

Stakeholders Comments

No.	Stakeholder	Contact Officer	Issue raised	Officer Comment
1.	Thames Water	Development Planning Department	<p>Surface water drainage: It is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer.</p> <p>Water: The existing water supply infrastructure has insufficient capacity to meet the additional demands for the development; TW suggest a condition</p>	<p>Full comment will be included as an informative within the planning application.</p> <p>The suggested condition will be applied to the planning application.</p>
2	Network Rail	Mike Smith	Network Rail does not object to the scheme in principle. Due to the increased capacity of the stadium, erection of residential properties and construction of a hotel will clearly impact upon White Hart Lane, Northumberland Park, Seven Sisters, Bruce Grove and Tottenham Hale railway stations, contributions to improve facilities at these railway stations will therefore make the scheme acceptable.	A contribution towards the improvement of the railways will be sought within the Section 106 agreement.
3	Natural England	Lisa Walduck	Do not have detailed comments other than LBH should secure the proposed ecological enhancements detailed in paragraphs 7.4.40-7.4.47 of the ES through the use of a planning condition.	The suggested condition will be applied to the planning application.
4	Environment Agency	Karen Foster	They have no objection to the scheme in principle, provided 6 conditions specified are imposed on any planning permission granted.	The suggested conditions will be applied to the planning application.
5	LBH Commercial Environmental	Alison Bell	No objection to the scheme, provided 3 specified conditions related to each phase of the	The suggested conditions will be applied to the planning application.

	Health		development in regards to contaminated land are imposed on any planning permission granted.	
6	Metropolitan Police Service	Superintendent Chris Barclay	<p>We hope to see the redevelopment come to fruition with the delivery of a safe and secure asset to Haringey and its people. Whilst the stadium presents its own challenges, the proposed supermarket, public square and new homes for several hundred new residents is also a key concern and these will need careful design to work with the stadium but also function properly on the majority of days when no events are taking place.</p> <p>We have already been consulted on the scheme over several months; we ask that this consultation continues throughout the life of the project so that all necessary crime prevention and public safety measures can be included and also specific parts can fully comply with Secured by Design scheme and the green guide.</p> <p>We would like to highlight the following points and ask that appropriate security standards are written into the planning permission should this be approved.</p> <p>External concourse: The external concourse areas must be secured from intrusion by hostile vehicles, where this is not naturally obtained by existing buildings, there must be bollards or other suitable anti-vehicle barriers.</p> <p>For the stairways to the podium we deem it appropriate for an air gap of 1.5m in each stair lane.</p> <p>For the disabled vehicular access up to the</p>	<p>Noted.</p> <p>Noted.</p> <p>These measures will incorporated within the detailed landscape design, which will be conditioned should the application be approved.</p> <p>Noted.</p> <p>Noted.</p>

