's supply of housing in accordance with UDP policy G3 and London Plan policy 3A.1.

14.4.1.2. The Haringey UDP 2006 sets an indicative figure of 500 housing units within the site specific allocation for this site. (Site specific proposal No 13 of the UDP) As with all the indicative figures contained within the 2006 UDP sites schedule this figure has not been tested against current design or environmental standards. The southern development will incorporate up to 200 new homes in the form of town houses, maisonettes and apartments. Outline planning permission with "appearance" and "scale" as reserved matters is being sought for this element of the scheme. The inclusion of 200 residential units in the scheme is considered acceptable. Officers are confident that this level of residential accommodation will meet current design and amenity space standards

14.4.2. *Housing Tenure*

14.4.2.1. The applicant has advised that the housing is proposed as 50% private housing and 50% affordable accommodation with a tenure split between social rented and intermediate accommodation to meet local housing

needs in this part of Haringey, providing it is secured through the terms of this planning application.

- 14.4.2.2. For assessment purposes , the applicant has provided an indicative mix of unit sizes in accordance with the Council’s adopted Housing Supplementary Planning Document on the basis of a 50/50 split of private and affordable housing¹ and a tenure split of 70/30 (social rented/intermediate). The indicative mix is as follows:

No. Bedrooms	No. Units	Percentage
1	56	28%
2	56	28%
3	49	24.5%
4	39	19.5%
Total	200	100%

- 14.4.2.3. This would mean approximately 44% of the affordable homes would be suitable for families².

- 14.4.2.4. The new housing is now arranged in a single crescent-shaped building on an east west axis rising from a minimum height of 23m above site datum at either end to a maximum of 36m in the middle. This height is considered acceptable in this location. However, in view of the potential impact of an increase in the height of the residential building on neighbouring properties. An appropriate condition is recommended seeking to limit the height of the proposed residential building in any future detailed scheme.

- 14.4.2.5. The parameter plans show a which building sits above its own podium, which encloses 121 residential car parking spaces, cycle parking, waste and recycling facilities. A series of three storey townhouses will line the podium along Park Lane with small front gardens to the street.

14.4.3. Residential mix

- 14.4.3.1. There are major constraints on this site in relation to its suitability for family use given the proximity of the football stadium and this will need to be assessed against current standards on receipt of the detailed scheme.

14.4.4. Space Standards

- 14.4.4.1. All the proposed units comply with the space standards in the Housing SPD.

- 14.4.4.2. All will meet Lifetime home standards and 10% will be wheelchair accessible

¹ Based upon habitable rooms

² Three bedrooms or more with direct access to high quality private amenity space.

14.4.5. Density

- 14.4.5.1. The football club have not provided a density figure which accords with the guidance for mixed use set out in the Haringey Housing SPD; this will need to be assessed as part of the detailed scheme. A residential density figure has been provided which gives a density figure of approximately 400 habitable rooms per hectare, which places the scheme within the density range set in the London Plan.

14.4.6. Children's play space/Amenity space

- 14.4.6.1. The Mayor's Draft Housing Design Guide states that all residential units should have private amenity space, or if not possible for exceptional reasons, a winter garden should be provided. The current illustrative scheme includes a private residential garden facing onto Park lane, individual balconies and a green roof. The detailed scheme will need to be assessed with regard to current GLA/Haringey policies at the time it is submitted. The Mayors stage 1 report asks for full details of the proposed play provision which has not been received at the time of writing.

14.4.7. Car Parking

- 14.4.7.1. The current scheme will incorporate 130 car parking spaces, a ratio of 0.65 spaces per unit which accords with the policies in both the Haringey UDP and the London Plan.

15. URBAN DESIGN

15.1. Stadium

- 15.1.1. The proposal to redevelop the stadium has significant impact on the urban form of the area. The existing stadium, although much larger in bulk, height and massing than surrounding buildings, replicates rectilinear form which fits within the historic street pattern. The current White Hart Lane stadium is also positioned off the High Road, set behind existing historic buildings, and therefore is only glimpsed from the main thoroughfare. However, the building does have an overbearing presence on the streetscape of both Park Lane, Worcester Avenue and Paxton Road, to the south, east and north of the stadium respectively.
- 15.1.2. The proposed stadium would do much to alter the form of the existing urban block and the relationship of the stadium to the High Road. The elliptical form of the stadium, although radically different from any building in the area is considered to be acceptable, as it provides the optimum form for a stadium and can with appropriate detailing and landscaping, be successfully incorporated into an orthogonal street pattern.
- 15.1.3. The proposed siting of the stadium within the application site is considered to be optimal; the site is constrained by the conservation area and listed buildings to the western edge, the school to the east, and residential areas to the north and south. The position of the stadium allows the continual play of fixtures on the site which is a necessity for the Club and provides the best balance possible between the numerous constraints. In particular, it allows for the retention of more historic assets within the conservation area, and largely

minimises the impact of overshadowing on residential properties adjacent to the site.

- 15.1.4. The position of the stadium also allows the building to become an integral part of the urban fabric; it will positively address the High Road, increasing activity on the back edge of the pavement. It will also be the focal point in long views up and down the High Road; therefore the stadium will act as a landmark.
- 15.1.5. The approach to the architecture of the stadium is welcome, and it will be executed in high quality, durable materials. As such, it is considered that the stadium will positively enhance this part of Tottenham.
- 15.1.6. The stadium, at nearly 14 storeys in height, is categorised as a tall building. Policy UD9 of the Council's UDP promotes a plan lead approach to tall buildings in accordance with guidance issued by Cobe and English Heritage. Applications for tall buildings will be addressed against the following criteria;
 - i. High design quality
 - ii. Appropriate size, setting and relationship to surroundings,
 - iii. Wind turbulence and overshadowing;
 - iv. and impact on historic environment, Green Belt and MOL
- 15.1.7. It is considered that the stadium achieves a high design quality, which is recognised by Cobe. Whilst the stadium is significantly larger than any other building within its context, this is not unexpected. The stadium's proportions are dictated by its use and as such a specialist building it is appropriate that it has a visible presence. Therefore, the stadium will not fit into its context by being of a similar height and massing of the surrounding buildings, or by replicating the setting or characteristics of the existing urban grain. However, officers are satisfied that the proposed stadium is an appropriate size and form, that its setting and relationship with its context is optimal for its use as a stadium, as well as to integrate it into the existing streetscape. It is considered, as detailed in para 1.1.3, that the stadium siting responds to the constraints of the historic environment, and to acts to minimise overshadowing around the site. There will be some increase in overshadowing of southern properties in Worcester Ave however this must be balanced against the design improvements across the whole of the site and neighbouring area and against the improved design context of what is proposed for the Ave. On balance the design of the stadium is fully supported.

15.2. Supermarket

- 15.2.1. The proposed supermarket is significantly larger than any of the buildings in the vicinity (with exception to the new proposed stadium), with an expansive footprint.
- 15.2.2. The proposed supermarket is 140m in width, and 85m deep. The building is 10m/3 storeys in height on the Northumberland Park elevation, which rises to 15m/5 storeys in height after a set back of 16m to the rear. The revised scheme also includes an additional set back storey with roof garden which will house the Club's office and hospitality lounges, which takes the total height of the building to 19.5m. The hospitality accommodation is linked to the stadium by way of a footbridge.

- 15.2.3. The differentiation in the heights of the building is important as the development presents a 3 storey elevation to Northumberland Park, which respects the height of the adjacent Victorian buildings. The rear 5 storey element of the building is also considered acceptable; the set back will limit the impact on the street scene of Northumberland Park. To the west of the site is a terrace of three storey Georgian buildings (No. 796- 813 High Road). Although the listed buildings are lower than the maximum height of the supermarket, the distance between the flank of the supermarket and the rear of the terrace, plus the set back of the upper storey is sufficient so that the supermarket will not be able to be viewed from the public realm within the High Road, and therefore will not have a detrimental impact on the setting of the conservation area, or on the setting of the listed buildings. However, the proposal to include green screening to the western flank of the building is considered vital to ensure the outlook from the rear of the listed buildings is maintained.
- 15.2.4. The design details of the supermarket are considered largely acceptable; the building has a long frontage, which at first floor level has slim, vertical windows which help break-up the façade and give a sense of rhythm. The proposed windows will be installed with opaque glass; this will ensure the level of privacy for the residents opposite is maintained, and that light pollution at night is minimised. However, the success of the frontage will be dependent on the quality, and colour palette of materials used and how the proposed materials blend with building materials within the vicinity. Cabe, the Haringey Design Panel and residents have raised this issue, as such it should be conditioned for approval by officers.
- 15.2.5. At the street level, the original designs for the supermarket showed very little activity; the street elevation was largely dominated by screened car parking, and only one entrance to the store at the western corner of Northumberland Park. It was considered unacceptable as it provided a dead frontage to the street, and had the potential to cause safety concerns for pedestrians.
- 15.2.6. The revised scheme includes a café and an increase in the number of entrance lobbies which will increase activity and overlooking both into the street, and into the ground floor car parking. The uses will also shield the view of car park, which would improve the amenity of the streetscene.
- 15.2.7. There has been some concern raised in consultation responses that the footpath outside the supermarket is too narrow. The minimum distance between the proposed building frontage and the back of footpath will be 4m and this is acceptable in design terms.
- 15.2.8. Consultation responses have also shown that a number of local residents from Northumberland Park Road are concerned that the supermarket building will cause a reduction in the levels of daylight and sunlight that they currently enjoy. Officers asked for further analysis of this issue, and it has now been demonstrated that whilst there will be a reduction in the daylight and sunlight levels for certain properties on the northern side of Northumberland Park around the winter equinox, the losses are within the thresholds set by BRE guidelines. Therefore, whilst the officers recognise that there may be a reduction for certain residents in the amount of light they normally receive over December and January, the reduction is within normally accepted design criteria, and as such, this issue alone does not provide justification for the redesign of the supermarket which residents are requesting.

15.3. Hotel

- 15.3.1. The revised scheme includes a new 150 bed hotel (13,335m²) which has been relocated to the eastern side of the site adjacent to Worcester Avenue. The outline application for the hotel includes all elements of the proposed hotel with “appearance” and “scale” as reserved matters.
- 15.3.2. The proposed hotel, which has a triangular plan form, will rise to a maximum height of 41m above site datum. The proposed hotel is conjoined with the stadium at its lower levels, which accommodates 40 parking spaces.
- 15.3.3. The hotel will accommodate its own restaurant, but the facilities normally associated with an upper medium tier hotel (e.g. conferencing and banqueting) will be provided by the stadium’s facilities.

15.4. Housing

- 15.4.1. The new housing is now arranged in a single crescent-shaped building on an east west axis rising from a minimum height of 23m above site datum at either end to a maximum of 36m in the middle which is approximately 12 storeys.
- 15.4.2. The building sits above its own podium, which encloses 121 residential car parking spaces, cycle parking, waste and recycling facilities. A series of three storey townhouses will line the podium along Park Lane.
- 15.4.3. Access to the residential parking is from Park Lane. Access to podium level is adjacent the residential building and via staircases and two lifts at the eastern and western ends.

16. CONSERVATION/ HERITAGE ISSUES:

16.1. Conservation Area: History, Designations, Character:

- 16.1.1. Tottenham High Road has its origins in the Roman period as it forms the successor to Ermine Street, which connected London, via Bishopsgate with Lincoln and York. From this point onwards, the High Road has always been part of the important line of communication through North London, and has developed from as early as the 14th and 15th Centuries, with inns, almshouses and residential properties lining the road. The history of the High Road, which includes periods of prosperity and decline, has resulted in a wide range of historic buildings, from different periods and architectural styles which now line the High Road.
- 16.1.2. The historic and architectural importance of the High Road was recognised by English Heritage, who encouraged Haringey Council to create a continuous conservation area covering the whole length of the High Road, a distance of 2 ¼ miles (3.6km) known as the Tottenham High Road Historic Corridor. The corridor comprises of 6 individual conservation areas.
- 16.1.3. It is the North Tottenham Conservation Area which is affected by the proposals. Originally designated in 1972, it has been subsequently extended 3 times, with the current boundary being adopted on the 13th July 1998. The North Tottenham Conservation area is characterised by a range a range of buildings fronting the High Road, of varying age, scale, materials and architectural form. It includes some important groups of early Georgian

properties that represent the most architecturally and historically noteworthy features of the area. It is also fronted by Victorian terraces and groups of infill properties built in the late 20th Century. A full description of the character and appearance of the conservation area is contained within the North Tottenham Conservation Area Appraisal which was adopted on 26th February 2007, with amendments made and adopted on the 9th March 2009.

16.2. Policy Context

- 16.2.1. The Council have assessed the proposals as set out in the guidance within the Planning (Listed Buildings and Conservation Areas) Act 1990, PPS5: Planning for the Historic Environment 2010, the London Plan and the UDP.
- 16.2.2. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to have special regard to the desirability of preserving listed buildings and their settings. Section 72 of the Act states that local authorities have a duty to ensure that new development within conservation areas pays special attention to the desirability of preserving or enhancing the character or appearance of that area.
- 16.2.3. On 23 March 2010, the Department of Communities and Local Government issued PPS5 Planning for the Historic Environment ('PPS5'). This document is accompanied by an Historic Environment Planning Practice Guide, which was published at the same time.
- 16.2.4. PPS5 replaces both PPG15 and 16 to bring in a new integrated approach to the historic environment removing the distinction between buildings, archaeological remains and landscapes grouping all as 'Heritage Assets'. The definition of 'Heritage Asset' has been broadened and now covers all designations – listed buildings, conservation areas, scheduled monuments etc. but also recognises locally listed buildings (not nationally designated) as being sufficiently important to warrant consideration.
- 16.2.5. Significance is defined in PPS5 as the 'value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic' (PPS5 Annexe 2). Significance is therefore the total heritage interest of an asset covering all the statutory designations and also those assets considered important in heritage terms but without national designation, such as 'locally listed' buildings.
- 16.2.6. The Government's overarching aim that 'the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations' is set out in paragraph 7 of the introduction to PPS5. Policy HE7.4 sets out two general principles that local planning authorities should take into account when determining applications for consent relating to heritage assets: (1) 'the desirability of sustaining and enhancing the significance of heritage assets, and of utilising their positive role in place-shaping; and (2) the positive contribution that conservation of heritage assets and the historic environment generally can make to the establishment and maintenance of sustainable communities and economic vitality by virtue of the factors set out in HE3.1.'
- 16.2.7. Policy HE7.5 provides guidance on new development, and states that local authorities 'should take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the

historic environment. The consideration of design should include scale, height, massing, alignment, materials and use.'

- 16.2.8. Policy HE9 sets out the additional policy principles guiding the consideration of applications for consent to designated heritage assets (listed buildings and conservation areas included). HE9.1 states that substantial harm or loss of a grade II listed building should be wholly exceptional. HE9.2 states that where an application would lead to substantial harm or loss this should be refused unless it can be demonstrated that there are substantial public benefits which outweigh the harm or loss. Alternatively harm or loss can only be justified where it can be demonstrated that there is no viable future for the building or site. HE 9.4 states that the greater the harm to significance the greater the need for justification. HE9.5 states the need to consider the relative significance of an undesignated element of a conservation area affected by a proposal. Where an element makes a positive contribution it should be considered against the guidance set out in HE9.1 to 9.4.
- 16.2.9. Policy HE10 sets out principles for development affecting the setting of a designated heritage asset. HE10.1 states that local authorities 'should treat favourably applications that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset', and that any harm to the setting needs to be weighed against the wider benefits of the application. HE10.2 states that local authorities 'should identify opportunities for changes in the setting to enhance or better reveal the significance of a heritage asset. Taking such opportunities should be seen as a public benefit and part of the process of place-shaping'.
- 16.2.10. The emphasis on the preservation and enhancement of the historic environment is also reflected in Haringey's UDP policies, which upholds a presumption against the demolition of heritage assets (of listed and locally listed buildings and positive contributors to the conservation area).

16.3. Analysis of Policy

- 16.3.1. The Club's current proposals include the demolition of one statutorily listed building, and a number of locally listed buildings which make a positive contribution to the character and appearance of the conservation area.
- 16.3.2. The Club have predicated the case for demolition of the listed building and those within the conservation area, on the regenerative impact of the scheme and the benefits the scheme will have in terms of improvements to retained heritage assets in and around the site.
- 16.3.3. PPS5 does provide a basis for the principle of demolition in exceptional circumstances:

PPS5 Para HE9.1 states that: "**Loss affecting any designated heritage asset should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional.**"

PPS5 Para HE9.2 states: "**Where the application will lead to substantial harm to or total loss of significance local planning authorities should refuse consent unless it can be demonstrated that:**

- **The substantial harm to or loss of significance is necessary in order to deliver substantial public benefits that outweigh that harm or loss;”**

- 16.3.4. Policy CSV 7 of Haringey’s UDP mirrors PPS5 and supports the case for demolition in a conservation area in exceptional circumstances. CSV7 states: “In some exceptional circumstances, if substantial community benefit would result from total or substantial demolition of buildings in Conservation Areas the Council may consider this argument to be acceptable. Each case will be judged on its merits and weighed against arguments in favour of the buildings preservation”.
- 16.3.5. Officers consider that there is relevant and appropriate justification for the demolition in this case. Whilst a proposal for a new stadium is not unusual, it is considered that the context of the Spurs stadium is unique within London and probably the UK. There are very few football clubs that have remained on their original site, throughout their history, and are situated within a densely populated urban area, abounded by listed buildings, and a conservation area. As such, the proposal is unique as it allows the Club to stay on their historic site and the demolition as part of the scheme would result in wider regeneration benefits for the local and wider community.
- 16.3.6. Given the environmental, economic and social context of the site, the scope and content of the community/public benefits case is critical. Northumberland Park ward is the 10th most deprived ward in the country and suffers from high crime rates, high unemployment and has a highly transient community.
- 16.3.7. Therefore, the Council expect that the scheme should not only have a regenerative impact on the area, but will also have material benefits for the character and appearance of the conservation area, and the heritage assets, to balance any negative impacts of the scheme.

16.4. Impact of the scheme on heritage assets

16.4.1. In order to accommodate the proposed development, it will be necessary to demolish a number of buildings within the North Tottenham High Road Conservation Area. These include 1 Grade II statutory listed building No. 774 Fletcher House, 11 Locally listed buildings, and 4 buildings which make a positive contribution to the Conservation Area.

16.4.2. Heritage Assets within the conservation area to be demolished:

Listed Grade II:

- Fletcher House (No. 774)

Locally Listed:

- 742
- 754 to 766 (even) (7 buildings)
- 2 to 6 Northumberland Park (3 buildings)

Positive Contributors:

- 752 A, B and C (3 buildings)
- Paxton Hall

16.4.3. There are also four buildings to be demolished which currently detract from the character and appearance of the Conservation Area and therefore are suitable for careful redevelopment. These are:

- 738 -740 (Spurs Club shop)
- 744a
- 768-772
- 776 (disused petrol station and Spurs shop).

16.5. The principle of demolition of heritage assets:

16.5.1. The primary reason for this extent of demolition is that the heritage assets either sit under the footprint of the proposed stadium, or they are sited within space that is required to ensure safe crowd circulation on match or event days. The applicant has carefully demonstrated that the proposed siting is the optimum position in terms of causing the minimal disturbance to the conservation area and the heritage assets. Council officers are satisfied that the proposed position of the stadium provides the best balance between of the constraints of the historic environment, the relationship of the stadium with the High Road, and ensuring that the stadium functions safely.

16.5.2. Ordinarily the extent of demolition would be considered detrimental to the character and appearance of the conservation area; however, it is considered that the high quality architecture displayed within the stadium and the landscaping combined with the retention of the selection of the best of the High Road frontage could provide an improvement to the conservation area. The combination of high quality modern architecture, and the conservation and re-use of the most distinctive buildings will create a dynamic environment with a strong sense of place which will positively address the conservation area.

16.5.3. On this basis both the officer recommendation and English Heritage support the demolitions subject to conditions and legal agreement.