			<p>podium, we would expect to see a protocol within the Management Plan with regard to the vetting and screening of such vehicles. There should also be a rejection facility, therefore preventing congestion.</p> <p>We look forward to further consultation on issues such as lighting, planting and CCTV.</p> <p>Residential: Would like the building to achieve Secured by Design certification.</p> <p>There is a need to create defensible space at the front of the main block, as in our opinion the ownership of the green space is ambiguous and could be abused, particularly on match day.</p> <p>The vehicle ramps at each end of the residential block will need careful design and management since the change in level gives ample concealment which could be abused.</p> <p>The interface between the north elevation of the residential block and the public square will need careful design; we wish to encourage activity in the square but not at the expense of disorder or congregation issues for future residents.</p> <p>Hotel: Ask that window and door standards comply with Secured by Design.</p> <p>Vehicular access to the hotel must be in keeping with the Traffic Management required elsewhere</p>	<p>Noted.</p> <p>Noted: this can be resolved when the reserved matters are submitted for approval.</p> <p>Noted; this can be resolved when the reserved matters are submitted for approval.</p> <p>Noted; this can be resolved when the reserved matters are submitted for approval.</p> <p>Noted.</p> <p>Noted: this measure will be incorporated into the Management Plans for the site.</p>
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			<p>around the stadium and not a separate entitlement.</p> <p>North Building: The redesign has addressed some of the previous concerns.</p> <p>Careful management of the interface between corporate hospitality (sky bar) and the stadium via the bridge link may be necessary</p> <p>Recommend the installation of an Automatic Number Plate Recognition CCTV system at the car park entrance to facilitate the management of vehicles using the car park.</p> <p>Cycle Racks: Consideration should be given to the re-location of proposed cycle racks away from areas of high footfall and large areas of glazing.</p> <p>Stadium: Vehicle access: where vehicles are permitted onto the stadium footprint, an identifiable Vehicle Access Control points and use a double layer of automated controls to prevent unauthorised access by tailgating legitimate vehicles.</p> <p>External toilet facilities: should be built accordingly as they are attached to the stadium. Should be included in the match day management plan with regards to security.</p> <p>Visiting Supporters podium: The podium and stairway at the visitor fan entrance should have fencing on all sides to prevent persons</p>	<p>Noted.</p> <p>This is a management issue for THFC.</p> <p>This is a management issue for THFC.</p> <p>An appropriate condition will be applied should the application be recommended for approval.</p> <p>Noted: this is a matter for THFC to implement.</p> <p>Noted.</p> <p>Noted. An appropriate condition will be</p>
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			<p>being able to view those below them. This is will negate the likelihood of antisocial behaviour; 'out of sight, out of mind'.</p> <p>A solid high fence should also be located, should it be needed, to stop fans circulating between the north concourse and Worcester Avenue. This should be secure enough to prevent fans opening, seeing over and through it.</p> <p>Viewing platforms: With the raised elevation, the podiums are useful locations for club staff and police to view the crowds adjacent and below. To assist this, we have asked for viewing platforms to be built at either end of the podiums, and against the school walls in Worcester Avenue.</p> <p>Segregation line: it is important to have the ability to create a clear and safe divide between the home and away fans inside the stadium.</p> <p>We would ask that a condition of the planning application is that the size and plan of the control room (as presented on 10th Dec 2009) are not changed in any way without agreement by ourselves and the Safety Advisory Group.</p> <p>The cost of the requirements for the Emergency Services radio communication and coverage, CCTV, telephony and furniture is to be borne by the Club and at no cost the MPS.</p> <p>Parking: We require a minimum of 1 designated space adjacent to the ground floor police facility</p>	<p>applied to the application to ensure this designed in.</p> <p>Noted. This will be incorporated into the detailed landscaping scheme.</p> <p>This is a management issue for THFC.</p> <p>Noted: This is an issue for THFC to comply with .</p> <p>Noted.</p> <p>This is a management issue for THFC.</p>
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			<p>and a minimum of 3 designated spaces in the service yard.</p> <p>We would like to see the Management Plan for the safe access and control of vehicles into the stadium parking areas on match and non-match days.</p> <p>West Stand Drop Off Point: we ask that the planning application is conditioned so that this location is used only as the arrival and departure point for the team coaches.</p> <p>Security: Would like to see the management plan for the safe and secure access of staff into the stadium and their movement within it. Would also like the see the management plan for the command and control of electronically operated external vehicle access points into the stadium and its environs.</p> <p>Secondary Control Room: A suitable fallback location must be identified and equipped accordingly, should the primary room become unavailable. Its size, location and accessibility are important and must satisfy the needs of the Emergency Services and the Club Safety Department.</p> <p>High Road: The paths between the retained historic buildings should be secured from vehicle borne devices by appropriate fixed structures with a maximum distance as set by BSI PAS 68/69.</p>	<p>Noted.</p> <p>Noted: an appropriate condition will be applied to the planning application.</p> <p>Noted: MPS will consulted on the Management Plan; issues raised are for THFC to implement.</p> <p>Noted. This will be dealt with in the detailed landscaping scheme.</p>
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			<p>It is also important that the courtyard area is secured by design from crime during the hours of darkness and when the premises are closed.</p> <p>Worcester Avenue: With the relocation of fans to the north-east corner of the stadium via Worcester Avenue, we expect to see the regeneration and environmental improvements extended to include the residential area.</p> <p>Parking: Where parking is required for television out-door broadcast vehicles, this must be identified and agreed within the application.</p> <p>An area must be agreed with the LPA, Club and Police to park visiting supporter coaches. This area must be sufficient for a minimum of 50 coaches and must be managed by the Club as part of the stadium management plan.</p> <p>CCTV: We will require comprehensive CCTV coverage throughout the public domain to facilitate the policing of match day and public events. The coverage should extend to the principal transport hubs associated with the ground and the stadium environs. Images should be fed to the stadium control room and Police facility on the ground floor.</p> <p>Lighting: We will require that street lighting conforms to Secured By Design standard of BS 5489. Good lighting is an excellent crime prevention tool with</p>	<p>Noted. This will be dealt with in the detailed landscaping scheme.</p> <p>Noted. This will be dealt with in the detailed landscaping scheme.</p> <p>The television OBV's have been proposed to be positioned underneath the podium on match days within the application.</p> <p>Noted. An area for coach parking has been identified within the application; the Management Plan will agree its use.</p> <p>Noted.</p> <p>Noted. This will be incorporated within the</p>
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			<p>proven links to reduced crime both at night and during the day.</p> <p>Traffic Management: This is to be managed by Contractors working on behalf of the Local Authority without any requirement for Police assistance. However, the over riding proviso will be where the security threat requires Police to assist or take over.</p> <p>In addition of any other road closures or diversions; 1 – Worcester Avenue must be closed on match days to all traffic for a minimum of 2 hours before kick off until such a time as the Police Match Commander feels it safe to reopen. 2 – Park Lane, between the High Road and Vicarage Road must also be closed on match day to all traffic from a minimum of 1 hour before kick-off or until such a time that the Police Match Commander feels it safe to reopen.</p> <p>Transport Strategy We would expect to be included in the development of the Transport Strategy, within which we would expect to see plans for the management of people to and from the transport hubs. The MPS do not see this an area for our responsibility as it falls outside our core responsibilities.</p> <p>It is also important to obtain the views and approval of the British Transport Police and the Railway providers on the transport strategy.</p> <p>Conclusion</p>	<p>detailed landscaping scheme.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
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			<p>We would expect to be involved in the development of a Management Plan for this project and ask that it is a written condition of the planning application. This would allow us to develop a full understanding of the control of the areas of responsibility.</p> <p>We expect the Club to sign a commercial agreement with the MPS under Section 25 Police Act 1996 (Provision of Special Police Services) and Section 106 Town and Country Planning Act 1990, and ask that it is a written condition of the planning application.</p> <p>If permission is granted then we expect to be kept informed of any changes agreed with the local authority and kept involved with the phased development through the Safety Advisory Committee or a similar agreed vehicle.</p>	<p>Noted. An appropriate condition will be applied to the application.</p> <p>Noted. This will be attached as a condition of the planning application.</p> <p>Noted.</p>
7	Councillor for LBH	Cllr John Bevan	<p>Is concerned regarding the design of the residential block – it appears as one solid block devoid of character.</p> <p>It is the desire of the Council to have incorporated into the housing a foyer scheme for younger people.</p> <p>Provision of toilets needs to be transformed as this has been a longstanding complaint of local residents. Consideration should be made to provide toilets at the stations, both bus, tube and rail. Provision and maintenance to be paid for by Spurs.</p>	<p>The housing block is included in the application for outline permission. As such, only the building parameters are approved; a subsequent application will be required to approve design details.</p> <p>Noted. Additional toilet will provided within the podium.</p>