16.6. Demolition of Fletcher House (No, 774 High Road)

16.6.1. No. 774 Tottenham High Road (Fletcher House, Grade II listed) dates from the early 19th century. Built as one of three villas, it is now the sole survivor, but retains its original form of setting; the building is set back from the street, behind a semi-private front garden. Previous conversion to a range of uses such as flats, offices and funeral parlour has resulted in very little of the internal historic fabric being retained. The building possesses historic and aesthetic value as a handsome survivor of the late Georgian residences that developed along the High Road. It is flanked by 20th century buildings that detract from both the setting of the listed building and the character of the conservation area.

16.6.2. As a statutorily listed building, the presumption is in favour of its retention and preservation. PPS5 Para HE9.1 states that: "Loss affecting any designated heritage asset should require clear and convincing justification. Substantial

harm to or loss of a grade II listed building, park or garden should be exceptional.”

- 16.6.3. The proposal to demolish Fletcher House is as a result of the proposed positioning of the stadium, as the stadium will cover the majority of the footprint of Fletcher House. It is considered that although Fletcher House would be lost in order to allow the positioning of the stadium, the proposed siting does provide the best balance between the constraints of the adjacent heritage assets and the relationship of the stadium with the High Road.
- 16.6.4. Due to objections by conservation groups and in particular the Georgian Group (statutory consultees), the Club did prepare case studies for officers and English Heritage to show how Fletcher House may be retained and incorporated into the stadium development. This resulted in only the façade being retained within the western edge of the stadium which compromised the authenticity and significance of the historic building and created an anomalous element within the façade of the modern building. As such, this was considered to be inappropriate as it fails to preserve the listed building in any meaningful sense and was to the detriment of the design of the stadium.
- 16.6.5. As such, officers agree that the proposal for demolition is clear and justified; the demolition is necessary for the design success of the stadium and the scheme as a whole. It should also be noted that the context and the form of the development – a stadium in a conservation area – is considered to be exceptional. Therefore, it is considered that PPS5 HE9.1 is satisfied.
- 16.6.6. As demolition of the listed building is being recommended a number of conditions should be applied to the scheme. PPS5 policy HE12.3 states that “Where the loss of the whole or a material part of a heritage asset’s significance is justified, local planning authorities should require the developer to record and advance the understanding of the heritage asset before it is lost... The extent of the requirement should be proportionate to the nature and level of the asset’s significance. Developers should publish this evidence and deposit copies of the reports with the relevant historic environment record.”
- 16.6.7. As a statutorily listed building it should be conditioned that if Royal Commission on Historic Monuments of England (RCHME) do not wish to undertake the recording of Fletcher House themselves, the Club should procure the recording of the building to Level 2 as stated within English Heritage’s publication “Understanding Historic Buildings: A guide to good recording practice”. The documentation should be approved by the Council and EH prior to any demolition taking place. It should also be specified that this material should be deposited at Bruce Castle Local History Library.
- 16.6.8. It should also be conditioned that the Club should offer the Brooking Collection any original features of historic and/or architectural interest, and pay for the removal and transportation of the features to the museum. This would ensure that the materials can be used to positively in an educational manner for those interested in historic conservation and architectural history.

16.7. Proposed Scheme: Impact On and Integration With The Conservation Area:

- 16.7.1. When viewing the site from the conservation area, the proposed stadium will be situated centrally along the length of the site. To the north and south of the

stadium are two terraces consisting of a number of heritage assets which will flank the stadium.

- 16.7.2. The northern terrace is No. 790 – 812 High Road (even) and consists of four Grade II* listed buildings, five Grade II listed buildings, one locally listed building and two buildings that make a positive contribution to the conservation area. This terrace is considered to be one of the finest example of early Georgian architecture in the Borough, and its retention is paramount.
- 16.7.3. The southern terrace consists of No. 744 Warmington House (listed Grade II), No. 748 The Dispensary, No. 750 The Red House and No. 752 the Former White Hart, all of which are locally listed and make an important contribution to both local, and Club history.
- 16.7.4. The retention and preservation of these two terraces are considered to be key in integrating the new stadium within the historic environment. These terraces are considered to reinforce the line of the High Road, and provide a sense of continuity along the length of the Tottenham High Road Conservation Area and maintain a sense of the original scale of the conservation area.
- 16.7.5. Whilst the bulk and massing of stadium is radically different from any other building in the conservation area, it is considered that it is sited in the optimum position to positively address the conservation area and the High Road. The elliptical form allows the stadium to actively address the High Road at the main entrance where a curved glass canopy combined with the proposed feature walls meet the historic building line of the High Road, but then the stadium's form curves away from the High Road allowing the terraces to retain their prominence on the High Road.
- 16.7.6. This design also allows the activity generated by the use of the football club to increase the vitality of the character of this part of the conservation area; the current conservation area appraisal mentions the activity generated by the club on match days as being integral to the character of the area. In this way, it is felt by officers that the design approach responds positively to Policy HE7.5 of PPS5 which states: "Local planning authorities should take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment. The consideration of design should include scale, massing, alignment, materials and use".

16.8. The Southern Terrace

- 16.8.1. The approach taken by the club to integrate heritage assets in the southern terrace within the modern development provides an opportunity to improve the setting of heritage assets and emphasise their significance.
- 16.8.2. The Club are proposing to retain and repair Warmington House (Grade II), No. 748 The Dispensary, No. 750 The Red House and No. 752 and adapt them to provide new, active uses which will address both the High Road, and a plaza to be created at the rear of the buildings. This change is welcomed; these buildings are easily recognised by their distinctive architectural designs, and all are key note buildings in terms of local and Club history. The creation of a plaza will enhance the setting of the heritage assets, and by virtue of being the centre pieces of the new space, it increases their significance as the heritage assets are being used positively to create a distinct sense of place. The new

plaza will provide a fusion between historic Tottenham and modern Tottenham. This approach is supported in PPS5 Policy HE10.2 which states: “Local authorities should identify opportunities for changes in the setting to enhance or better reveal the significance of a heritage asset. Taking such opportunities should be seen as a public benefit and part of the process of place shaping”.

- 16.8.3. To create this plaza, two existing infill buildings (No. 742 and 744a) will have to be removed. No. 742 is a locally listed Victorian building, which was built along the flank of Warmington House. The building, although it has some merit due to its age and being contemporary with, and typical of many of the buildings along the High Road, it has an unadorned façade and a poorly integrated ground floor, which limits its contribution to the streetscene. It is also considered that removal would improve the setting of the Grade II listed building Warmington House.
- 16.8.4. The removal of No. 744a is considered by officers to be an improvement to the character and appearance of the conservation area, and the setting of the listed building as No. 744a is positioned partially over the façade of Warmington House, and has little architectural or historic merit. As such, 744a has been identified in the conservation area appraisal as being a detractor.
- 16.8.5. On balance, it is considered by officers that the loss of No.742, although locally listed, will improve the setting of the remaining buildings. Each of the buildings were designed to stand alone, due to their differing architectural styles and functions. It was only due to later unsympathetic development that the heritage assets formed a terrace and the removal will enhance the setting, and help reveal the significance of the heritage asset.

16.9. Warmington House (No. 744 High Road)

- 16.9.1. Listed building consent is sought for minor internal alterations to the ground floor and the repair, restoration and refurbishment of the building.
- 16.9.2. The proposed works are considered acceptable in principle, as not only will the works refurbish many of the historic and architectural features but they will reverse several unsympathetic alterations, especially made to the layout of the ground floor and the elevations of the building.
- 16.9.3. It is regretted that the Club have not gone further to ensure DDA compliancy throughout the building as means of ‘future proofing’ the building and ensuring the long term viability of the building for a range of uses.
- 16.9.4. It is considered that the submitted information with the application lacks some detail in relation to specific detailing and materials. However, a condition can be attached to ensure all works are appropriate and will preserve the special architectural and historic character of the building. A method statement for the demolition of the adjoining buildings should also be supplied to the Council for approval to ensure that the removal of accretions will not cause harm to the listed building.
- 16.9.5. With these conditions, it is recommended that the application for listed building consent be granted.

16.10. The Dispensary

16.10.1. The proposed works to the Dispensary are minimal and are largely confined to repair and refurbishment of the building. The minimal approach to this building is supported by officers; although not nationally listed the building has significant historic interest and retains many of its original features. It is hoped that the building can be preserved largely in its current form.

16.10.2. The main alterations to the building include new entrances through the eastern elevation, which are considered acceptable as they will improve the relationship of the building with the new piazza.

16.11. The Red House

16.11.1. The proposals to the Red House are acceptable in principle, although it is considered that further consideration of design issues will need to be undertaken by the Club to ensure that the special character of the heritage asset is preserved or enhanced.

16.11.2. At present, there are no proposals to alter the front elevation, however it is considered that a commercial style frontage should be created to improve the building's relationship with the High Road. Historic photographs taken in 1883 show a central entrance on the High Road frontage, with clear glazed windows and cornice and fascia; whilst it is recognised that the alterations to the front are now 'historic' they do not suit, or support the commercial nature for which the building was designed. Therefore it is considered appropriate to alter the front elevation to recreate a commercial frontage in line with the original design.

16.11.3. It is also considered that the design of the proposed rear extension needs revision; the proposal is functional in form and does not respect the architectural character of the building and would not contribute to the public space's character. Any extension should be sensitively designed to compliment the historic character of the retained building, but be modern to ensure that the piazza fuses the historic with the 21st century building; creating an exciting sense of place with a transitional character.

16.11.4. As such, it is considered that should the application be approved, there should be conditions that the Club provide further details of specific design details, treatment of artefacts and materials to ensure all works are appropriate and will preserve the special architectural and historic character of the building.

16.12. The Former White Hart (Valentinos)

16.12.1. The proposals for the alteration of the building are considered acceptable in principle. However, the design proposals for the rear and northern elevation are unacceptable; the design quality is poor and not considered to preserve the architectural character of the building. In particular, the Club should readdress the design of the northern flank; it is currently proposed that features will be applied to the flank to give the false impression of architectural detailing. This is not acceptable as due to the removal of the adjacent terrace, the building will subsequently be viewed in the round, with the northern flank being highly conspicuous in views along the historic corridor. As such, all the facades must be of the same quality now exhibited in the western and southern frontages which have historically been the primary facades.

16.12.2. As such, should the application be recommended for approval, conditions should be applied to ensure full design details for the building are submitted for the approval of officers prior to the commencement of work to ensure the special historic and architectural character of the heritage asset is preserved.

16.13. Landscaping:

16.13.1. The landscaping of the site has been identified as a public benefit of the application; as it is sited within the conservation area the Council are seeking the highest quality scheme, which will reflect the modern architecture of the new development, yet provide a new and appropriate setting for the retained heritage assets and the conservation area.

16.13.2. The current landscaping scheme is acceptable in principle, however, it lacks design details which are integral in ensuring that there is a cohesive and coordinated approach taken across the site.

16.13.3. The applicant has provided some indicative drawings showing a new High Road front boundary to Warmington House. Whilst the boundary to Warmington House is acceptable in principle, the design details are lacking to ensure that the proposal will preserve and enhance the special historic and architectural character of the listed building.

16.13.4. The Club have also proposed a series of 'art' panels within the indicative landscaping scheme, which would be set along the line of the historic High Road frontage on an oblique angle, which when viewed from the north or south of the site will appear as a continuous frontage on the historic building line. This proposal is not considered beneficial to the character and appearance of the High Road; whilst it would hold the line of the historic building line, the art panels combined with the bollards that are proposed between each panel (as anti-terrorist measures) is not acceptable, as they would clutter the streetscape with unnecessary elements and would not preserve or enhance the character and appearance of the conservation area.

16.13.5. Further details are also required in relations to the steps and balustrades, the walls, art panels, ironwork and street furniture, however, officers feel that these issues can best be dealt by condition. As such, should the application be recommended for approval, conditions should be applied to ensure a fully detailed landscaping scheme is submitted to officers for approval to ensure the scheme enhances the character and appearance of the conservation area.

16.14. English Heritage Response

16.14.1. English Heritage have written to support the permission and consents.

16.14.2. English heritage had initially objected to the scheme on the basis that whilst the retention of the southern terrace was a clear improvement to the scheme, several issues remained unresolved. These issues related to the relationship of the stadium with the High Road, reinforcing the linear character of the conservation area and improving the landscaping scheme.

16.14.3. The Club subsequently submitted further drawings to address the specific concerns of EH, detailing up a new canopy of the western entrance on the High Road and a new landscaping scheme for the frontage of Warmington

House. Further information was presented on the landscaping of the High Road.

16.14.4. These revisions have been considered acceptable in principle by English Heritage, however further detailing is required and as such they have specified a series of conditions which relate to the elevational treatment of the retained buildings, the design detail of the entrance canopy and the landscaping scheme. With these conditions applied to the application, EH consider that the revisions offer an appropriate balance between the wider substantial public benefits of the scheme and harm to the historic environment and that the justification for demolition has been made. As such, EH are now willing to advise the Secretary of State that listed building consent for the demolition of Fletcher House can be granted.

16.15. Additional Conservation Benefits

16.15.1. To readdress the balance caused by the loss of a number of heritage assets, the Council are seeking additional benefits for the Conservation Area to be secured through the Section 106 agreement.

16.15.2. Within the red line drawing of the application site, are two Grade II* listed buildings; No. 810 High Road, and Percy House No. 796 High Road which are both included on English Heritage's 'Heritage at Risk' Register. Both these buildings have been included within the site as they are under THFC ownership, but the Club have not proposed any works to these buildings as part of the applications. As such high quality listed buildings which are prominent buildings within the conservation area, the full repair and restoration of these buildings and the securing of long-term viable uses, which would allow their removal from the 'At Risk' Register would be considered a public benefit of the scheme. Therefore, these measures will be secured within the Section 106 Agreement.

16.15.3. The Club have also agreed to undertake works to the railings, where necessary, to the properties within the northern terrace, to improve the setting of the heritage assets, and their contribution to the character and appearance of the conservation area.

16.15.4. Further improvements have also been sought for additional listed buildings with the Club's ownership. The Club have agreed to restore and maintain the following buildings on the High Road:

- i. Nos. 797 and 779 (both Grade II Listed)
- ii. Nos. 818, 820, 822 (all Grade II Listed).

16.15.4.1. This will be secured, with appropriate standards and timescales within the Section 106.

- i. For wider improvement to the North Tottenham Conservation Area, the Club have agreed to provide funding, in the realm of £240,000 to create a heritage improvement fund for heritage assets within the vicinity of the stadium. This fund will be administered by the Council on the basis of a Townscape Heritage Initiative Scheme, and will require a level of joint funding from other bodies.

16.16. Assessment:

16.16.1. As such, on balance, it is considered by officers that whilst the loss of heritage assets are regrettable, the scheme and its context is considered to be exceptional, and would provide public benefits in terms of regeneration of the area and by securing improvements to the conservation area. In terms of historic environment, the scheme, whilst involving the loss of 1 listed building and an additional 14 heritage assets, is outweighed by the restoration and reuse of the southern terrace (1 listed and 3 locally listed buildings), the removal of arguably the two best Georgian buildings in Tottenham (No. 769 Percy House and 810 High Road both GII*) from the English Heritage At Risk Register and funding for improvements to Heritage Assets within the North Tottenham Conservation Area.

17. LANDSCAPING AND PUBLIC REALM

17.1. The public realm surrounding the stadium has to function with major constraints imposed by safety standards. Crowd movement and dispersal around the stadium results in the need for a cleared space with no physical obstacles or obstructions, and to allow emergency vehicular access. However, there also need to be physical barriers to prevent unauthorised vehicles entering the site and approaching the stadium.

17.2. These constraints could therefore result in a utilitarian space. However, the positioning of the site within the conservation area means that a high quality public realm is required to ensure the character and appearance of the conservation area is preserved.

17.3. The primary design concept for the site has been developed with the aim of unifying the different elements of the scheme within the site, and to tie the site into the local context. Due to the size of the site and the differing requirements for individual spaces, the landscape architects have split the site into a series of spaces. These spaces are:

- i. The High Road
- ii. The podium level
- iii. Worcester Avenue
- iv. Park Lane and the residential frontage.

17.4. Each of these spaces has been individually designed to ensure the follow aims are achieved:

- i. Create an attractive and comfortable environment for the public to use and enjoy
- ii. Establish an identity for the area and link the site into its context and the High Road
- iii. Create new, high quality public spaces and routes that work on match day and non-match day
- iv. Ensure that the site is designed to afford access and enjoyment for everyone and without prejudice

17.5. The High Road

17.5.1. The High Road frontage between Park Lane and Northumberland Park will be treated in the following manner:

- i. Paved in Yorkstone paving along the length of the site to create a unifying surface between the retained buildings and the new stadium where it has presence on the street frontage.
- ii. Alongside the stadium, surrounding the main entrance and the VIP drop off point, there will be bollard elements to provide a secure boundary. Where vehicular access is necessary, the bollard elements will be retractable.
- iii. The VIP entrance to stadium is highlighted by piers and gates which will incorporate art work.
- iv. Tree planting where the space opens out, responding the existing pattern of tree planting along the length of the High Road.
- v. There will be three stepped entrances to the podium level, each with lifts.
- vi. To the rear of the southern terrace, a piazza has been created to provide a spill out area for the café and public house, and an alternative route to the High Road footpath.

17.6. The podium level:

- i. The podium level is accessed by steps, lifts and vehicular ramps from both the High Road and Worcester Avenue.
- ii. Paved in Blue Irish Limestone, it will be visually distinctive from the street level spaces, giving the space a sense of identity.
- iii. The northern podium provides access to 4 entrances into the stadium, and one into the community space provided within the supermarket building.
- iv. The southern podium is larger and provides access to the main spectator entrances.
- v. Beneath the southern podium is the Club shop, and there are two kiosks on the podium which have a dual role as a ticket booth and to provide access to the Club shop or the ground level parking.
- vi. The southern podium has a flexible play/sport space positioned centrally for Club, its Foundation and community use.
- vii. Some seating is provided around the edge of the podium to enable people to stay and relax within the space.

17.7. Worcester Avenue

- i. Worcester Avenue provides pedestrian access between Northumberland Park and Park Lane, the eastern entrances of the stadium and to the two adjacent schools.
- ii. Worcester Avenue also provides a vehicular route to the stadium and hotel parking, and provides a service road for the school.
- iii. Vehicle access onto Worcester Avenue is controlled by retractable bollards at the southern end, close to the junction with Park Lane, therefore traffic will be limited.
- iv. Although there is a dual use for the road, the traditional kerbs have been removed in favour of a flush carriageway; this is to ensure that trip hazards are removed for match days, and on non match days the space can be used as a spill out space by the adjacent schools.

- v. The area will be surfaced in resin bound gravel, with granite sets demarking the carriageway.
- vi. The residential area to the north of the road will be repaved with pre-cast concrete pavers.
- vii. An avenue of trees are to be planted along the length of the road, with clusters at the junction of Park Lane, adjacent to the hotel and at the end of the residential part of Worcester Avenue.
- viii. The existing breeze block wall providing the boundary to the schools is to be removed and replaced with a green wall.

17.8. Park Lane and the residential frontage:

- i. The Park Lane frontage to the residential units is proposed to be largely soft landscaped to provide a space that the residents can use.
- ii. Both private and semi-private space is provided to the front of the building, demarked by planted boundaries.
- iii. An avenue of trees will be introduced to soften the streetscape of Park Lane
- iv. Some cycle parking will be provided adjacent to the footpath.
- v. The footpath will be paved in pre-cast concrete pavers.

17.9. Pedestrian Routes:

17.9.1. The position of the stadium results in the removal of Paxton Way which currently provides a through-route from the High Road to Worcester Avenue which is a key route for school children accessing the schools. Whilst the loss of the street is not problematic, it is considered detrimental to the amenity of the residents of the local area to lose a direct and importantly, a relatively traffic free walking route.

17.9.2. As such, it is considered essential that the proposed podium around the stadium should remain at all necessary times, to ensure that the levels of permeability in and around the site is improved, and that a traffic free route to the schools on Worcester Avenue from the High Road is maintained.

17.10. Assessment:

17.10.1. It is considered by officers that the landscaping scheme is successful in responding to the differing demands of the areas of the site. The scheme provides a series of well defined spaces with defined uses, all of which will be executed in high quality materials with increased planting and trees. The requirements of match-day crowds and the non-match day public has also been well catered for; the landscape allows the unbridled movement of a match day crowd; whilst providing interest, and new places for the public to go to on non-match day, and providing a flexible space for community use.

17.10.2. The scheme is also considered to respond well to the context of the site; the proposals will reflect the modern architecture of the new development, yet provide a new and appropriate setting for the retained heritage assets and the conservation area.

17.10.3. At present, whilst the form of the spaces has been defined and some soft landscaping and paving materials have been specified, design details relating to the High Road frontage, and street furniture has not yet been provided. To ensure that the public realm remains appropriate to its context and cohesive

throughout the site, should the application be recommended for approval a conditions should be applied to ensure the applicant provides a fully detailed landscaping scheme to officers for approval.

- 17.10.4. Should this condition be applied, it is considered that the scheme will improve the streetscape and the environment of this section of north Tottenham and the conservation area.

18. ENVIRONMENTAL IMPACT ASSESSMENT

18.1. The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 require (in accordance with EU Directives) that certain development be assessed by the local authority to whether it is likely to have significant environmental effects. If it is determined that there are likely to be significant environmental effects, the development must undergo environmental impact assessment ("EIA").

18.2. The EIA procedure requires the applicant to submit a detailed Environmental Statement (ES) with its planning application which describes all likely significant effects and sets out proposed mitigation measures. The ES must be consulted upon and its contents, together with any responses to consultation, must be taken into account by the Council before deciding to issue permission. Members must be satisfied that any permission which is issued relates only to the proposals whose environmental effects have been described, assessed and mitigated in the ES.

18.3. As a type of development which falls within a category to be considered for likely significant impacts (Schedule 2 Category 10(b) Urban Development Projects) the Spurs' proposals were considered and decided to be likely to have significant environmental effects.

18.4. An ES was submitted to support the planning application. The ES describes the effects of the proposed development on the existing and future environment. The ES is a well presented document with a wealth of supporting studies. The following provides a summary of the topics covered and any significant environmental effects identified. In addition to identifying significant effects the ES presents mitigation measures which are required in order to reduce the effects of the proposed development on environmental receptors. The implementation of this mitigation should be conditioned in order to ensure that the environment is protected through the demolition, construction and operation phases.

18.5. A summary of the Environmental Statement and the proposed mitigation measures is set out in Appendix 5. The most significant issue raised is in relation to the identification of some negative effects of the proposed development on surrounding properties as a result of a reduction of daylight and sunlight levels. The applicant has identified that there will be residual impact on neighbouring properties and these are identified in the Environmental Statement.

18.5.1. Officers have checked the daylight sunlight studies and concur with its findings. In summary, there will be a moderate to major effect on sunlight to 31-41 Worcester Avenue and a moderate effect on daylight to Concord House on Park Lane and Kathleen Ferrier Court to the west on the High Road. In addition a number of the rooms in the proposed new housing development may not meet BRE standards but as this scheme is in outline these can be redesigned at the detailed stage. The ES sets out in detail the clubs

consideration of a number of options in relation to the placement of the stadium on the site. Officers have assessed these options and concluded that the current proposals are the optimum solution, which would have the least impact on local residents and the conservation area.

19. SUSTAINABILITY

19.1. The Planning application is submitted with an accompanying Sustainability Statement which sets out to demonstrate how the proposed design, construction and operation will meet the appropriate planning policies of Haringey Council and the Greater London Authority. The Sustainability Statement addresses mainly those issues related to environmental impact and the depletion of natural resources. Social and economic aspects of sustainable development are addressed in many parts of the application.

19.2. The proposals have been assessed against the relevant GLA and Council's policy and has been found to comply with them.

19.3. A summary of the sustainable measures are included within Appendix 6.

20. TRANSPORT

20.1. Introduction

20.1.1. The applicant Tottenham Hotspur Football Club (THFC) has proposed redeveloping the existing site and the sites located to the north of the existing stadium to the junction with Northumberland Park; the site is enclosed to the east by Worcester Avenue and to the west by the A1010 High Road. This section of the High Road has a public transport accessibility level of 4 which is average and is part of the strategic road network (SRN). There are ten bus routes serving this area: routes 149, 279, 259, 341, 476, 123, 243, 318, W3 and 349 with bus stops on the High Road and on Northumberland Park. There are two national rail stations within reasonable walking distance of the site. White Hart Lane station is approximately 450m to the west and provides access to services on the Seven Sisters branch of the Lea Valley Line. Northumberland Park station is approximately 600m to the east and provides access to services on the Tottenham Hale branch of the Lea Valley line. The nearest underground station is Tottenham Hale on the Victoria Line, approximately 2.2 km from the stadium. Seven Sisters is 2.3km to the south, of the stadium. Although Tottenham Hale station is closer to the stadium than Seven Sisters station most spectators currently use Seven Sisters Station as it is perceived to be closer and more accessible by foot and has direct bus services.

20.1.2. The applicant has proposed redeveloping the existing site to:

- vi. A new 11,623sqm Foodstore and 401 parking spaces
- vii. A replacement football stadium, comprising 56,250 seats with 319 parking spaces
- viii. 2,134sqm of football club offices
- ix. 200 residential units and 130 associated parking spaces
- x. 150 bedroom hotel with 40 car parking spaces
- xi. 3,610sqm football club shop

- xii. 530sqm THFC Foundation offices
- xiii. 570sqm THFC museum
- xiv. 280sqm A1/A3
- xv. 190sqm Ticket office

20.1.3. The development proposals have been the subject of a series of pre-application discussions between the applicant, Haringey Council, Mayer Brown (acting for LBH), Transport for London and MVA (Acting for TfL).

20.2. Policy Context

20.2.1. The transport impact of the development has been assessed in the context of the Council's policies in the UDP and SPG:

M2: Public Transport Network

The Council will require that developers consider the needs of public transport users in the design of new development and roads. The Council will also support the continued development of the London bus network and bus priority measures.

7.8 The provision of new bus services and enhancements to existing bus services can support higher density developments at locations well served by public transport as well as influencing on-site car park provision. Greater bus service reliability and speed can be achieved through bus priority measures, which can complement bus service provision.

7.9 The Council will encourage the increased provision of improved public transport facilities by ensuring that public transport facilities, including taxi facilities, provide safe, easy and inclusive access for all potential users, regardless of disability, age or gender. For example new retail developments should be designed with the bus stop close to the exit of the retail units. Furthermore, new rail and transport infrastructure facilities should include access for wheelchair.

M3: New Development Location and Accessibility

The Council will require that:

- a) Developments with high trip generating characteristics locate where public transport accessibility is high.
- b) Developments locate where the need for travel by car will be reduced and the use of public transport will be increased; and
- c) The location and building design encourages cycling and walking so that all potential users, regardless of disability, age or gender can use them safely and easily.

7.10 All development proposals will be assessed for their contribution to traffic generation and their impact on congestion and against the present and potential availability of public transport and its capacity to meet increased demand. Development proposals for new high density housing, office, and shopping, industrial, educational and recreational facilities will be guided to locations which have a high rating on the Public Transport Accessibility Index, as set out in Appendix 1. Access to new developments by a range of transport modes will also be considered to ensure that they can be reached by people without a car.

M4: Under this policy, it is stated that new development proposals should have a design layout that encourages walking and cycling to and from the site.

M5. Protection, Improvement and Creation of Pedestrian and Cycle Routes

The Council will support the protection, improvement and creation of pedestrian and cycle routes in the borough to encourage walking and cycling both as a means of transport and as a recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities.

7.13 The Council will encourage walking and cycling in and around the borough and will improve, protect and create new walking and cycling routes and cycle parking facilities across the Borough. The provision of safe walking and cycling environments is critical to encouraging these forms of travel and Safety by Design principles Haringey Unitary Development Plan: July 2006 should be adopted in providing for pedestrians and cyclists.

7.14 Further guidance on providing for pedestrians and cyclists is set out in Safety by Design SPG5.

M8: Access Roads

The Council will only promote access roads to commercial and industrial premises if the premises are:

- a) Located advantageously in relation to main roads and railways to accommodate the generation of heavy freight.
- b) Provide facilities for the handling of freight to secure efficient distribution.
- c) Located to reduce the movement of vehicles on roads not suitable for them.
- d) Located to encourage the use of rail and water to carry freight traffic.
- e) Located and designed to minimise any adverse impact on the strategic road network.

7.18 The Council recognises the need for road access to commercial and industrial premises but wishes to minimise the environmental damage which goods vehicles, especially heavy goods vehicles, can cause. The Council will support and improve industrial and commercial access roads where it is deemed both necessary and appropriate. However, this will be combined with traffic management measures such as lorry bans and support for the London Night Time and Weekend Lorry Ban in order to minimise the impact of freight movements in residential areas...

M9: Car-Free Residential Developments

Proposals for new development without the provision of car parking will be permitted in locations where:

- a) There are alternative and accessible means of transport Available;
- b) Public accessibility is good; and
- c) A controlled parking zone exists or will be provided prior to occupation of the development.

7.19 Residential developments without car parking provision are only likely to be viable where there are alternative and accessible means of transport available, in particular a good level of public transport accessibility and where a Controlled Parking Zone (CPZ) is in existence or planned within the timescale for the proposed development. Appropriately located on-site disabled parking will be required for wheelchair accessible homes. In addition people with disabilities may also be eligible for a parking permit. Within existing or planned CPZ's residents of car-free developments will not be eligible for residential permits. Although residents of car-free housing are unlikely to walk a long distance from their home to access their parked car

on street without parking controls, the Council will seek, in the longer-term, extensions to existing controlled parking zones. Where public transport provision can be improved to increase the levels of public transport accessibility and facilitate car-free residential development the Council may seek to augment provision through a section 106 agreement.

7.20 The construction of new residential developments without car parking would support Council policies to reduce car dependency and the encouragement of other modes of transport. The Council will negotiate viable means to implement car-free developments where it is appropriate.

M10: Parking for Development

Development proposals will be assessed against the parking standards set out in Appendix 1. Proposals that do not meet these standards will not normally be permitted. Parking requirement will be assessed on an individual basis as part of the Transport Assessment in cases where this is deemed necessary according to Policy UD1.

7.21 As PPG 13 Transport notes [para 49], “The availability of car parking has a major influence on the means of transport people choose for their journeys”. A limitation on the provision of private non-residential (PNR) parking for new development can help to restrain car use. Haringey Unitary Development Plan: July 2006 117 7.22 The Council will apply its parking standards to restrain car use, to reduce congestion, to improve road safety, to give priority to essential users and people with disabilities, to improve the environment, to improve local accessibility and to encourage sustainable regeneration.

21. NON MATCH DAY TRANSPORT ASSESSMENT

21.1. This section of the review will focus on the non-match day activities, these include: the supermarket of 11,623sqm; THFC offices of 2134sqm, 200 residential units; a 150 room hotel, a THFC Megastore of 3,610sqm; 570sqm THFC museum; 530sqm THFC office, 190sqm ticket office and 280sqm A1/A3 as part of the southern development.

21.2. Existing site and generated trips

21.2.1. The applicants existing condition report has categorised the existing site use from A1 (retail) to D2 (Religious building). Our observation of the existing highways network concludes that most of the junction along the High Road are close to capacity and experience extensive queuing from the junction of the A406/Fore Street in the London Borough of Enfield to the junction of the A10 Bruce Grove/ High Road N17.

21.3. Trip Analysis

21.3.1. The table below shows the existing and proposed vehicle trips that will be generated by the supermarket aspect of the proposed development. In addition to the trips estimated by the developer for 2016; the Council has requested a sensitivity test which seeks to provide a more robust analysis of the impact of the proposed supermarket on the highways and transport network in 2016 when the development has been fully completed.

Table of Vehicular Trips for the Northern Section of the development (supermarket).

	AM		PM		Saturday	
	IN	OUT	IN	OUT	IN	OUT
Existing	176	24	62	200	143	133
Estimated Trips for 2016	426	160	351	554	511	393
Sensitivity Test 2016	423	143	420	575	643	543

21.3.2. The existing and proposed trip were analysed in the following three sections:

1. The North Area. The northern area includes trips from the supermarket only. The proposed THFC offices above the supermarket will use the stadium car park, hence the trips have been reviewed as part of the middle section (non-math day stadium trips), and all other activities above the supermarket (sky bar and corporate hospitality facilities) will be linked to the stadium operation and have been reviewed as part of the event day analysis. The north of the site will experience the largest increase in trip due to the proposed supermarket. The largest generation in trips will accrue in the Saturday peak, this period account for some 904 (in/out) vehicular trips in the peak hour, the second largest number of trips are by pedestrians followed by public transport trips. Access to the proposed supermarket will be from Northumberland Park. The applicant has proposed extensive improvement to this junction including widening of the carriageway to provide one additional northbound and southbound lane on the High Road. Our comments on the junction of High Road N17 with Northumberland Park can be seen below in the highway impact analysis below.

2. The Middle Area. The middle area includes trips from the non-event day activities in the stadium THFC offices; Tottenham Hotspur Foundation (THF) office and Megastore which includes the ticket office. The largest increase in generated trips, accrues in the week day evening peak period with an increases of some 127 vehicular and 247 public transport trips. The main vehicular access to this development will be via Park Lane and Worcester Avenue.

3. The South Area: The southern area includes trips from the 200 Residential units and 150 bed Hotel. The applicant suggests that there will be a reduction in the number of vehicular trips generated to the south of the site and an increase in the number of trip by public transport. The reduction in vehicular trips generated by the south of the site is a result of moving the stadium activities to the middle of the site. The applicant predicts that the number of public transport trips will increase by some 386 person trips on Saturday. The numbers of vehicular trips generated by the southern section of the development will reduce as a result of moving the stadium further north. The table below shows the change in vehicular and pedestrian trips.

Table of existing and proposed trips generates by the different areas of the three site areas:

		Existing			Proposed		
	Modes	Am	Pm	Sat	Am	Pm	Sat
Northern Area	Vehicles	29	35	23	317	574	744
	Pedestrian	3		6	180	718	539
	Public Transport	14	17	27	72	455	258
Middle Area	Vehicles	143	153	12	219	280	99
	Pedestrian	0		0	52	63	30
	Public Transport	0	51	0	191	298	63
Southern Area	Vehicles	165	244	271	35	24	245
	Pedestrian	55		83			
	Public Transport	108	338	177	78*	266*	604*

** Pedestrian and public transport trips combined*

21.4. Impact of the proposal on the local transportation and highways network

21.4.1. *Impact on Pedestrians*

- 21.4.1.1. As part of the application many areas and routes around the scheme would be improved, widened and renewed. However at the junction of the High Rd and Northumberland Park a wide pavement on the High rd is proposed to be narrowed (to a standard width) to provide road space for turning and on Northumberland Rd in front of the proposed supermarket the footway will be at a 4m standard width. Overall this is acceptable in design and access terms.
- 21.4.1.2. The proposed additional northbound and southbound lane on the High Road will result in a reduction in the footway width for pedestrians. Officers do not consider this proposal acceptable, as sections of the proposed new/realigned footways may be in private ownership. This may mean that if these sections of the footways were to be utilised by the owners the residual footway width would be below that recommended by the Council's adopted UDP. The developer will be required to resolve this issue.
- 21.4.1.3. The footways on the High Road south of the junction of White Hart Lane will largely be unchanged with the exception of the one new signalised pedestrian crossing and a new coach drop off area. The new pedestrian crossing will improve the east-west connectivity for pedestrians on non-match days.
- 21.4.1.4. The developer has proposed improving the junction on High Road and Park Lane and realigning the carriageway along Park Lane including creating a new vehicular access to the residential development, creating new inset parking bays and realigning the junction of Park Lane with Worcester Avenue. The existing footway width along Park Lane between the High Road and Worcester Avenue is some 3.68m. The proposed realignment and landscaping of Park Lane will reduce the residual

footways width to less than 2 metres with street furnishing and trees to navigate. Therefore, it is required that the applicant provides a revised design with residual footways width of no less than 3 metres on the north side of Park Lane between the High Road and Worcester Avenue. The developer has proposed realigning and landscaping Worcester Avenue. The Council is supportive of the preliminary design subject to detailed design, Stage 1& 2 safety audit and agreeing construction materials for finishes.

21.4.2. Impact on Cyclists

21.4.2.1. The applicants existing conditions report has highlighted that there is lack of cycle facilities in the area. In addition the stopping up of Paxton Road in order to facilitate the stadium development will result in the loss of an established local cycle route. The applicant proposes that by increasing the number of traffic lanes on Northumberland Park, creating inset-parking bays on Park Lane and by providing a secure sheltered cycle parking, the impact created by the proposal on the cycling network will be mitigated.

21.4.2.2. The proposal will remove an established cycle route and subject cyclists to much busier roads, with higher turning movements in and out of Northumberland Park and Park Lane. The latter forms part of key seminal cycling route from. The Council will therefore require the applicant to provide a financial contribution of towards improving the cycle infrastructure in the surrounding area by way of S.106 contribution.

21.4.3. Impact on Public Transport

21.4.3.1. The applicants transport assessment suggests that there will be an increase in the number of trips by public transport, with the Saturday peak period accounting for the largest increase in public transport trips with some 645 trips.

21.4.3.2. The applicant has proposed improving the pedestrian routes to nearby stations in particular across the High Road to White Hart Lane station and down the High Road to access Bruce Grove, Seven Sisters and Tottenham Hale stations including improved signage and station facilities. Officers require a S.106 contribution to secure these improvements.

21.4.4. Impact on Rail

21.4.4.1. Officers agree that the applicant's assessment of the number of trips allocated to rail is robust and consider that the non match day activities generated by the site would not have any effect on the rail network as there is sufficient capacity both in the peak and inter peak to deal with existing and proposed demand.

21.4.5. Impact on the Underground

21.4.5.1. The proposed development would not have any effect on the underground network on a non event day as there is sufficient capacity to deal with the trips generated by the proposed development. On event

days the LBH agrees with TfL that queue management at rail and tube stations are required and that an appropriate contribution to Tottenham Hale Station Interchange is required. This is set out in the S106 Heads of Terms section 27.

21.4.6. Impact on Buses

21.4.6.1. Junction of High Road, White Hart Lane and Northumberland Park.

- 21.4.6.1.1. The applicant suggests that the improvement to the junction of the High Road with Northumberland Park will result in an improvement to bus journey times of the W3 bus route. The Council's analysis of the modelling suggest there would be a reduction in the journey times in the AM peak, from White Hart Lane, to Northumberland Park by -11.9 second and +32.9 increase in the journey times in the reverse direction (Northumberland Park to White Hart Lane) in the AM peak.
- 21.4.6.1.2. The PM Peak will result in a reduction in the journey times travelling West from Northumberland Park to White Hart Lane by -19.7 seconds and an increase in the journey time by +23.2 seconds travelling East from White Hart Lane to Northumberland Park.
- 21.4.6.1.3. The Saturday Peak Period will result in an increase in the journey times in travelling east and west by +46.8 and +32.3 seconds respectively.
- 21.4.6.1.4. A summary for the journey times for through the junction can be seen below.