			<p>Brantwood Road, N17 – at this location parking is allowed on both side, which often brings traffic to a halt as 2 vehicles are unable to pass each other. Parking should be banned on one side; the opening of the supermarket will increase traffic therefore this should be resolved prior to it.</p> <p>Concord House – Residents have expressed concern that due to the proximity of the building to the stadium, that action should be taken to reduce the impact of noise and dust. It has been suggested that the open entrance lobbies are enclosed with a double glazed unit to alleviate residents concerns.</p> <p>Garman Road – the road is mainly used by occupiers/customers of the adjacent industrial units; the current traffic situation is chaotic and is worse on match days. Please make the road one-way.</p> <p>The Tottenham Hale – Tottenham Marshes cycle lane needs to be completely refurbished, including new lighting, if cycling to matches is to be encouraged.</p> <p>Architects – it should be conditioned that the original architects for the planning application are tied into the project until completion. This is to ensure high standards within the application are implemented until final completion.</p>	<p>The traffic management of Brantwood Road is an issue which is outside of the current application.</p> <p>Noted. An appropriate condition will be applied to the application to ensure that the impact on the local area from construction is minimised where possible.</p> <p>The traffic management of Garman Road is an issue which is outside of the current application.</p> <p>Noted: Cycling provision will be dealt with through Section 278 works.</p> <p>This is outside of the scope of a planning condition, and therefore can not be applied to the application.</p>
8.	Greater London Archaeology Advisory Service (Part of EH)	Kim Stabler	They have reviewed the archaeological assessment within the Environmental Statement which forms part of the application. It is not considered that any further work need be	The proposed condition and informative will be applied to the planning application.

			undertaken prior to determination of this planning application but that the archaeological position should be reserved by attaching a condition to any consent granted. One condition and one informative has been specified.	
9.	Great London Authority	Giles Dolphin	<p>Strategic issues: The principle of the redevelopment of White Hart Lane is supported. It would stimulate regeneration, contribute to London's world city role, and accord with London Plan policies on sports facilities and hotels.</p> <p>The new housing is welcomed and the likely amount of affordable housing is acceptable.</p> <p>The application is acceptable in relation to access/equal opportunities and climate change, although further information is required.</p> <p>The design of the new stadium and associated public realm is supported.</p> <p>The retention and refurbishment of statutory and locally listed buildings previously proposed for demolition, and their full integration into the revised scheme, is particularly welcome and would overcome one of the principal concerns over the previous application.</p> <p>Revisions have been made to the design of the supermarket and are supported.</p> <p>Issues with scheme:</p> <p>Play Space – the Mayor will require the detailed</p>	<p>Noted.</p> <p>Noted</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