Direction	Time (seconds)								
	AM Base	AM with Dev	AM delay	PM Base	PM with Dev	PM delay	Sat Base	Sat with Dev	Sat delay
Northumberland Park to White Hart Lane	133.5	166.4	+32.9	140.6	120.9	-19.7	87.7	134.5	+46.8
White Hart Lane to Northumberland Park.	147.1	135.2	-11.9	112.0	135.2	+23.2	108.9	141.2	+32.3

Table of Bus Journey Time and Delay – W3 Service

21.4.6.2. Junction of High Road, Lansdowne Road, Lordship Lane.

- 21.4.6.2.1. The review of the bus journey times through this junction suggests that there will be a delay to buses routes 318, 341 and 476 of between +0.9 and +16.6 seconds the largest increasing in bus journey time will be in the PM from Lansdowne Road to Lordship Lane. This junction will have to be widened to allow 2 Westbound lanes. It is considered reconfiguration the junction combined with

the bus priority measures which are to be included as part of the S.278 agreement would reduce the bus journey times through this junction. A summary of the bus journey times can be seen in the table below.

Direction	Time (secs)								
	AM Base	AM with Dev	AM delay	PM Base	PM with Dev	PM delay	Sat Base	Sat with Dev	Sat delay
Lansdowne Road – Lordship Lane	49.9	51.3	+1.4	44.7	61.3	+16.6	68.4	69.5	+1.1
Lordship Lane - Lansdowne Road	38.3	39.2	+0.9	42.8	56.8	+14	57.2	64.2	+7

Table of Bus Journey Time and Delay – 318 Service (96 second cycle)

21.4.7. Impact on Parking

21.4.7.1. There are currently 486 car parking spaces spread over the existing site between Park Lane and Northumberland Park. The developer has proposed increasing the number of parking spaces to 894 off street parking spaces which includes: 401 parking spaces for the proposed supermarket; 319 parking spaces for the stadium, 130 parking spaces for the residential development, 40 spaces for the hotel and 4 parking spaces for the Megastore. The developer has proposed utilising a proportion of the stadium parking for the THFC office and conference on a non match day.

21.4.8. Review of Parking Space Allocation and Council Policies.

21.4.8.1. Of the proposed 401 parking spaces proposed for the supermarket, 18 are disabled parking spaces and 8 are for parents and children. The applicant has also proposed providing 18 cycle parking spaces. The Councils adopted UDP requires the transport assessment to identify the level of parking required. The developer has submitted a parking accumulation study using the developers proposed 2016 forecast flows and the Council requested sensitivity testing which adds an additional 32% of vehicular trips in the critical Saturday peak hour. Our analysis of the parking accumulation survey observed that, the developer has provided sufficient parking spaces to facilitate their estimated development traffic. However using the Council's sensitivity test (worst case scenario) there is a shortfall of between 6 and 69 parking spaces on Saturday between 14:00-16:00 hours, with 15:00-16:00 hours being the worst shortfall in parking with a shortage of 69 off street parking spaces. A non match day CPZ will be required to ensure that any shortage in parking does not result in customers of the supermarket parking on local roads. A map of the proposed area to be covered by the non match day CPZ can be seen in Section 21.5 below.

21.4.8.2. The applicant has not provided sufficient disabled parking space inline with the Council's 2006 adopted UDP, which required the applicant to provide a total of 23 disabled parking spaces. In addition, the vehicle accumulation survey assumed the car park was empty at the start of the analysis (no staff parking). Officers would therefore need a condition applied to the application to ensure that the car park would not be for the use of staff with the exception of disabled staff.

21.4.9. Residential Development

21.4.9.1. The residential aspect of the development has been submitted as an outline application as such details of the dwelling mix have not been agreed. Nevertheless we consider that the 130 proposed parking spaces is sufficient to facilitate the proposed 200 residential units, with the provision of a local CPZ and with residents of the proposed development prevented from having access to on street parking.

21.4.9.2. The developer will need to include details of car club parking space and cycle parking spaces as part of the planning application for the residential development.

21.4.10. Hotel

21.4.10.1. The hotel is an outline application and as such the developer has not submitted details on the cycle parking for the hotel. In relation to car parking provision the Council's standards are maximum parking standards and it is our view that with a local CPZ to restrict parking demand, the proposed level of off-street parking (40 parking spaces) is acceptable.

21.4.11. Tottenham offices and Tottenham Foundation

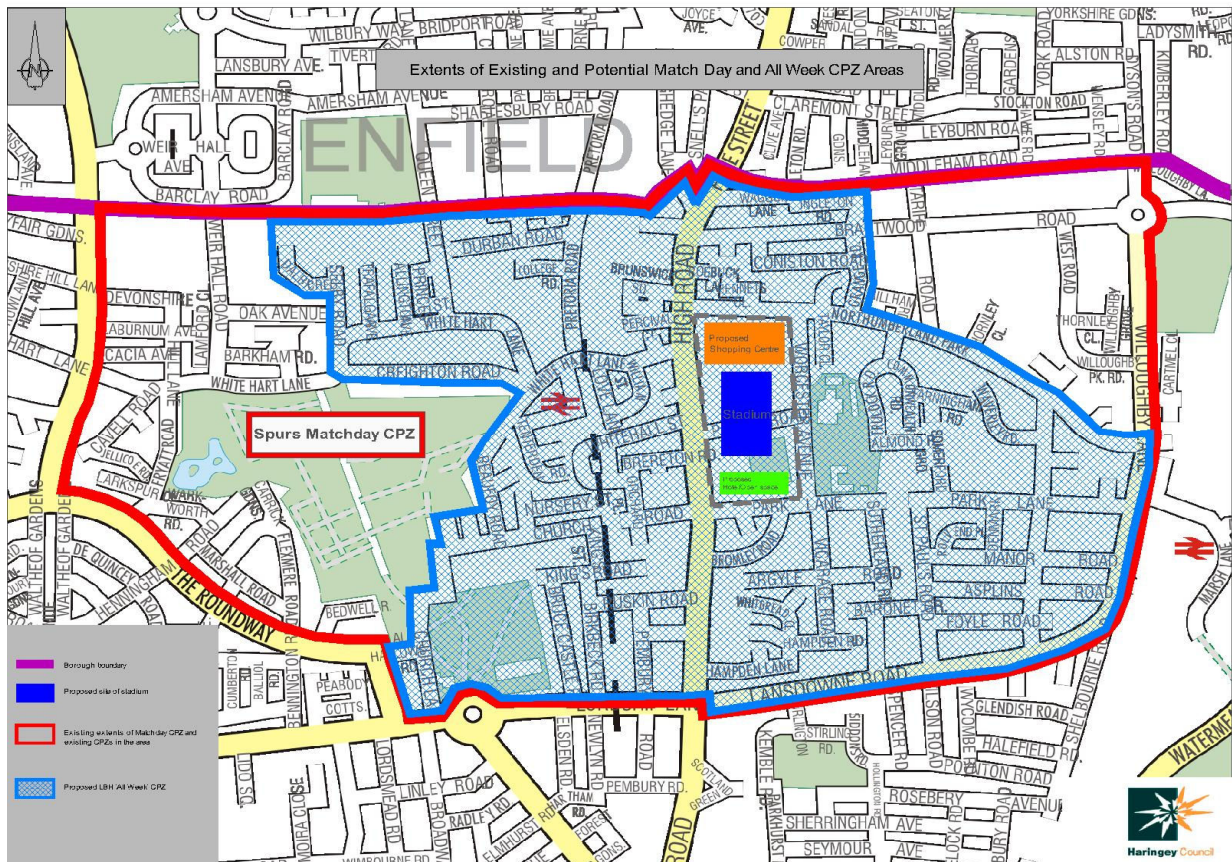
21.4.11.1. The applicant has proposed utilising the stadium parking for the THFC offices and THFC Foundation. In principal, this acceptable however, officers would have to restrict access to the number of spaces that can be utilised for non-match Day activity by a condition attached to the application. This is in order to ensure that staff and visitors are encouraged to use sustainable transport for their journeys to and from the stadium.

21.4.12. THFC Megastore

21.4.12.1. The applicant has proposed providing 4 off-street parking spaces for staff of the mega store; the parking spaces will be located in the stadium car park. We consider the level of parking proposed appropriate for the size of the development. In addition, with a local CPZ in place, most of the visitors to the mega store will travel by public transport or use the proposed Pay and Display parking on Park Lane.

21.4.12.2. Mitigation measures are required to ensure that the proposal is acceptable. These works, which are to be secured through conditions or the Section 106 agreement, are detailed within the appendices attached to the report.

21.5. Proposed area for non match day CPZ, subject to consultation.



21.6. Transport Modelling Report

- 21.6.1. The Council have accepted the traffic model validation from the applicant which is based on how well the models reflected recorded queue information taken from site. TfL/DTO guidelines are more stringent and would normally require a validation to be undertaken based on Capacity (Degree of Saturation) of capacity of each stop line. The model is for planning purposes only and the developer will need to undertake further modelling to TfL/DTO standards before the Borough can enter into a S.278 agreement.
- 21.6.2. In order to ensure that the Council obtains the most robust analysis of the network officers have asked the developer to model the network based on the average trip rates of 3 food stores which have higher proportion of car trip. Through out this analysis much higher trip rates are being used compare to those that have been proposed by the developer. The trip rates that were used in the sensitivity test assumes that the Saturday peak period will result in an additional 31% in/out movement from the supermarket compared to the trips proposed by the developer on a Saturday. Officers therefore conclude that the review of the proposed network model based on the sensitivity test is robust and represents a worst case scenario which is likely to occur in practice.

21.6.3. This section of the modelling report concentrates on the effect of the proposal using the sensitivity test (worst case scenario) to analyse the impact of the development proposal on the highway network at the junctions of : White Hart Lane/ High Road/Northumberland Park and Lansdowne Road, High Road/ Lordship Lane/ Dowsett Road and Bruce Grove. The junction at Bruce Grove, Fore Street/ A406 and A10/ Great Cambridge Way were reviewed by TfL and their consultants Parson Brinkerhoff's in their role as the Highways Authority for the TLRN (Transport for London Road Network).

21.6.4. Technical analysis

21.6.4.1. Officers are happy that the traffic modelling is robust and has tested traffic congestion in a worst case situation.

21.6.4.2. In general junctions should operate at 90% capacity, however in many London locations including junctions in Haringey; junctions are often congested and are operating at more than 90% capacity.

21.6.4.3. On the matter of pedestrians and cycle time, it is generally accepted that if a pedestrian has to wait for more than 90 seconds for a green man, they may decide to "risk it" and walk on a red man. The applicant is proposing to increase the cycle times on a Saturday to 104 seconds at White Hart Lane/ High Road/ Northumberland Park junctions and 96 seconds Lansdowne Road/ High Road/ Lordship Lane junction. These junctions currently operate on a 104 second cycle in the PM peak.

21.6.4.4. Whilst it is not desirable to make pedestrians wait longer than 90 seconds, it is clear that the precedent has already been set in the existing evening peak at both Junctions. The pedestrian demand at the existing PM is similar to Saturday. It is also to be noted that whilst the 104 seconds cycle time is greater than the recommended cycle times of 90 seconds some location across London already have cycle times of 120 seconds in place, which have pedestrian stages. Therefore, whilst not desirable, it is not considered unacceptable. The table below gives a summary of existing and proposed cycle times.

White Hart Lane/ High Road/ Northumberland Park	AM	PM	Sat	Notes
2010	96	104	96	As per operating on site in 2010
2016 Baseline	96	104	96	
2016 + Development traffic (Devt)	96	104	104	The only change from recorded on site cycle time is Sat + Devt

Lansdowne Road/ High Road/ Lordship Lane	AM	PM	Sat	Notes
2010	96	104	80	As per operating on site in 2010
2016 Baseline	96	104	80	
2016 + Devt	96	104	96	The only change from recorded on site cycle time is Sat + devt

Table– Summary of Cycle Times Used for Modelling

21.6.5. White Hart Lane/Northumberland Park/Brantwood Road Junctions

- 21.6.5.1. The modelled increase in cycle time for this network is on the Saturday, where it has been increased from 96 seconds (2016 baseline) to 104 seconds (2016 with development).
- 21.6.5.2. In the morning peak period (96 second cycle, as existing), the development has little impact on reserve capacity, with the largest decrease at White Hart Lane where the junction's reserve capacity falls from 15.5% to 9.9%, which is still considered a satisfactory figure. In the morning peak, most links operate below 80% capacity, which is satisfactory. The only notable increase in queue length for the morning is High Road Northbound at White Hart Lane, with an increase from 10 to 15. This does not appear to be a problematic time for capacity and queues and the 96 second cycle is lower than the 104 presently run at this location in the PM time period, so there is scope to increase the capacity were the cycle to be increased.
- 21.6.5.3. In the evening peak period (104 second cycle, as existing), the development has a slight impact on reserve capacity, with reductions of about 5%. This is still an acceptable level of performance as capacity. The greatest impact is on capacity at the White Hart Lane junction, with the junction operating at a capacity of 86.1% (up from 80.3% in the baseline). In terms of queues, High Road Southbound and Northbound at White Hart Lane see the largest increases in queues from 5.6 and 12.3 to 14.2 and 16.5 respectively; however these queues can be adequately accommodated in the lanes provided.
- 21.6.5.4. The Saturday peak period has always resulted in the most concern as it appears to be the most congested time period considered. The modelling presented uses an increased cycle time (from 96 second baseline to 104 seconds in the sensitivity test. This cycle time is used already in the PM peak. Understandably, the development has the greatest impact at the Northumberland Park junction in this network, where the junction's overall reserve capacity falls from 45.4% to 1.1%, which includes the benefit from their additional lane on Northumberland Park. The 1.1% reserve capacity suggests all arms (High Road and Northumberland Park) will be running close to 90% Capacity. In terms of notable impacts on queues, there are 3 links which suffer an increase, being High Road northbound (at Brantwood Road) which increases from 5.3 to 14.2, High Road southbound (at Northumberland Park) which

goes from 8.1 to 16.8 and High Road southbound (at White Hart Lane) which increases from 1.8 to 11.5 vehicles.

21.6.6. Park Lane/Lordship Lane/Bruce Grove/Dowsett Road junctions

- 21.6.6.1. The junction of Lansdowne Road with High Road has been modelled with westbound lanes on Lansdowne Road. Analysis of the video surveys identifies that while marked as a single lane, Lansdowne Road will operate as two on occasion. The modelling presented relies on this road having two lanes constantly available, which is not the case for all cycles of the signals.
- 21.6.6.2. Given the findings of the modelling, it is essential that two lanes are provided in this location. This could potentially be done in a number of ways, with the most obvious widening the northern side of Lansdowne Road, although it may be possible to move the stop line back and undertake the work with lining. Given there is no presently acceptable solution presented on this matter, there must be an obligation for the applicant/developer to agree a scheme prior to any works happening on the development site.
- 21.6.6.3. Referencing the previous table, the only modelled increase in cycle time for this network is on the Saturday, where it has been increased from 80 seconds (2016 baseline) to 96 seconds (2016 with development). This cycle time increase to 96 seconds is less than the existing 104 second cycle operating at this junction in 2010 for the evening peak.
- 21.6.6.4. In the morning peak period (96 second cycle, as existing), the development's impact on overall junction capacity is greatest at the Park Lane/High Road junction – most probably a result of the hotel/residential traffic generated by the site. At this location the reserve capacity falls from 51.9% to 24.8%, which is still acceptable. With reasonable reserve capacity values, it is understandable that there are no material impacts on any particular links capacity or queue. There is additional comfort that this modelling has been undertaken at a cycle time of 96 seconds, which leaves scope in terms of queues and capacity by potentially increasing the cycle time to 104 seconds, as presently happen during the PM peak.
- 21.6.6.5. During the PM peak (run at 104 second cycle, as presently happens), the development starts to show a greater impact. The reserve capacity of the Park Lane junction falls from 71.3% to 17.2% and Dowsett Road from 62.6 to 36.7%. All reserve capacities are still above 0% which is the normal minimum to achieve. All reported capacity's are below 78.6%, which is acceptable. There are no material changes to queues resulting from the development with no queues exceeding 4 vehicles.
- 21.6.6.6. In respect of the Saturday model, as presented this uses an increased cycle time (from an 80 second baseline to 96 in the sensitivity test) Notably, a longer cycle time (104 seconds) is used in the PM peak which puts the modest increase in cycle time modelled for a Saturday in context.
- 21.6.6.7. The development has its greatest impact in terms of reserve capacity at Dowsett Road, where the reserve capacity drops from 40.9% to 6.3%.

Lordship Lane & Bruce Grove junctions are likely to suffer congestion, although there remains a little theoretical capacity with maximum capacity of 93.5% on High Road Southbound.

- 21.6.6.8. The most notable increases in queues on a Saturday are at High Road northbound and southbound at Bruce Grove, which increase by 8 each way to 10 and 14 respectively, which are satisfactory. Following communications with the applicant, they have subsequently provided Capacity Tables for this network operating at 104 second cycle, which confirms that increasing the cycle time to 104 second would allow the junction to operate satisfactorily.
- 21.6.6.9. However the Northumberland Park/ High Road junction has a large inter-green associated with pedestrians crossing High Road Northbound some 17 seconds, which is unusually high and has a material impact on the junction's capacity. While a reasonable inter-green for the crossing proposed, it is noted that the proposed crossing is some 16.9m in length. According to the guidance an interim pedestrian refuge should be provided for crossings in excess of 15m. A revised highways layout and pedestrian crossing facility will have to be condition as part of the detail design required for approval of the revised model modelling by the Borough and DTO /TfL.

21.6.7. Modelling Summary and Conclusions

- 21.6.7.1. It is the officers view that based on the high level "sensitivity test" the applicant has undertaken, it has been adequately demonstrated that this development proposal can be accommodated on the transport and Highways Network, TfL and the consultant's analysis has concluded that the non-match day element of the proposal will not have any significant impact on the TLRN.
- 21.6.7.2. Although the applicant will be providing additional north and south bound lanes on the High Road and increase the cycle times from 96 second to 104 second. This development proposal will significantly reduce the various junctions' reserve capacities during the morning and evening peak periods and will utilise all the available capacity on the network on Saturday during the peak period, which will result in a slight increase in queues and congestion on the network.

22. REVIEW OF MATCH DAY TRANSPORT ASSESSMENT

- 22.1. This section will review the proposed 56,250 seat stadium for a match day and event days such as a concert. The following report is a summary of the review of the match day Transport comments submitted by the Borough's and TfL consultants, Mayer Brown and MVA respectively, and meetings with Transport for London, the Metropolitan Police Service and Senior Highways and Parking Enforcement Officers. Our comments are in line with the Council's adopted UDP and SSPG policies as outlined in section 19.3 of this report.

22.2. Modal Split

22.2.1. The table below shows a summary of the existing and proposed modal split targets; car use dominates travel to and from the stadium and accounts for between 41.4% week day and 43.2% weekend trips to and from the existing stadium. The developer's event day TA has assumed that the number of car trips will not increase beyond the existing modal share as a result of increasing the capacity of the stadium (nil detriment effect model)

22.2.2. In fact the developer event day TA has proposed reducing the number of trips by car on a match day from 14,901 person trips to 12,601 person's trips post match. The proposed reduction in person trip would result in some 958 less car trips from the stadium. Officers have reviewed the proposed estimated modal split targets and the resultant impact on the various travel modes in the subsequent sections. Officers have also considered the mitigation measures proposed by the applicant as part of the Stadium transport assessment including the Event Day Travel Plan.

Existing and Proposed modal split targets for Home and Away supporters

Mode	Existing Arrival		Proposed Arrival		Existing Departure		Proposed Departure	
	People	%	People	%	People	%	People	%
Underground	4321	12.0%	12990	23.1%	6043	16.8%	20470	36.4%
Rail	12626	35.1%	20220	35.9%	10916	30.3%	15410	27.4%
Bus	4179	11.6%	7310	13.0%	2451	6.8%	3030	5.4%
Car	13054	36.3%	11000	19.6%	14901	41.4%	12601	22.4%
Cycle	59	0.2%	530	0.9%	58	0.2%	530	0.9%
Coach	366	1.0%	1790	3.2%	277	0.8%	1790	3.2%
Taxi	357	1.0%	810	1.4%	413	1.1%	810	1.4%
Walk all the way	728	2.0%	1600	2.8%	547	1.5%	1609	2.9%
Motorcycle + other	311	0.9%	0	0.0%	396	1.1%	0	0.0%
Total	36000	100.0%	56250	100.0%	36000	100.0%	56250	100.0%

22.3. Arrival and Departure profile

22.3.1. At present 85% of spectators arrive and depart within 45 minutes of kick off and final whistle respectively, with some spectators leaving before the final whistle. This peak arrival and departure adds to the loading of the public transport system, resulting in longer queuing times at stations and traffic delays and congestion on the local highway network.

22.3.2. The developer has suggested that by providing better facilities at the stadium resulting from better design and post match entertainment, some 14,600-18,000 spectators (26%-32%) will arrive early and some 20,000 (36%) of

spectators will delay their departure for a minimum of 20 minutes. Insufficient evidence has been provided in the Transport Assessment to demonstrate that such large percentage attraction and retention can be achieved pre and post match for weekday games. However we support the applicant desire to alleviate the peak loading on the public transport system and would therefore request that these attraction and retention measures, as itemised in section 23.3 are conditioned as part of the Travel Plan; and target are agreed with the Council for monitoring as part of the THFC event day monitoring programme.

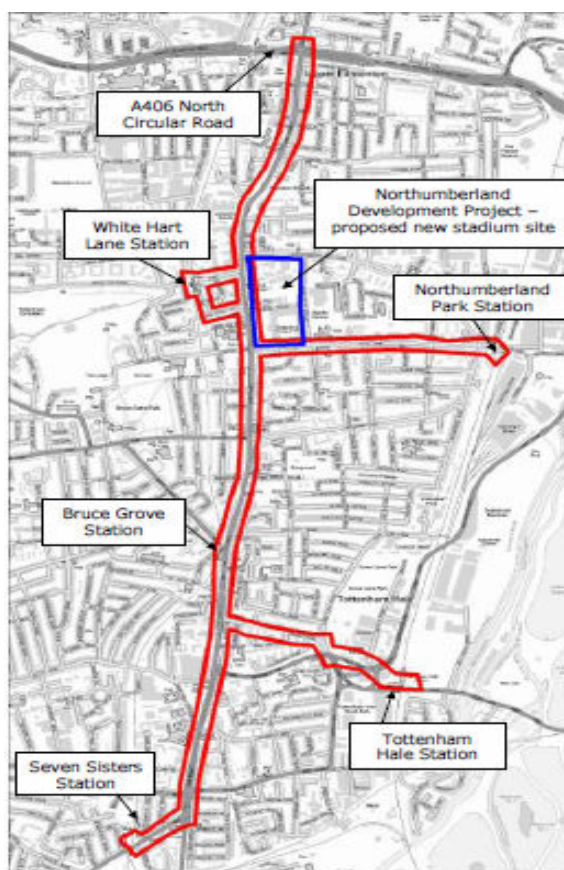
22.4. Walking

22.4.1. The Transport Assessment suggests that pre kick off 23% of home fans and 25% of away fans will walk to/from Seven Sisters and Tottenham Hale to the stadium. The total percentage equates to some 13,800 spectators walking within an estimated minimum distance of 2.2km of the site boundary.

22.4.2. The applicant has submitted a PERS (Pedestrian Environmental Review System) audit of the five main walking routes to and from the local transport interchanges. The issues highlighted by the PERS audit have been investigated by our engineers who have conducted site visit and preliminary designs to address most of the critical section. The section include in order of severity:

- i. White Hart Lane
- ii. Whitehall Street/Love Lane
- iii. High Road Chestnut Road
- iv. Park Lane
- v. High Road South of the proposed stadium.

22.4.3. A map of the walking route can be seen below:



- 22.4.4. The PERS audit did not include routes to the coach parking on West Road, Tariff Road, Brantwood Road and Pretoria Road and section via Northumberland Park Blaydon walk and a section of Willoughby Park Road. The Council's engineers have reviewed these sections and have proposed a number of critical improvements in order to ensure that the section that the walking routes combined with an effective signage scheduled (Legible London) will be effective in complementing the proposed publicity in achieving the modal split target.
- 22.4.5. There are concerns regarding pedestrian/vehicular movements along Worcester Avenue. This area is largely traffic free as Park Lane and Worcester Avenue would be stopped up as part of the development. The proposal will increase the number of vehicles accessing Worcester Avenue creating potential pedestrian/vehicular conflict. Officers also have concerns regarding the broadcasting vehicles which will be parked in Worcester Avenue as they include HGVs. As such, it should be conditioned that the developer is to submit a management plan for Worcester Avenue for Event and non-event days indicating the proposed parking layout for the broadcasting vehicles on a event day, including what management will be put in place to ensure that pedestrian in particular school children accessing Worcester Avenue will be safe guarded and to ensure that access to the current users will not be affected by the proposed development.
- 22.4.6. In addition to the above safe guards, it is required that comprehensive CCTV coverage throughout the public domain is provided to facilitate the policing of match days and other large public events. The coverage should extend to the principal transport hubs (White Hart Lane Station, Northumberland Park

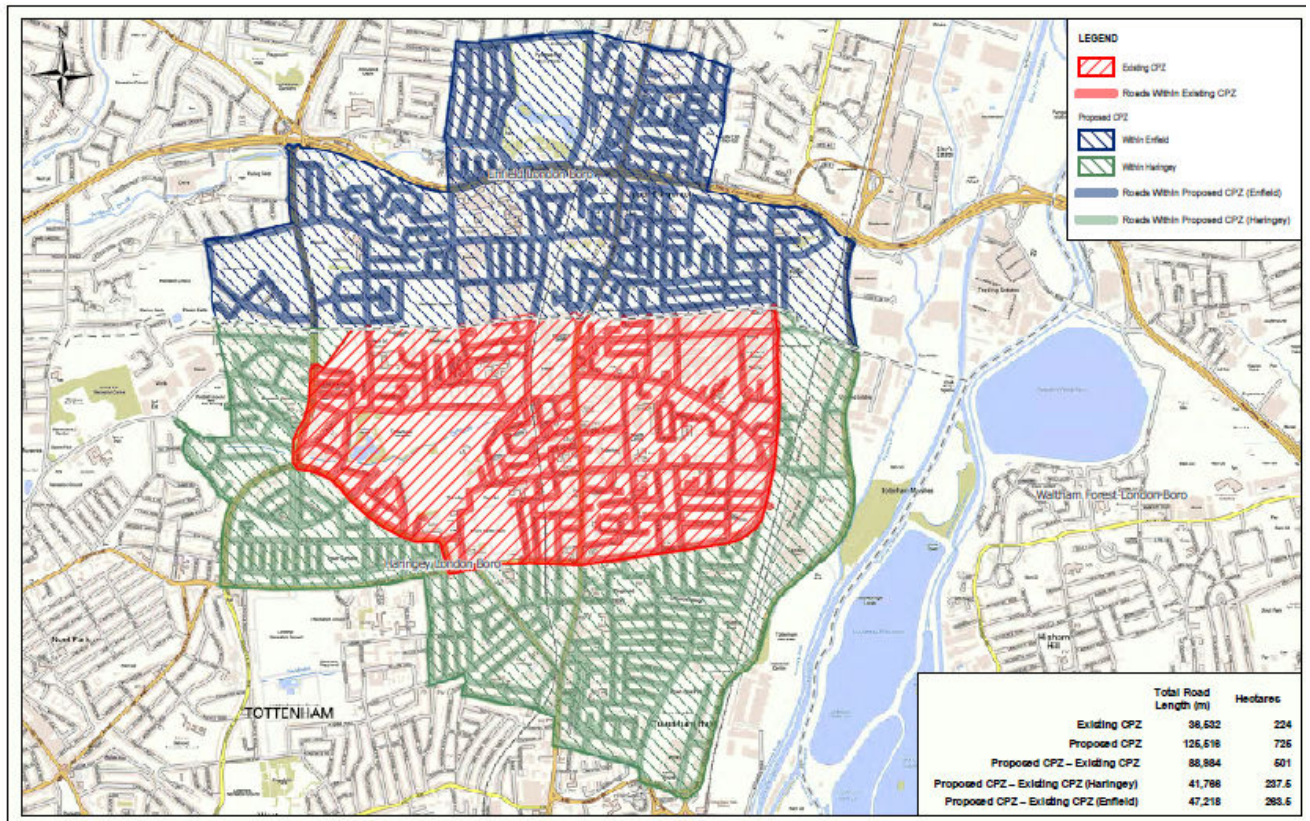
Station, Tottenham Hale Station, Seven Sisters Station) and Coach parking areas.

22.5. Cycling

- 22.5.1. The applicant modal split target suggests that some 530 people will arrive by bicycle. However the TA has not proposed any substantial improvements to the existing cycle infrastructure or indicated where the 530 cycle parking spaces will be provided. The applicants existing condition report highlighted a lack of cycle facilities in the area. By not providing adequate cycle parking and supporting infrastructure we do not consider the cycle modal split target can be achieved. Discussions with Islington and their experience in trying to achieve their cycling modal split target has highlighted inadequate cycle parking as a contributory factor for not achieving Arsenal's cycling modal split target for their stadium.
- 22.5.2. The TA suggests that 5% (2672) of spectators live within 5km of the stadium. However the event day travel plan does not include sufficient measures to achieve the indicated increase in cycling. Officers therefore recommend that the applicant produces a Cycling Action Plan as part of the travel plan, which seek to promote cycling to and from the stadium. The Council will also require a financial contribution to upgrade the cycle infrastructure along the High Road as part of the Mayor's Cycle Superhighway Route 1 and Haringey Greenways Link 03 which runs via Park Lane which provides East/West cycle connectivity to the stadium. In addition the Developer is required to actively promote and prioritise tickets to local residents to try encouraging and increasing in the number spectators cycling to the stadium as part of the Cycling Action Plan.

22.6. Match Day Car usage

- 22.6.1. The existing conditions report suggests that current car use is between 37.8%-43.9% of spectators arrive in the local area by car. The applicant suggest that by restricting the ease of access to the stadium incorporated with measures in their Travel Plan the proposed modal split target for cars can be achieved. The key driver to achieve the proposed modal shift is behavioural change as a result of increasing the current match-day CPZ from 221 hectares to around 716 hectares. A map of the proposed CPZ and seen below.
- 22.6.2. The applicant has compared the proposed extension with the Emirates CPZ extension, which resulted in a reduction in arrival by car in the local area from 31% to 12%. The applicant proposes to complement the proposed CPZ by implementing a Match Day Travel Plan.



Proposed match day CPZ subject to consultation

22.6.3. On receiving technical guidance from our consultant Mayer Brown and TfL's consultant MVA we have reached the following conclusions on the CPZ strategy:

22.6.3.1. Whilst officers are not convinced that the proposed CPZ will result in large reduction in the total number of spectators travelling by car as part or their entire journey, we are in agreement with the applicant's assumption that there will not be an increase in the number of cars entering the local area (as determined by of the proposed CPZ) as a result of increasing the stadium capacity. The CPZ will restrict the availability of on street parking close to the stadium and disperse any on-street parking in a larger area; this will result in less congestion within the local area. Expanding the CPZ beyond the A406 will help to allow the free flow of buses and pedestrians along the High Road.

22.6.3.2. Officers accept that this stadium will have 22-23% of spectators arriving by car. Officers have agreed in principal that the CPZ will assist in achieving the modal split target and have highlighted additional areas to the west outside the proposed CPZ which may need to be included in the proposed event day CPZ if they experience displaced parking due to the implementation of the proposed event-day CPZ.

22.7. National Rail

- 22.7.1. The review of the proposed modal shift for spectator using rail has identified, that the Event Day Transport Assessment proposed reducing the percentage modal split by rail on departure by 3% (1688 spectators). Officers believe that a higher percentage of spectators will use rail on departure from the stadium (White Hart Lane and Northumberland Park Stations) and interchange at Seven Sisters and Tottenham Hale rather than walking to these stations and having to queue. The queues at White Hart Lane stations and Northumberland Park Station will be larger than that forecasted by the TA and will require management and monitoring. In addition there are concerns regarding the operation of 12 car services at Northumberland Park station, and will need assurance from Network Rail/rail operator that selective door opening will enable 12 car services to stop at Northumberland Park.
- 22.7.2. In relation to the Access and Egress from stations, the applicant has proposed closing the level crossing at Northumberland Park station post match. This will have implications on the clearing of the south bound platform. The footbridge to access the southbound platform is narrow and will reduce the rate of movement from the southbound platform. The footbridge will need upgrading. The applicant will need to provide a crowd management plan to support the forecasted increase in passenger expected at Northumberland Park Station. This will need to be supplemented by an improved queuing area outside the Station.
- 22.7.3. The station access and egress for White Hart Lane has been reviewed by our consultants Mayer Brown, whose comments are as follows “The waiting area outside of the station has not been formalised and there is considerable street furniture, such as cycle parking stand, guard railing etc, outside of the White Hart Lane entrance, which may prohibit easy access. It is also noted that the footways along White Hart Lane to the station are in poor condition and pedestrian improvements should be considered”. The review of the match day timetable and the demand forecasted by the applicant, indicates that the continuous operation of 8 car service or better (12 car service) is needed to achieve sufficient on-train capacity to deal with capacity post match. An obligation has been set out to ensure THFC work with Network rail to ensure on going appropriate rail provision.
- 22.7.4. *Seven Sisters station Rail and Underground*
- 22.7.4.1. The existing conditions report has highlighted that Seven Sisters Station is often closed due to overcrowding. However the applicants suggest that there is sufficient capacity to cope with the proposed demand. Officers have concerns regarding the additional demand at his station resulting from spectators travelling from White Hart Lane interchange at Seven Sisters Station. These passengers will get priority access to the Victoria Line platform over those spectators/passengers that are queuing at surface access. This will result in longer queues outside the station, which may affect traffic and cause further traffic delays at the junction of West Green Road with the High Road. An obligation has been agreed for THFC to ameliorate the situation.

22.7.5. *Tottenham Hale Rail and Underground*

22.7.5.1. At present there is spare capacity at Tottenham Hale Station post matches. This station is under utilised as spectators are unaware that it is closer to the stadium than Seven Sisters station. However there are no direct bus routes from the stadium to Tottenham Hale station. The applicant has proposed a walking route from the stadium via the High Road Chestnut Road, Park View Road and Hale Road. The applicant has completed a PERS audit of the proposed walking route; the recommendations have been developed to enhance the route. TfL has highlighted that the station concourse will have to be improved to facilitate any substantial increase in numbers of passengers at Tottenham Hale Station. Whilst officers are supportive of increasing the use of this station we have concerns that if the journey to the station is not made as convenient and attractive as possible, the station will remain under utilised.

22.7.5.2. In addition to the comments above, is Transportation's view that there is an over reliance on one line (Victoria Line) and that no contingency measures have been proposed to mitigate the over loading of the Victoria line. As such, it is required that the applicant improves mitigation measures by providing a shuttle bus or enhancement of the routes (W3, 279) to Wood Green/ Manor House to utilise the Piccadilly Line.

22.8. Station/Interchange Waiting Times

22.8.1. On reviewing the queuing time proposed by the developer for the interchanges, it is viewed that these waiting times are very conservative and we would estimate total the duration of queues to last up to: 75 minutes at White Hart Lane station, 60 minutes at Northumberland Park station, 70 minutes at Seven Sisters Station and 45 minutes Tottenham Hale. Officers estimate that a spectator will not wait more than 10-20 minutes to get onto a train at any of the interchanges. In addition the queuing times forecasted by the developer for the rail stations will be longer as the calculations are based on no delay to rail services operating on a match day. The table below shows the applicants estimated additional numbers of spectator that will get to each interchange.

Table of current and estimated future demand forecast

Station	Current	Future	Change
	Demand	Demand	Demand
White Hart Lane	6000	12500	6500
Northumberland Park	4500	7000	2500
Seven Sisters	5500	8500	3000
Tottenham Hale	500	6500	6000
Totals	16500	34500	18000

22.8.2. The waiting time at the various interchange will be dependent on the success of the developers proposed retention measure and the provision of shuttle bus service to load the Piccadilly Line.

22.9. Buses

22.9.1. Additional bus services will be required in order to achieve the modal split target. The majority of fans use buses from Seven Sisters northbound to the Stadium; the post-match situation is some what different with only 4% of home spectators use buses post-match. This is mainly due to the closure of the High road post match for 40 to 50 minutes. This percentage may increase as a result of the proposed bus diversion route which will bring the buses back onto the High Road after 20 minutes post match.

22.9.2. The event day Transport assessment has proposed an alternative match day bus diversion route, via Northumberland Park, Shelbourne Road and Lansdowne Road which would result in the buses running closer to the High Road; spectators could access buses north and south of the proposed development when the High Road is close for 20 minutes post match. The bus diversion route proposed by the applicant will need some additional bus priority measures along Northumberland Park Road and Lansdowne Road and management by stewards along Willoughby Lane and Shelbourne Road in order to provide an effective service. Extra Shuttle Bus Services have been agreed with THFC.

22.10. Coaches

22.10.1. The Council support the applicant's proposal to increase the number of spectators travelling by coach, however the applicant will be required to submit a Coach Strategy to outline how this increase to 2.5% for home supporters will be achieved. It is therefore recommended that this percentage modal shift is included as a travel plan target and the applicant provide a commitment as part of the S.106 agreement to fund coach service if required to ensure that the modal split target is met.

22.10.2. The existing coach parking is located to the north east of the stadium on West Road; the Transport Assessment has proposed providing coach parking on West Road, Brantwood Road, Tariff Road and Pretoria Road. A site visit observed that Pretoria Road is very narrow and any proposed coach parking will have to be supplemented with a traffic management scheme to facilitate two-way traffic flow. Officers have concluded that the section of Pretoria Road

proposed for coach parking requires repaving as well as street lighting, as well as improved street lighting at all four proposed coach parking locations. On a site visit to West Road it was observed that spectators use residential estates as a cut-through to access the stadium; therefore this location will need to be included in the area management plan.

22.10.3. The Area management plan and the coach strategy should include coach routing pre and post matches, via Watermead Way and Leaside Road to ease congestion on the High Road and Northumberland Park. Coach Parking for Pretoria Road should be routed via the A10, White Hart Lane.

22.11. Stadium Parking

22.11.1. It is considered that the level of parking proposed (319 car parking spaces) is appropriate for a stadium of this size. Officers have concerns regarding the operation of the car park on event days as there is a potential for vehicular conflict between OBVs (outside broadcast vehicles), stadium parking and pedestrians. Therefore the applicants should be required to provide additional safeguards on a match day to ensure that vehicular/pedestrian conflict is minimised.

22.11.2. The applicant has proposed providing a Team coaches and VIP drop off in front of the stadium. Officers have concerns regarding the proposed use of the coach drop off by any other vehicle with the exception of team coaches, as continuous use of the drop off area will create a tail back on the High Road for both Northbound and Southbound carriageways as a result of vehicles waiting to enter and will create conflict between vehicle crossing and pedestrians using the footway. It is therefore required that it is conditioned that the arrival and departure point on the High Road is for team coaches only.

22.12. Traffic Management

22.12.1. It is essential to maintain a safe environment around the stadium for fans attending the stadium, especially so, post match when streets experience the most congestion. Officers will therefore require the developer to use reasonable endeavours to secure and pay for the closure and management of the following road closures and the management of the proposed diversions resulting from the closures of the High Road. It is also required that the developer agrees to the following conditions in order to safe guard fans/ pedestrians and assist in achieving the modal split targets.

22.12.2. Mitigation measures are required to ensure that the proposal is acceptable. These works, which are to be secured through conditions or the Section 106 agreement, are detailed within the appendices attached to the report.

22.13. Accident Assessment

22.13.1. Transport Assessment accident analysis covered a significant area from the junction of Sevens Road junction in the south to Tottenham High Road borough boundary with Enfield in the north; Great Cambridge Road / The Roundway to the West and Meridian Way in the east. During the 3 year period, there were 560 accidents recorded in the area. It was found that the

accidents occurred across the whole of the assessment area with a concentration at the following junctions:

- i. High Road / North Circular;
- ii. Grove Street / High Road / Claremont Street;
- iii. Glover Drive / Meridian Way;
- iv. White Hart Lane / Great Cambridge Road;
- v. Great Cambridge Road / The Roundway;
- vi. Bruce Grove / High Road;
- vii. Phillip Lane / High Road / Monument Way;
- viii. High Road / Broad Lane; and
- ix. Seven Sisters Road / High Road.

22.13.2. Despite the high number of recorded accidents in the study area, the majority of the accidents recorded were classed as "slight", 88% are slight, 11% are serious and only 1% are fatal. The majority of the accident happened some distance away to the south of the site between Seven Sisters Road and Bruce Grove/High Road on the TLRN, this section of road also accounts for the majority of the fatal accidents.

22.13.3. The developer has proposed a number of junction improvement works as part of the development we will require the developer to ensure that the safe movement of pedestrians, cyclists and vehicles are considered at all time in the development of the designs. As such, it is required that the following condition is applied to any planning permission:

- i. The developer to complete Stage 1 and 2 Safety Audit with an independent safety auditor approved by the Council. This is essential in order to ensure that proposed improvement to enable the development will not have any adverse impact on accident incidents in the area.

22.14. Concerts

22.14.1. Officers have assessed the proposed concert scenario and agree with the applicants TA that a concert would generate fewer trips by car; however this will result in a greater demand for public transport services. We can only support the use of the stadium for non-football events (concerts) to a maximum capacity of 45,000 spectators. It is required that additional non-football events measures are devised in the form of a management plan to ensure that there is suffice bus service (local and shuttle bus) to accommodate in increase demand for public transport.

22.14.2. Mitigation measures are required to ensure that the proposal is acceptable. These works, which are to be secured through conditions or the Section 106 agreement, are detailed within the appendices attached to the report.

22.15. Travel Planning: Local Area Management Plan

22.15.1. The applicant has produced a detailed Event Day Travel Plan and outlined Local Area Management Plan. The two plans are essential in tying the whole event day transport strategy together and will be a key factor in achieve the modal split targets. In addition the applicant has submitted travel plans for the other aspect of the development; will require all Travel Plans to be secured as

part of the S.106. Agreement these include the: THFC event day travel plan, THFC non-event day travel plan, Foodstore work place travel plan; Residential Travel Plan; Hotel Workplace travel plan and Constriction workplace travel plan.

22.15.2. Appropriate S.106 obligations are set out in Section 27.

22.16. Cumulative Impact Assessment

22.16.1. Officers have accepted that, based on a nil detriment car mode share target for an event day, the non match day assessment will examine the worst case cumulative assessment on the highways network. It is considered that there will be a reduction in the numbers of trips generated by supermarket on a match day. There is the possibility that these trips may be transferred to another period of the day, which will result in a higher proportion of trips before or after the match. The potential impact of these trips on the Highways network was examined using the sensitivity test which analysis the impacts of an additional 30% of trips on the network in the Saturday peak. Officers therefore believe that the cumulative effect of the non match day impact combined with the match day impact would not result in adverse impact greater than that of the non match day impact on the highways network.

22.16.2. However there are concerns that spectators may chose to park in the supermarket car which would undermine the CPZ strategy. It is therefore required that the applicant submits for approval a parking management plan for the supermarket on event days. This will need to be approved by the local planning authority before the supermarket is opened for business.

22.17. Highways Impact/ Highway Designs

22.17.1. Officers have reviewed the Highways and access design and road safety audit and have Stage 1 Road safety Audit our comments can be seen below. Whilst we the applicant has provided detailed design for Phase 1 of the development, Phase 2 and 3 designs are less detailed and will have to be developed further before the Council can enter into a S.278 agreement.

22.17.2. The Council has estimate that the cost to complete the Phase 1 at £1,361,338 (one million three hundred and sixty one thousand pounds) as per the applicants drawings.

22.17.3. In relation to Phase 2 and 3 drawing which includes the stadium, Megastore and residential development the developer has submitted a number of drawings. These have been reviewed by officers and the followings issues have been identified: the drawings do not include any visibility zones, the developer will need to provide viability view for identified junctions and the barrier to the stadium car park will only permit 3 cars to queue before blocking back onto the public highways, therefore the proposed barriers will need to be manned at all time.

22.17.4. The review of the proposed highways boundary realignment has identified that the developer will need to dedicate sever sections Section 72 agreement under the Highways Act 1980 to create the footway in front of the proposed Team coach drop off area and on the entry/exit to the Megastore and Hotel from Worcester Avenue.

22.17.5. The Council has estimate that the cost to complete the Phase 2 and at £2,996,597 (two million nine hundred and ninety six thousand pounds) as per the applicants drawings.

22.18. Delivery, Servicing and Construction Traffic.

22.18.1. The developer has proposed creating 6 new vehicular accesses, and retaining an existing vehicular access to service the proposed development. Two new vehicular access will be located of Northumberland Park; one existing access on the High Road which will used as an egress from the proposed supermarket, 1 new vehicular access on the High Road to be for Team coaches, 1 new access of Park Lane to residential car park and 2 new access of Worcester Avenue 1 for the Hotel and Megastore and a second for the stadium car park.

22.18.2. The supermarket and stadium will share a service access located on Northumberland Park; this access will use for supermarket and stadium deliveries and refuse collection. This access will be use by Rigid Vehicles 10 metres long and Articulated Vehicles 16.5 metres long. The developer has provide swept paths analysis in drawing BHC-1071 of an articulated vehicle accessing and leaving the site in forward gear, however we have concern regarding the vehicle existing the site access as the swept part analysis showed, articulated turning right left out of the service access crossing the centre line. It is therefore required that the developer provides further swept path analysis to demonstrate that large delivery vehicles can exit the site safely without causing delays to eastbound traffic along Northumberland Park.

22.18.3. The service access is expected to get some 10-14 deliveries for the supermarket per day. The deliveries to the stadium will vary depending on the events taking, the applicant suggest that on a non event day the stadium will get 10 deliveries on an event. On the days leading up to an event, 2 days before the event the stadium deliveries will increase to 40 vehicles and 1 day before the event the deliveries will increase to 100 vehicles.

22.18.4. Officers will require a detailed service and delivery plan.

22.18.5. It will also be required that all deliveries, as part of the service and delivery plan, take place outside the morning and evening peak hours.

22.18.6. For the servicing of the Megastore, there will be a new vehicular access on Worcester Avenue to service the store and Hotel in which vehicles will be routed via Park Lane. Officers require that the developer is to provide drawing to demonstrate that articulated vehicles and enter and leave in a forward gear.

22.18.7. The application for the Hotel and residential aspect of development are within an outlined application, hence details on the location of the bin storage in relation to the Highways has not been provided. However it should be noted that the maximum carrying distance for dustbins and sack, and the maximum pushing distance for wheeled bins must not exceed 25 metres.

23. HIGHWAYS MITIGATION MEASURES

23.1. There are a number of mitigation measures that should be secured via Section 106 Town and Country Planning Act 1990 and Sections 72 and 278 Highways Act 1980. These are set out below.

23.2. Modal Split Targets

23.2.1. In the event that the developer cannot achieve the modal split target of 20-23% by car, within 1 year of the stadium achieving 56,250 capacities the developer will use best endeavours to implement further measures to achieve the modal split targets. These should include the following measures:

- a. Review and improve the communication strategy with fans (further measures to be identified by the event day monitoring plan)
- b. Provide additional funding to increase the event day CPZ from the proposed the proposed 716 hectare (additional area to be agreed with the Council)
- c. Enhance the bus service to and from the site (shuttle bus/ TfL bus service)
- d. Improve attraction and retention measures (additional measures to be agreed with the Council).

23.3. Retention and attraction Measures for Achieving Modal Split

23.3.1. The following mitigation measures should be included in the Section 106 agreement in relation to attraction and retention measures in order to ensure that the attraction and retention target are achieved.

Attraction measures:

- a. Pre-Match build up programme including, player match previews, the manager pre-match press conference and fixture preview.
- b. An increased retail offer for food and drinks purchase before matches
- c. Retail happy hour offers which offers discounts during the hours before games.
- d. Show other matches before games in stadium or associated facilities (club pub)
- e. Provide pre-match live entertainment for selected games.

Post match retention measures:

- a. Live Studio premier league round-up
- b. Videotron Post match highlights
- c. TV live press conference
- d. Tunnel Bases Interviews
- e. Hospitality packages structures to encourage staying in the lounge post match, including complementary refreshments, player appearances, post match presentation.
- f. Loyalty points awarded for staying half hour after the final whistle (enhanced ticket priority)
- g. E-purchase on stadium access card with club cash which can be spent post matches or at forthcoming games.
- i. General admission packages that include free drinks post-match happy hour
- j. Catering kiosks and bars to stay open for a minimum of 1 hours post matches.

- k. Post match entertainment kids/family zone,
- l. Real-time travel information- CCTV footage of station and people queuing (CCTV feed to be delayed by 20 minutes)
- m. Post matches entertainment “Comedy Zones”.

23.3.2. In order to ensure that adequate attraction and retention measures are provided for each match, the developer must provide attraction and retention attraction programme for each game which should include all or a combination of the above activity. The programme should be submitted to the Council at least 4 weeks before each game for approval.

23.4. Walking

23.4.1. In order for the applicant to achieve the proposed modal split targets for spectators walking to and from the stadium the follow conditions must be attached to the planning permission:

- a. The developer provides funding for the following walking routes:
 - i. 1. Stadium to Seven Sisters
 - ii. Stadium to Tottenham Hale
 - iii. Stadium to Northumberland Park
 - iv. Stadium to White Hart Lane Station
 - v. Stadium to Borough Boundary with Enfield
- b. Provide funding for the implementation of comprehensive signage to walking routes:
- c. Provide stewarding and management of all the 5 main walking routes (numbers to be agreed as part of the area management plan).
- d. The Developer submits a management plan for Worcester Avenue for event and non-event days indicating the proposed parking layout for the broadcasting vehicles on an event day in order to safeguard pedestrians.

23.5. CCTV

23.5.1. The Developer provides compressive CCTV coverage of the main walking routes to the transport interchanges (locations to be agreed with the police, TfL and Haringey).

23.5.2. The applicant to fund the provision of CCTV cameras as part of the Local Area Management Plan

23.6. Cycling

23.6.1. The Council requires the following mitigation measures as part of the S.106 agreement in order to ensure the development achieves the proposed modal split target for cycling:

- a. The developer provides submits a cycle action plan including a cycle parking strategy, to be submitted to the Council for approval before construction of the stadium commences.

- b. The developer contributes towards the Mayors Superhighway Route 1.
- c. The developer provides funding towards improving Haringey local cycling routes.
- d. The developer uses reasonable endeavours to achieve the modal split targets by actively promoting and prioritising tickets to local residents

23.7. Match day CPZ

23.7.1. Officers would recommend that the proposal be acceptable subject to a Match Day CPZ and would require the following S106 provisions:

- a. The applicant should agree to pay for the implementation of the proposed event-day CPZ including the issuing of the first year of residents match day parking permits.
- b. The Applicant agrees to fund the expansion of the CPZ to address displaced parking and to achieve the modal split target.
- c. The applicant agrees to monitor the proposed event-day CPZ and areas outside the event-day CPZ. A monitoring programme to be agreed Local Planning authority before construction commences.
- d. The applicant agrees to pay for the cost of management of the proposed CPZ above, if generated revenue is insufficient to cover the cost of enforcing the CPZ (to be monitored annually).
- e. The CPZ must be completely implemented at least 3 months before the second phase of the stadium is developed (capacity above existing 36,300).

23.8. Event Day Rail Strategy

23.8.1. The Council and TfL require the following mitigation as part of the planning permission in order to achieve the modal split proposed by rail and to supplement the Event Day rail strategy:

- a. The applicant agrees to use best endeavours to secure and maintain a minimum of 8 car service with the current and future train operating company.
- b. S.106 obligation to fund the design and implementation of enhance waiting areas as White Hart Lane and Northumberland Park Station and the refurbishment the northern footbridge at Northumberland Park.
- c. S.106 obligation to funding or provide staff to manage crowds during the operation of White Hart Lane and Northumberland Park on an event day.
- d. S.106 obligation to funding platform sensors at Northumberland Park to secure selective door opening to happen in order to achieve the modal split target.

23.9. The Underground

23.9.1. TfL require the following mitigation measures as part to the planning permission in order to support the proposed transport strategy for Seven Sisters Station namely:

- a. Improve the waiting areas outside Seven Sisters Station.
- b. stewarding to manage queues at Seven Sisters and the Junction of Seven Sisters Station with the High Road.
- c. Improve the walking conditions to Seven Sisters Station as per the PERS audit identified above.
- d. A S.106 obligation for the developer to uses best endeavours to assists TfL with the development of an operations plan for Seven Sisters to maximise the operation of the station.
- e. Travel Communication strategy

23.10. Tottenham Hale Station

23.10.1. TfL have requested that the applicant provide the following mitigation measures in order to support the strategy for Tottenham Hale station:

- a. Improve the walking routes to the station and promote
- b. Shuttle bus to increase use of the station
- c. Improvements to the future rebuilding of the Interchange as its use grows

23.11. Bus Service Enhancements

23.11.1. The Council and TfL require the developer to agree to provide the following mitigation measures in order to support the proposed bus strategy:

- a. Enhance bus routes to Seven Sisters post match
- b. bus priority measures along Northumberland Park and Lansdowne Road
- c. bus stop accessibility measures along the High Road Northumberland Park and Lansdowne Road
- d. stewarding and management of Willoughby Lane and Shelbourne Road.
- e. stewarding and additional information including signage on bus diversion stops when the High Road is closed.
- f. improved bus stop waiting area for Northbound and Southbound bus service north of Northumberland Park and South of Lansdowne Road
- g. bus diversion route and bus use as part of the Event day monitoring Plan.

23.12. Coach Strategy

23.12.1. The Council and TfL require the following mitigation by the developer in order to support the proposed coach strategy:

- a. provide a coach strategy to achieve the modal split target including an agreement to fund coach service and if required to achieve the modal split target is met.
- b. improve the walking route to coach parking as per the PERS recommendations and highways engineers site visits cost included in the walking section.
- c. management the Coach parking area and routes to the coach parking by stewards.

23.13. Stadium Parking

23.13.1. The Council require that the following mitigation measures and conditions to be applied to the use of the Stadium Parking:

- a. The Team coaches drop off area is only used by Team coaches,
- b. all enter and exist of the drop and arrival area is supervised by trained stewards
- c. vehicle management plan is implemented for the use of the car park and any vehicles to park on Worcester Avenue.
- d. All stadium parking is allocated before arrival into the local area, and car arrives at least 1 hour before start time of the event.
- e. That egress should be prevented until a minimum of 35 minutes after an event.
- f. The 319 spaces under the stadium must only be used on the day of a 'major event' which is any event where the attendance is planned to be in excess of 10,000.
- g. Usage at all other times must be limited to a maximum of 80 spaces, no including blue badge holders.

23.14. Traffic Management

23.14.1. It is essential to maintain a safe environment around the stadium for fans attending the stadium, especially so, post match when streets experience the most congestion.

23.14.2. Officers therefore require the developer to use best endeavours to secure and pay for the closure and management of the following road closures and the management of the proposed diversions resulting from the closures of the High Road. We will require the developer to agree to the following in order to safe guard fans/ pedestrians and assist in achieving the modal split targets:

- a. Match day car parking restriction and management of Worcester Avenue, which must be closed on match days to all traffic from a minimum of 2 hours before kick-off.
- b. the closure and management of Park Lane, between the High Road and Vicarage Road, which will need to be closed on a match day.
- c. fund and manage the closure of the High Road between White Hart Lane and Lansdowne. The developer should use reasonable endeavours to have the road reopen with 30 minutes of the final whistle.
- d. fund the closure and management of White Hart Lane between Pretoria Road and the High Road.

23.15. Accident Assessment

23.15.1. Transport Assessment accident analysis covered a significant area from the junction of Sevens Road junction in the south to Tottenham High Road borough boundary with Enfield in the north; Great Cambridge Road / The Roundway to the West and Meridian Way in the east. During the 3 year period, there were 560 accidents recorded in the area. It was found that the accidents occurred across the whole of the assessment area with a concentration at the following junctions:

- i. High Road / North Circular;
- ii. Grove Street / High Road / Claremont Street;
- iii. Glover Drive / Meridian Way;
- iv. White Hart Lane / Great Cambridge Road;
- v. Great Cambridge Road / The Roundway;
- vi. Bruce Grove / High Road;
- vii. Phillip Lane / High Road / Monument Way;
- viii. High Road / Broad Lane; and
- ix. Seven Sisters Road / High Road.

23.15.2. Despite the high number of recorded accidents in the study area, the majority of the accidents recorded were classed as "slight", 88% are slight, 11% are serious and only 1% are fatal. The majority of the accident happened some distance away to the south of the site between Seven Sisters Road and Bruce Grove/High Road on the TLRN, this section of road also accounts for the majority of the fatal accidents.

23.15.3. The developer has proposed a number of junction improvement works as part of the development we will require the developer to ensure that the safe movement of pedestrians, cyclists and vehicles are considered at all time in the development of the designs. Officers therefore require a s106 covenant requiring:

- i. The developer to complete Stage 1 and 2 Safety Audit with an independent safety auditor approved by the Council. This is essential in order to ensure that proposed improvement to enable the development will not have any adverse impact on accident incidents in the area.

23.16. Concerts

23.16.1. Officers have assessed the proposed concert scenario and agree with the applicants TA that a concert would generate fewer trips by car; however this will result in a greater demand for public transport services. Officers can only support the use of the stadium for non-football events (concerts) to a maximum capacity of 45,000 spectators. As the applicant has not provide sufficient evidence to proved that the public transport system can cope with the increase in trips as a result of reducing the number of spectators that will travel by car to a concert. Officers also require additional non-football events measures in the form of a management plan to ensure that there is sufficient bus service (local and shuttle bus) to accommodate in increase demand for public transport.

23.16.2. The following should therefore be included in the S.106 agreement:

- i. Non-football events (concerts) over 10,000 spectators be limited to a maximum capacity of 45,000 until further assessment works has been undertake and approved to increase the capacity supported by a transport strategy.

23.17. Travel Planning and Local Area Management Plan

23.17.1. The applicant has produced a detailed Event Day Travel Plan and outlined Local Area Management Plan. The two plans are essential in tying the whole event day transport strategy together and will be a key factor in achieve the modal split targets. In addition the applicant has submitted travel plans for the other aspect of the development; will require all Travel Plans to be secured as part of the S.106. Agreement these include the: THFC event day travel plan, THFC non-event day travel plan, Foodstore work place travel plan; Residential Travel Plan; Hotel Workplace travel plan and Constriction workplace travel plan.

23.17.2. The following mitigation measures are required in the S106:

- i. The Modal split target most is included in the travel plan as targets.
- ii. The Event Day Travel Plan should be fully implemented by the end of phase two construction of the stadium.
- iii. The Following should include in the event day travel plan:
 - a. A match day cycling action plan.
 - b. A shuttle bus strategy to Tottenham Hale and Piccadilly Line (Wood Green/ Manor House)
- iv. The following sections of the Travel Plan document should be submitted in full for review post construction of the stadium:
 - i. cycle action plan
 - ii. Shuttle bus strategy
 - iii. Communication strategy

23.17.3. appoint and pay the cost for an independent third party to review the event day monitoring plan, travel plans and area management plan.

23.17.4. pay the sum of £25,000 (twenty five thousands pounds) per year for 10 years to monitor the Travel Plans, Local area management, service and delivery plan and the Public Open Space, Access and Management Plan.

23.18. Cumulative Impact Assessment

23.18.1. Officers have accepted that, based on a nil detriment car mode share target for an event day, the non match day assessment will examine the worst case cumulative assessment on the highways network. It is the officers view that there will be a reduction in the numbers of trips generated by the supermarket on a match day due to the difficulties shoppers would experience in access the supermarket. There is the possibility that these trips may be transferred to another period of the day, which will result in a higher proportion of trips before or after the match. The potential impact of these trips on the Highways network was examined using the sensitivity test which analysis the impacts of an additional 30% of trips on the network in the Saturday peak. The cumulative effect of the non match day impact combined with the match day impact would not result in adverse impact greater than that of the non match day impact on the highways network.

23.18.2. However there are concerns that spectators may chose to park in the supermarket car which would undermine the CPZ strategy. As part of the S106 agreement, the applicant is therefore required to submit a parking management plan for the supermarket on event days. This will need to be approved by the Council before the supermarket is opened for business.

23.19. Highways Impact/ Highway Designs

23.19.1. The Highways and Access Design and Road Safety Audit has been reviewed and the Stage 1 Road Safety Audit and comments upon this are set out below. The applicant has provided detailed design for Phase 1 of the development, Phase 2 and 3 designs are less detailed and will have to be developed further before the S.278 agreement can be signed.

23.19.2. In relation to the Stage 1 Road Safety Audit conducted by CRASHNOT Solutions, this safety auditor has not been approved by the Officers hence the developer will be required to agree a Safety Auditor with the Council and provide a Stage 1 and 2 Safety Audit for each Phase of the scheme before the S.278 Agreement is signed.

23.19.3. In relation to Phase 1 Designs Which includes:

- 1) Drawing BHC1020 the east section of Northumberland Park from Worcester Avenue to the west of the Superstore service exit
- 2) Drawing BHC1021 the central section of Worcester Avenue from west of the Supermarket exit West to the west Bonnets Close
- 3) Drawing BHC1022 the West of Bonnets Close including junction of the High Road and Northumberland Park
- 4) Drawing BHC1023 south of the Junction of High Road and Northumberland Park to south junction of with the High Road and White Hart Lane.

23.20. Section 278 and 72 Agreement

23.20.1. The applicant has not provided and visibility zones for the above drawing and the developer will be required to provide further information illustrating the visibility zones. In addition the proposals which included realigning the highways boundary and will require the developer to dedicate to a strip of land

between 1-2 metres byway of Section 72 agreements under the Highways Act 1980.

23.20.2. The Council has estimate that the cost to complete the Phase 1 at £1,361,338 (one million three hundred and sixty one thousand pounds, three hundred and thirty eight pounds) as per the applicants drawings.

23.20.3. In relation to Phase 2 and 3 drawing which includes the stadium, Megastore and residential development the developer has submitted the following drawings:

- 1) Drawing BHC-1024 South of High Road junction with White Hart Lane, This drawing includes the team coach drop off entrance and exit.
- 2) Drawing BHC-1025, south of Team coach parking to north of the Junction of Park Lane High Road.
- 3) Drawing BHC1026, junction of High Road with Park Lane to the east of Park Lane.
- 4) Drawing BHC1027 central section of Park Lane between High Road and Worcester Avenue.
- 5) Drawing BHC1028 junction of Park Lane with Worcester Avenue, including access to residential development and access to Hotel and Megastore.
- 6) Drawing BHC1029 Worcester Avenue, access to Stadium car park.
- 7) Drawing BHC1030 northern section of Worcester Avenue, access to school on eastside of Worcester Avenue.

23.20.4. The above drawings do not include any visibility zones, the developer will need to provide viability view for all the above junctions. The barrier to the stadium car park will only permit 3 cars to queue before blocking back onto the public highways, hence the barriers will need to be manned at all time.

23.20.5. The proposed highways boundary realignment has identified that the developer will need to dedicate sever sections Section 72 agreement under the Highways Act 1980 to create the footway in front of the proposed Team coach drop off area and on the entry/exit to the Megastore and Hotel from Worcester Avenue.

23.20.6. It is estimated that the cost to complete the Phase 2 and at £3m per the applicants drawings.

23.20.7. The developer must provide the following in order for Officers to be able to support this application:

- 1) Revised and correct Drawings BHC-1020 to BHC-1030;
- 2) The Stage 1 and 2 safety audits for the entire scheme, should be agreed by the Safety Auditor with the developer before the work is undertaken.
- 3) The developer/ applicant agrees to enter into a S.278 agreement and agrees to pay £1,361,338 (one million three hundred and sixty one thousand three hundred and thirty eight pounds) to complete the proposed Phase 1 works as per the applicants drawings.
- 4) The developer/ applicant agrees to enter into a S.278 agreement and agrees to pay at £2,996,597 (two million nine hundred and ninety six thousand five hundred and ninety seven pounds) to complete the proposed Phase 2 and works as per the applicants drawings.

- 5) Junction works for Lansdowne Road based on the modelling output to be costed and paid for by the developer in full.
- 6) The developer dedicates the following strip of land under as Section 72 agreement Highways Act 1980 to create the footway in front:
 - i. The supermarket as per Section 4.8.1 condition 2(dedicate a minimum of 1m strip of land to increase the footway width from 44m east of the junction of High Road/Northumberland Road to the entrance to the service yard.
 - ii. The proposed Team coach drop off area and on the entry/exit to the.
 - iii. Entrance to the Megastore and Hotel Car Park and service entrance.

23.21. Department of Transport Prior Approval

23.21.1. In order to ensure that these works can be implemented in accordance with the developers work schedule and to ensure the superstore opening date can be achieved the developer will be required to:

- 1) Obtain DTO approval for the scheme in including a time table to implement signal works.
- 2) Required to work with the Councils to produce a highways works implementation plan which must consider: restriction on the amount of road works which would be permitted in this Corridor (Tottenham High Road), potential conflicts with the Olympic restrictions and implementation of the Gyratory scheme.
- 3 In addition it is essential that a scheme implementation working group is created to deliver the highways works, this should include the following stakeholders, developer representative, DTO coordinator and Senior Borough engineer. The developer must use best endeavours to ensure that DTO joins the project deliver group. The Council cannot be held liable for any implications due to delays to scheme resulting from DTO actions (or lack of them).

23.22. Delivery and Servicing and Construction Traffic

23.22.1. The developer has proposed creating 6 new vehicular accesses, and retaining an existing vehicular access to service the proposed development. Two new vehicular access will be located of Northumberland Park; one existing access on the High Road which will be used as an egress from the proposed supermarket, 1 new vehicular access on the High Road to be for Team coaches, 1 new access of Park Lane to residential car park and 2 new access of Worcester Avenue 1 for the Hotel and Megastore and a second for the stadium car park.

23.22.2. The supermarket and stadium will share a service access located on Northumberland Park; this access will be used for supermarket and stadium deliveries and refuse collection. This access will be used by Rigid Vehicles 10 metres long and Articulated Vehicles 16.5 metres long. The developer has provided swept paths analysis in drawing BHC-1071 of an articulated vehicle accessing and leaving the site in forward gear, however we have concern regarding the vehicle exiting the site access as the swept path analysis showed, articulated turning right left out of the service access crossing the centre line. We will therefore require the developer to provide further swept

path analysis to demonstrate that large delivery vehicles can exit the site safely without causing delays to eastbound traffic along Northumberland Park.

23.22.3. This service access is expected to get some 10-14 deliveries for the supermarket per day. The deliveries to the stadium will vary depending on the events taking, the applicant suggest that on a non event day the stadium will get 10 deliveries on an event. On the days leading up to an event, 2 days before the event the stadium deliveries will increase to 40 vehicles and 1 day before the event the deliveries will increase to 100 vehicles.

23.22.4. The applicants service and deliver plans does not include the number of vehicular trips required to collect the waste generated by the stadium and supermarket. Or any measures to reduce the number of delivery and waste collection trips. The developer is therefore required to provide a detailed service and delivery plan.

23.22.5. We have reviewed the applicants 3 proposed service and delivery routes to service the stadium and supermarket aspect of the development as per drawing FIG 4.1. Officers only support Routes B and C as Route A is via the High Road. We will require a condition to prevent deliveries via the High Road and the junction of the High Road with Northumberland Park. We will also require all deliveries as part of the service and delivery plan to take place outside the morning and evening peak hours.

23.22.6. Servicing of the Megastore, there will be a new vehicular access on Worcester Avenue to service the Megastore and Hotel vehicles will be routed via Park Lane. The developer is required to provide drawing to demonstrate that articulated vehicles and enter and leave in forward gear.

23.22.7. The application for the Hotel and residential aspect of Development are outlined application, hence provided details on the location of Bin storage bin relation to the Highways has not been provided, the maximum carrying distance for dustbins and sack, and the maximum pushing distance for wheeled bins must not exceed 25 metres.

23.22.8. The developer is therefore required to provide the following by way of clauses in the S106 Agreement:

- 1) The developer to provide further swept path analysis to demonstrate that large delivery vehicles can exit the site safely without causing delays to eastbound traffic along Northumberland Park.
- 2) The developer will be required to provide a detail service and delivery plan for the entire development including no deliveries via the High Road and the junction of the High Road with Northumberland Park and deliveries to be outside the morning and evening peak hours.
- 3) The developer to provide drawing to demonstrate that articulated vehicles and enter and leave the Megastore service year in forward gear.

24. SUMMARY AND CONCLUSION OF TRANSPORT ASSESSMENT

24.1. On reviewing the transport assessment and supporting documentation, officers agree that the development proposal can be adequately accommodated on the Highways and transport network subject to the applicant agreeing to enter into a S.106 obligation and S.278 agreement to fund the required transport infrastructure to enable

the development to achieve the modal split target for the event day (stadium use) activities and to mitigate the impacts of the proposed non-event day (supermarket, offices, Hotel and residential development) on the Highway and transport Network.

24.2. The proposed event-day and non event day Controlled Parking Zone (CPZ) is the most important element in achieving the transport modal split target. Without the proposed event day CPZ the proposed transport strategy cannot be achieved. Using aerial survey from a match day compare to that of a non match day officers have been able to identify where spectators park and the parking pressures on the streets. This research has been used to develop the scope of the event day CPZ required. The proposed CPZ will have to be developed in conjunction with the London Borough of Enfield who have agreed that they will require an event day CPZ to mitigate against the potential increase in traffic that will be created by the proposal. In addition to the event day CPZ, we will require an all week CPZ to ensure that the parking demand generated by the proposal (supermarket, offices, Megastore and residential development) does not overspill onto the local highway network and increase the parking pressures in the local area. The initial scope of the all week and event day CPZ is outlined in the report. The Council will require the developer to contribute a sum of £1,222,650 (one million two hundred and twenty-two thousand six hundred and fifty pounds) to implement the event day and all week CPZ and to issue residents free event day resident parking permits for the first year of event day CPZ operation. It is also required that the non-match day CPZ is in place and functioning prior to the opening of the supermarket.

24.3. In addition to the CPZs proposed above the applicant will be required to develop their Travel Plans and Local Area Management Plan to ensure that they achieve their modal split targets and to encourage, staff and spectators to use sustainable modes of transport to and from the site.

24.4. The development proposal will result in an increase in the numbers of pedestrians walking to and from the site on event and non-event days. The development proposal will slightly disadvantage pedestrians to the north of the development site (junction of Northumberland Park and High Road) where the footway width will be reduced to create additional road capacity. The negative impact of this aspect of the proposal on pedestrians at this location is insufficient to cause major concern. Furthermore pedestrians will benefit from extensive walking route improvements proposed to local transport interchanges, including landscaping at White Hart Lane station and Chesnut Road and new and improved public open spaces and access. The Council will require a S.106 and S.278 financial contribution from the developer in relation to improving the walking routes in the local area to the coach parking, to the local rail and underground stations and to improve the waiting area outside the rail and underground stations. A summary of the S.106 and S.278 funding required in relation to upgrade are listed below:

24.4.1. S.278 financial contribution to improve the walking routes from the stadium to, Northumberland Park Station, Tottenham Hale Station, and the coach parking to the north and west of the site. Based on the PERS (Pedestrian Environment Review System) was estimates at £1,116,279 (one million one hundred and sixteen thousand two hundred and seventy-nine pounds), for physical works.

24.4.2. In addition the PERS review has recommended Legible London signage to sign the local walking routes to and from the stadium this has been estimated to cost £300,000 (three hundred thousand pounds).

- 24.4.3. In order to improve the waiting areas outside the both rail station the developer has agreed to pay by way of a S.106/S.278 agreement £1,200,000 (one million two hundred thousand pounds). This funding will be spent on improving the route the walking route to White Hart Lane Station and the waiting area outside both rail stations.
- 24.5. Officers have reviewed the proposed development impact on the public transport network and have made a number of recommendations to ensure the development proposal does not adversely affect buses, rail and the underground. The review of the operation of the rail stations concluded that spectators will have to queue longer than they currently do. However there is sufficient rail capacity at White Hart Lane and Northumberland Park to deal with the increased demand.
- 24.6. In relation to the underground stations, the largest increase in the number of spectators will accrue at Tottenham Hale Station, TfL are seeking a financial contribution of £5.6m towards providing further capacity at Tottenham Hale to ensure that the station can cope with future growth forecasted for the station. The Applicant has offered £1.3m. LBH insists there should be a contribution to the improved interchange since all agree there will be an impact on the station once the new stadium is built. At the time of writing the final figure is not agreed. LBH will therefore recommend approval subject to a contribution being agreed. (It is our view that on the opening year of the development in 2016 there will be sufficient capacity at Tottenham Hale and Seven Sisters to deal with the demand generated by the development, provided a revised station operation plan is produced for each station and the waiting areas are improved outside the underground stations).
- 24.7. In order to ensure that walking routes on the TLRN and queuing area outside Seven Sisters station cope with the increase passenger demand created by the development TfL are seeking through a S.278 agreement £500k to improve the area outside Sevens Sisters Station and to enhance the crossing and walking environment on the section of the TRLN between Bruce Grove and Seven Sisters Station. LBH do not agree this figure and is proposing an obligation of £300k to focus on improvements between Bruce Grove and Monument Way and the Seven Sisters Area.
- 24.8. The development proposals will have slightly increase the East/West bus journey times from White Hart Lane to Northumberland Park and Lansdowne Road to Lordship Lane, the maximum increase in bus journey time is +46.8 seconds from Northumberland Park travelling west to White Hart Lane on a Saturday. The Borough has proposed bus priority measure along Northumberland Park, Shelbourne Road and Lansdowne Road to mitigate the increase in bus journey time that will generated by the proposal on a non-event day. The applicant has also proposed a number of bus route improvements on an event-day to mitigate the impacts of the development on bus route and bus journey times. These include a new bus diversion route when the High Road is closed after the match, the opening the High Road 30 minutes post match to resume normal bus service and providing a shuttle bus service to Tottenham Hale and the Piccadilly Line service to Wood Green and or Manor House (to be developed as part of the shuttle bus strategy).
- 24.9. The development proposal will result in the removal of an established cycle route. The increase in the volume of traffic will also result in a disbenefit to cyclists. Officers require that the developer mitigates the impact of the development on cycling by providing advance stop lines on all the reconfigured junction on the High Road and by making financial contribution of £161,000 towards implementing the Haringey's Greenway Link 3 local cycle route which provides a east to west link to the High Road

via, Church Lane and Park Lane and £200,000 (two hundred and forty thousand pounds) towards extending the Mayor's Cycling Super Highway from Bruce Grove via the High Road to the Borough boundary with Enfield. The proposed cycle improvements will improve the East to west and North to South cycle connectivity to the site and encourage more spectators to cycle to and from the site.

- 24.10. Officers have reviewed the proposed impact of the development proposal on the highways network; the developer has proposed upgrade of the White Hart Lane/ High Road/ Northumberland Park junction and reconfiguring of the Park Lane, High Road Church Lane Junction; realignment and upgrade of Park Lane and Worcester Avenue. We have considered the propose highways realignment in this report. On reviewing the proposed highways proposal in combination with the propose changes to the network cycle times by increasing them from 96 seconds to 104 seconds the developer has demonstrated that the traffic generated by the development can be accommodated on the highways network. We will require a covenant to be included in the s106 agreement that prevents commencement of construction of the development until such time as a scheme for the improvement works at Lansdowne Road junction has been agreed with the Council. The full cost of those works to be met by the developer and that there is no occupation of Supermarket until those works have been completed. The necessary improvement works at Lansdowne Road junction are to include widening of the carriageway to provide to west bound lanes.
- 24.11. Officers would require the developer to pay the cost of making the proposed changes to the Highways Network by way of a S.278 agreement; these will be in 3 phases. Phase 1 highways works to enable the development to be achieved, the works include the reconfiguration on the following junctions: Northumberland Park, High Road and White Hart Lane, including constructing of one additional northbound and an additional southbound lane on the High Road. These works has been estimated at £1,361,338.
- 24.12. Phase 2 and 3 works include the reconstructing the pavement on the east side of the High Road, provision of 2 new signalised crossings to the north of Park Lane, reconfiguring the junction of Park Lane with the High Road, realigning and reconstruction of the pavement between the High Road and Worcester Avenue and the realignment and reconstruction of Worcester Avenue. These work have been estimated at £2,996,597. The cost estimates for Phase 2 and 3 work are based on preliminary designs and are likely to change once more detailed designs have been provided by the developer. The S278 works should be protected by a full performance bond with a reputable financial institution.

25. SUMMARY AND CONCLUSION

- 25.1. The detailed assessments outlined in this report demonstrate that there is strong planning policy support for these proposals embodied in the Local Development Plan and backed by National Planning Guidance.
- 25.2. The current scheme represents a significant improvement over the previous scheme which was withdrawn in May of this year. Tottenham Hotspurs FC have developed a cohesive design vision for the site which integrates much more successfully into the local environment in this part of Tottenham, whilst successfully providing a world class stadium for the club and its supporters. The current scheme contains proposals of very significant quality both in terms of the built form on the site and its landscaping. This scheme has also improved the layout of buildings and the quality of spaces between buildings. The revised scheme successfully addresses the

conservation deficit caused by the loss of heritage assets and will positively enhance the character and appearance of the North Tottenham Conservation Area.

25.3. Over the past year the football Club has positively engaged with key stakeholders, (local businesses, residents, members, London wide statutory agencies and the local MP) to develop a scheme which successfully addresses local issues and overcomes previous objections.

25.4. The scheme is also supported by a comprehensive transport strategy which demonstrates that subject to appropriate conditions and mitigation measures, the development can be accommodated on the highways and transport network.

25.5. The Tottenham Hotspurs site is one of the single largest development opportunities in Haringey, with substantial implications for the Borough as a whole. This development has the potential to act as a catalyst for the regeneration of the wider Tottenham area. It also offers enormous potential to contribute positively to the Councils regeneration, housing, community and environmental strategies and to the delivery of the London Plan.

25.6. The proposals are therefore supported subject to conditions and Section 106 /278 agreements as set out in the recommendation in Section 3 of this report.

26. RECOMMENDATION

GRANT PERMISSION AND CONSENTS as set out in Section 3 of this report.

27. SECTION 106 AGREEMENT

27.1. Section 106 agreements, or planning obligations, are legally binding commitments by the applicant/developer and any others that may have an interest in the land to mitigate the impacts of new development upon existing community facilities, and/or to provide new infrastructure for residents in new developments.

27.2. The obligations may be either in cash or kind, to undertake works, provide affordable housing or provide additional funding for services. They can also be used to restrict the development or use of the land in a specified way or require specific operations or activities to be carried out on the land.

27.3. Payment of financial contributions, or compliance with providing in-kind obligations, can be triggered by a certain phase of the development being implemented, such as commencement, occupation or completion.

27.4. The policy tests which planning obligations must meet in order to be lawful were recently enshrined in statute by the Community Infrastructure Levy Regulations 2010. The Regulations provide the framework for the transition from the current planning obligation system to the new tariff-style charge – the community infrastructure levy (CIL). Planning obligations must be: 1) necessary to make the development acceptable in planning terms, 2) directly related to the development, and 3) fairly and reasonably related in scale and kind to the development.

27.5. The obligations set out below meet the key tests and have been agreed in principle with the Applicant and THFC

27.6. This planning application will require a range of mitigation measures to be secured via a section 106 agreement. It should be noted that given the scale and complexity of this scheme the measures required are extensive.

27.7. Where a development requires works to be carried out on existing adopted highway, the developer must enter an agreement with the Council under Section 278 of the Highways Act 1980. Works would include the construction of new accesses, junction improvement of the highway/junctions, or safety related works such as traffic calming or improved facilities for pedestrians and cyclists.

27.8. Under the Section 278 Agreement, the Council provides the works at the developer's expense. The works are not commenced until the Section 278 agreement is completed and a sufficient bond for the works is provided by the developer.

27.9. Section 106 Agreement: Heads of Terms

27.10. Phasing Plan

27.10.1. A phasing plan will be produced by THFC before works start on site. The 1st Phase of the Development will be the supermarket.

27.11. Sustainability

27.11.1. Sustainability: Reducing Carbon Emissions and Developing Decentralised Energy is to include:

27.11.1.1. All new housing will be at least Sustainable Code for Homes Level 4

27.11.1.2. All new non residential development will be at least BREEAM "very good" (or equivalent)

27.11.1.3. All new development will reduce its carbon emissions by at least 44% of those set out in 2006 Building Regulations

27.11.1.4. As part of the stadium/supermarket development a (Cooling and Combined Heat and Power Plant) CCHP will be onsite to help the whole development site (extent of the planning application) deliver at least 44% reduction in emissions from new buildings.

27.11.1.5. Northumberland Park Secondary School will be offered (at no cost) with a connection to the CCHP within a specified period to be agreed with LBH in the Phasing Plan

27.11.1.6. THFC will establish a new mechanism to supply energy and a CCHP to the development and the Northumberland Park School. The LBH will be kept informed of progress through annual reports from the occupation of the 1st development phase.

27.11.1.7. THFC will fund a study, (specification to be agreed by the applicant and LBH) to determine how to deliver and promote decentralised energy and decentralised renewable energy in the Tottenham Area. Study to be no more than £25k. Study to be carried out with 12 months of CCHP operation.

27.11.1.8. THFC will use all reasonable endeavours to replace the gas fired CCHP with a renewable source at the earliest practicable time. It will produce annual reports on the economics and delivery of this aim and discuss on an annual basis a proposed plan with the LBH. This report will also include all aspects of sustainable development and processes operating across the development. This will begin within 12 months of the completion of the 1st phase.

27.11.1.9. THFC will ensure that all on site parking spaces could be spaces for electric vehicles and will provide a to be agreed % of actual electric parking spaces. This obligation to be agreed before occupation of the 1st phase of development.

27.12. Affordable Housing

27.12.1. Details of the reserved matters will specify the final, number, mix and tenure. The LBH expects detailed planning permission for 200 units. An average of 3 habitable rooms per unit is agreed in principle with at least 300 to be affordable in a mix of 11x 1 bed; 28x 2 bed; 25x 3 and 18x 4bed – making 83 units (derived from LBH Housing SPD). There would be 117 private units (58x 1 bed and 59x 2 bed).

27.12.2. The LBH will consider a mixture of on and or off site provision of the affordable homes.

27.12.3. There will be a 70:30 split in the Affordable homes between rented and intermediate.

27.12.4. On site development will ensure common foyer/entrance/exist areas and concierge services between private and affordable homes

27.12.5. Building for Life/Access for All standards will apply to all the homes as will the latest GLA guide standards on internal space

27.13. Transport, Highways, Parking

27.13.1. Before the 1st phase of development opens THFC will agree with LBH a **“Transport, Highways, Parking and Travel Plan” (THPTP)**. This will set out a plan for the Applicant to achieve a mode share of Stadium Event non car travellers of 77% by the end of 1 year of the stadium’s full operation and will monitor progress on all Transport , Highways, Parking and Travel Plan aims and projects associated with the scheme (local and strategic).

27.13.2. The plan and monitoring regime will be agreed by THFC and LBH in consultation with TfL and the LB Enfield. The Plan must be in place before the 1st Phase of the Development is occupied. Where the mode share targets are not being achieved, the monitoring regime will set out why and make recommendations to address the shortfall including further agreed actions and funding by the Applicant. Further funding and actions must be reasonable and agreed by LBH and THFC, (in consultation with TfL and LB Enfield), given that the scheme will have been granted planning permission.

27.13.3. This Plan will include at least the following sub plans and capped funding elements:

- Plan to integrate the LAMP and the THPTP
- Mode Share Target and Travel Plan to move car use for event/match days to 23%, to retain agreed numbers of event/match users by 15,000 for a minimum of 1 hour
- Monitoring and Target regime
- Transport, Highways, Parking and Travel Plan Projects Plan
- Event and Non Event Day Parking and Enforcement Plans
- Event Day Station Management Plans
- Train Capacity and Operating Plan
- Shuttle Bus Plan
- CPZ plans (Match Day and Non Match Day) - £1.23m
- Coach Capacity Parking and Management Plan and Coach Parking Physical Improvement Plan for North Tottenham
- Smart Stadium and travel ticket system plan
- Transport Marketing and Communications Plan
- Retention of Visitors Measures Plan
- S278 Essential Highway Works Plan for the following roads – Lansdowne Rd (£500k), Paxton Rd, Worcester Ave, Park Lane, Bill Nicholson Way, High Rd (£3m) and High Rd, White Hart Lane, Northumberland Park Rd (£1.3m)
- S278 Essential Works Walking Plan for routes to Northumberland Park Station, Coach Parking Areas and Tottenham Hale (£1.12m)
- S278 Essential Works Access to Stations Plan for improved access and waiting areas relating to White Hart Lane and Northumberland Park (£1.2m). Seven Sisters and Tottenham Hale Station Access and Improvements are set out in LAMP and in separate obligation.
- S278 Essential Works Highway Stopping Up/TRO Plan particularly for Bill Nicholson Way, Paxton Rd and Worcester Ave
- Bus Services Improvements Plan (agreed diversions and shuttle buses to and from both Victoria and Piccadilly Lines funded by THFC based on LBH agreed performance target)
- Bus Priority Improvement Plan - £370k
- Bus Stops Improvement Plan – (TfL/LBH) - £20k
- Stations (Rail and Tube) Arrival and Platforms Management and Improvement Plan - £25k for Selective Door Opening for Northumberland Park Station. Disabled Parking and Disabled Access to Stadium and Podium Adaptation Plan and Improvements – this is to ensure the stadium and the public open space are regularly checking existing and improved access to facilities for disabled people
- Strategic TfL Pedestrian Environment Routes Plan – High Rd (£300k)
- Legible London and Area Signage Plan (TfL/LBH) - £300k
- VIP car and coach drop off Plan
- Taxi and Cab Waiting Plan
- Cycling and Parking Plan and Event Day Cycling Plan - £161k
- Mayor's Cycle Super Highway Plan – (TfL and LBH) - £200k
- Service and Delivery Route and Access Plan
- Preliminary Station and Highway Naming Plan to consider and support the re-branding of the area to support local identity and inward investment

27.13.4. All S278 Essential Works funding elements are minimum sums. They will also be subject to cost scrutiny by THFC. If costs are challenged THFC will be allowed to take costs to arbitration (which THFC will pay for) and if arbitration finds the costs should be reduced that will be agreed as long as the quality of

the scheme and its proper performance as set out by the regulations governing the responsibility of the Highway Authority and the Council standards are not prejudiced. Arbitration will also examine quality and performance. All delays caused by Arbitration will be at the Developer's expense.

27.13.5. The detailed S106 agreement will agree the trigger dates for the THPT, its sub plans and the elements and funding contained in it. No development on site until this is agreed by THFC and the LBH.

27.13.6. Monitoring of the THPT will carry on for at least 10 years (unless the monitoring agrees the THPT has been achieved before this date) and the Applicant will pay £30k pa for this period to LBH to support monitoring, (monitoring reports to be produced and funded by the Applicant). Monitoring funding will start when the planning application is triggered. Irrespective of this start, the monitoring will also be carried out for 10 years from the full occupation of the proposed stadium.

27.13.7. The £30k per annum will start when the planning application is triggered and will cover the "Transport, Highways, Parking and Travel Plan" (including -), the "Local Area Management Plan", and the "Public Access and Open Space Management Plan" set out in the S106 Heads of Terms.

27.14. Tottenham Hale Interchange Improvement Programme 2011-2026 – THFC proposed contribution

27.14.1. The Developer will provide a contribution to the Transport for London Tottenham Hale Interchange Project. The extent of the contribution is still to be finally agreed. The principles of a methodology to calculate the impact of the THFC development have been broadly agreed. This involves calculating the Stadium travel demand on the Interchange during the PM midweek peak, (agreed to be the most stressful demand), then to calculate the capacity of the Interchange based on an agreed station improvement design which will be needed between 2011 and 2026. The demand is then divided by the capacity – this produces a percentage. The current cost of the station improvement is £23.5m (though this is not broadly agreed). The percentage is then applied to the £23.5m. At the time of writing the report TfL calculate the contribution to be £5.6-3.7m and THFC calculate the contribution to be no more than £1.3-2m. All are agreed the stadium could open and capture current capacity at the Hale Interchange but that should all planned development in the area up to 2016 plus the stadium come forward the station would need improving. The disagreement is about what proportion of the improvement plans should be allocated to local or strategic contributions and how much of the station improvements will be driven by local or strategic growth. With no agreement at the time of writing the report – LBH recommends the Planning Cttee approves the planning application subject to a legal agreement on an agreed contribution between THFC and the GLA/TfL which will be resolved at the Mayor's Stage 2 Direction. Once a contribution is agreed LBH recommends that THFC be required to fund on a non returnable basis £100k for further feasibility work to be agreed by THFC, LBH and TfL (before occupation of 1st Phase of development). Then there will be a cap of a further agreed sum towards the Interchange improvement. The THFC will only make the contribution of the further agreed sum available to TfL if all the funding is in place to deliver the scheme by 31-12-20. Funding will be drawn down

quarterly in advance once a contract for the improvement has been made - subject to THFC being able to scrutinise and agree costs and pay for arbitration if costs are not agreed. Should the cost of the scheme go up – THFC will not be obliged to pay more than the further agreed sum cap. Should the cost of the scheme go down THFC will only pay a pro rata reduction based on the further agreed sum cap.

27.15. New Public Open Space, Public/Cultural Events and Local Access to the Stadium and new Public Open Space

- 27.15.1. THFC will provide with the new stadium a new “podium public open space” which will be open to the public at least 364 days a year. The stadium will not open fully with out the public open space being completed.
- 27.15.2. THFC will also make access to the 3 public toilets on the podium public open space accessible to the public for 364 days a year and for reasonably agreed hours each day.
- 27.15.3. THFC will provide after the completion of 1st Phase of development a new “heritage public open space”, (open 364 days pa) as set out in the drawings around 740-750 High Rd. This will be provided whether or not later stages of the scheme are implemented.
- 27.15.4. THFC will agree a **“Public Access and Open Space Management Plan”** with the LBH before the 1st Phase of Development opens. This will set out how temporary and permanent open space accessible to the public will be designed, maintained and kept safe and accessible – and how it will be used. This will be at the cost of the Applicant. This could include appropriate charges but nothing that would prevent it from being substantially used as public open space.
- 27.15.5. THFC will make the THFC Foundation responsible for the management of the public open space in the scheme in consultation and agreement with the LBH
- 27.15.6. THFC will submit a Phasing Plan/Strategy to the LBH before the the 1st Phase of development is brought into use. This phasing plan/startegy will include the timing and temporary development of land within the scheme between the 1st Phase of development, the existing stadium and all other land in the scheme. This space will be designed, delivered and used for temporary open space (accessible to the public) and access, community, cultural, sports and commercial uses to the satisfaction of LBH for an agreed period before the final phases of the overall scheme can be completed, (in line with the phasing plan/strategy).
- 27.15.7. THFC will offer and organise monthly free site, podium and stadium visits to schools and community groups within a defined area beginning when the planning application is triggered.
- 27.15.8. THFC will design, fund and support the delivery of the stopping up of Worcester Ave, Bill Nicholson Way and Paxton Rd as set out in the Phasing Plan which will be designed to deliver both temporary and permanent public open space and access.

- 27.15.9. THFC will provide and fund a minimum of 6 community/cultural events a year on the public open space for 6 years from the completion of the 1st Phase of development and notwithstanding this at least 6 events per year for 6 years from the completion of the stadium. The types of events to be agreed by the Foundation and the LBH.
- 27.15.10. THFC will operate a stadium/event priority booking system for Haringey (5000 tickets pa) and Enfield (5000 tickets pa) based on a defined area to be agreed by the Applicant and the LBH. THFC will consider the opportunity to offer some of these tickets at a reduced price.
- 27.15.11. THFC will provide a one off small grants fund of £50k for small community public open space projects in the Northumberland Park Area to be agreed with both by LBH and the Foundation. This fund to be available within 12 months of the 1st Phase of the development opening
- 27.16. Local Area Wide Management Plan (LAMP) – “Safe, Clean and Friendly Plan”
- 27.16.1. THFC within a defined area to be agreed with the LBH and consulted upon with the LB Enfield and the Police Authorities - will ensure that public space (public open space, public highway and usual walking routes) is appropriately safe, clean and well managed on and after all event days/matches at no cost to the London Boroughs of Haringey and Enfield.
- 27.16.2. The specification for this performance to be agreed by all THFC and LBH in consultation with LB Enfield and the Police with no one unreasonably withholding agreement. The specification will be called a “LAMP” and it will be produced before the 1st Phase of the development is occupied and will be put in place through an agreed phasing regime and funded by THFC for every year from within 12 months of the occupation of the 1st Phase of development.
- 27.16.3. Key LAMP service provisions will include as a minimum:
- i. Event Day overall management plan – including strategic and local information and consultation plan and action
 - ii. Annual monitoring and action plan
 - iii. Road and traffic management, pedestrian and public transport access/egress plan
 - iv. Overall environmental and safety audit plan
 - v. Plan for street vending
 - vi. Public toilets plan
 - vii. Noise and Public Address systems control plan
 - viii. Artificial lighting management plan
 - ix. New CCTV regime agreed between the Police, THFC and the LBH funded by the THFC
 - x. an appropriate increase in stewarding on all walking routes, estates and public open space to ensure agreed crowd supervision;
 - xi. measures to support business premise, public realm and citizen safety
 - xii. event and area wide cleaning and measures to prevent litter and anti social behaviour and crime
 - xiii. stewarding and queue management at all key bus stops and rail and tube stations and their approaches

- xiv. Physical Improvements will include CCTV, lighting, public realm management and some limited, necessary and appropriate entrance and waiting area physical improvements in and around rail and tube stations and key bus stops.
- xv. The LAMP will also involve a “keep it clean, safe and friendly” campaign funded by THFC within defined and agreed area(s).

27.17. Community Inclusion and Cohesion Fund for Tottenham

27.17.1. THFC and or the Foundation will guarantee an increase of up to £200k over the 3 years from when the planning application is triggered to be spent on Tottenham community development, inclusion and cohesion projects agreed by the Foundation and LBH.

27.18. Existing Business and Job Relocation

27.18.1. THFC will continue to use its best endeavours to negotiate the successful relocation of businesses and jobs to Haringey, North London and London. THFC will submit monthly reports to LBH.

27.19. Heritage Building and Area Improvement

27.19.1. THFC will carry out repair works to and ensure removal from the English Heritage “at risk register” of 796 and 810 High Rd by 5 years from the grant of planning permission. Schedule of repairs to be agreed.

27.19.2. Repairs and reuse of 797, 799, 806, 807, 820, 822, High Rd within 5 years of the planning permission

27.19.3. Fund a study and or management (up to £40k) to be agreed with LBH for the further development of High Rd conservation area frontage/business properties improvement programme. This programme will be supported by £200k grant funding to provide a match of 50% from other sources. Study and Funding is not returnable. Both to be made available to draw down from granting of planning permission.

27.19.4. 742-750 High Rd will be repaired and reused and a new public open space provided as a context whether or not the stadium is built. Phasing and Investment and Implementation plan to be submitted and agreed by LBH within one year of the 1st Phase of development being open.

27.19.5. An overall heritage management plan to be submitted and agreed by LBH before the 1st Phase development is occupied.

27.20. Employment and Skills, Business Improvement and Town Centre Management and Area Planning and Regeneration Action Plan

27.20.1. THFC will guarantee a £200k over 3 years extra funding, (with £100k to be available in year 1) to the Haringey Guarantee to be allocated and managed by LBH but in consultation with and in association with THFC Foundation to support training and job brokerage in the A10A1010 Corridor. Support to be given equally to Enfield and Haringey

- 27.20.2. THFC will guarantee a £100k over 3 years extra funding (with £100k to be available in year1) to the Haringey Families into Work to be allocated and managed by LBH but in association with and in consultation with THFC Foundation to support training and job brokerage in Northumberland Park Ward
- 27.20.3. THFC will guarantee £50k pa for 2 years extra funding to LBH to establish a THFC/LBH social enterprise to promote and deliver local job training and brokerage by 2014.
- 27.20.4. THFC will guarantee 10 (non football) Apprenticeships pa for 6 years; and 50 local (to be defined) jobs per year for 6 years.
- 27.20.5. THFC will use its best endeavours to target 80% of new permanent jobs (estimated total is 360) and all development construction jobs to be made available (to be defined) first to local people.
- 27.20.6. THFC will guarantee £20k new funds pa for 3 years to be available to LBH for Tottenham wide inward investment. THFC and LBH to agree how the funds are spent.
- 27.20.7. THFC will carry out 4 workshops pa for 8 years to inform Tottenham wide businesses about supply chain and local and London wide contract opportunities.
- 27.20.8. THFC will guarantee the performance and funding of a town centre management (TCM) programme for businesses on the A10A1010 Corridor between the North Circular and Monument Way. This programme will run for 6 years from occupation of the 1st phase of development. Annual measures will included a TCM action plan (access, footfall, safety and cleanliness, promotion); town centre web site; newsletter; up to date business directory; 4 business TCM meetings a year; shop local campaign; High Rd Business Award scheme; High Rd seasonal lights and hanging baskets.
- 27.20.9. THFC will guarantee £400k worth of work to develop a Tottenham Wide Area, Investment and Delivery Plan to be agreed with the LBH. The work will focus on Northumberland Park area but will also cover the whole of Tottenham.
- 27.20.10. THFC will guarantee £25k pa of new funds to be paid to the LBH for at least 7 years to fund a Tottenham Planning and Regeneration Development and Delivery Officer to development and promote transport, development and regeneration programmes in the area and to seek external funds and programmes to support the regeneration of the area.
- 27.20.11. THFC will guarantee £10k per annum for 7 years to funding the monitoring of the S106 Agreement. These will be triggered by the granting of the planning permission
- 27.20.12. All the obligations in this section to be implemented on the granting of planning permission and commencement on site.

27.21. Community Health

- 27.21.1. THFC will use its best endeavours to use buildings in its ownership and control on the High to support the development and improvement of local health

services in the area. This will involve quarterly meetings with NHS London and the PCT from the grant of planning permission for a minimum of 2 years.

27.22. Education

27.22.1. THFC will guarantee an education contribution of £1.2m to Haringey and £107k to Enfield to be paid within one year of 1st Phase of Development being occupied.

27.23. Other and Miscellaneous

27.23.1. THFC will put in place a Considerate Constructor regime for the whole planning permission development

27.23.2. THFC will put in place a television reception correction/adjustment service for the whole development for those in the area affected by the scheme

27.23.3. Both the LBH and THFC agree to use their best endeavours to ensure plans, projects and funding contributions linked to this S106/278 agreement are not unreasonably delayed or not agreed

27.23.4. THFC will consider prioritising the use of the LBH Building Control Service for the whole development project

27.23.5. THGC will agree to pay all the LBH legal costs incurred in the management of the planning application, permission if agreed and S106/278 agreements and appropriate professional fees, this to be agreed.

27.23.6. THFC will agree to ensure that the S278/S106 agreements and funding amounts are appropriately guaranteed and that there is no unreasonable default or non compliance.