			<p>scheme to meet the Mayors Spg 'Providing for Children's and Young Peoples' Play and Recreation'.</p> <p>Housing Quality – The Major will require the detailed scheme to comply with his adopted Housing Design Guide.</p> <p>Access - The Mayor welcomes the setting up of a consultative access group and requires that any subsequent reserved matters applications are referred to the above group.</p> <p>Sustainability - The Mayor requires further information on air quality and how active cooling can be achieved through the proposed CCHP network.</p> <p>Air Quality Strategy – the Mayor requires the detailed submission to comply with his draft replacement Air Quality Strategy.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
10.	English Heritage	Richard Parish	<p>Following further discussions the applicants have submitted revisions which seek to address the concerns set out in our letter dated 6 July 2010.</p> <p>These include new proposals for the design of the western entrance. Whilst the proposals do not go as far introducing a built element to the front of the stadium, they do greatly strengthen the presence of the entrance on the High Road without introducing problems of match day crowd circulation. English Heritage considers that the new proposals make a significant improvement.</p>	<p>Noted.</p>

			<p>The applicants have also submitted revised landscape designs for the south-west cluster. These strengthen and extend the boundary and garden for the grade II listed Warmington House, linking this to the Tottenham and Edmonton Dispensary.</p> <p>We consider a number of elements in the south-west cluster would benefit from greater design consideration, including the rear extension to No. 748 (The Red House), the detailing to the northern elevation of No.750 (former White Hart PH) and the repairs and alterations to Warmington House. However, we consider these details can be conditioned, and subject to the submission of full details as part of the listed building consent/planning process.</p> <p>The wider landscaping scheme, including the steps, security measures, public art and the boundary treatments to the rear of the northern terrace need careful and co-ordinated consideration to avoid clutter and secure the quality public realm identified to be a benefit of the scheme. We recommend that the submission of detailed drawings for the boundary to the northern terrace, steps and frontage details are submitted for approval to the council, and where appropriate, English Heritage, prior to the commencement of works.</p> <p>Having considered the revised proposals English Heritage is now content that, subject to the conditions set out below, the revisions offer an appropriate balance between the wider substantial</p>	<p>Noted.</p> <p>Noted: an appropriate planning condition will be applied to the application.</p> <p>Noted: an appropriate planning condition will be applied to the application.</p> <p>Noted.</p>
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			<p>public benefits of the scheme and harm to the historic environment.</p> <p>English Heritage considers a justification for demolition has been made and is now willing to advise the Secretary of State that demolition can be granted.</p> <p>In the event of the local planning authority being minded to grant listed building consent, the specified six conditions should form part of any letter of authorisation.</p>	<p>Noted.</p> <p>Noted: the conditions will be applied to the planning application.</p>
11.	London and Middlesex Archaeological Society (LAMAS)		<p>It is considered that the new proposal has less impact than on the previous submission, particularly in relation to the southern terrace.</p> <p>The street is seen as important, needing to be reinforced and enhanced with the individual heritage assets retained and selective infill or gaps through to the spaces behind.</p> <p>It is important to make a judgement based on the cumulative effect of the demolitions and impact of the new development.</p> <p>Overall the Committee welcomed the regeneration of the area but not at the cost of the local scene; it acknowledges improvements but felt the scheme has not gone far enough in balancing a clear public benefit against the need to preserve heritage assets.</p> <p>The Committee considered that a new stadium could be designed without the destruction of the</p>	<p>Noted.</p> <p>Noted.</p> <p>The possibility of retaining the frontage has been demonstrated by the applicant to be</p>

			street-scene and raised objections to the present proposal as it would, without adequate justification, harm the significance of individual assets and would be highly detrimental to the designated area.	unsatisfactory in terms of conservation and design, and safety standards.
12.	The Georgian Group	Stuart Taylor	<p>The committee is pleased that the scheme has been amended and some of the Group's concern from previous application has been acted upon.</p> <p>The Group are naturally approves of the proposal to retain No, 744 Warmington House and refurbish it, but were disappointed that the proposal to demolish Fletcher House stands.</p> <p>Whilst The Group has no objection to a new stadium at the site, we must strongly object to the demolition of Fletcher House. The Georgian Group cannot accept that simply providing a view of a new building from the High Road justifies the demolition of an important listed building.</p> <p>In reference to para. 6.4.24 of the Environmental Statement, it is considered that an unobstructed view of the stadium is only 'necessary' to meet the aspirations of the applicants and therefore should not be regarded as a true 'need'. The applicants should work within the existing urban framework of historic corridors and buildings and rely on the design quality of the new building to give it status.</p> <p>Have serious concerns regarding the scale of the proposed supermarket and its impact upon the setting of the listed buildings to the north of the stadium. There is no objection a supermarket in principle on the site, but the proximity and massing of the proposed supermarket will dominate views of</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted: the view of the proposed stadium is not considered by officers to be a valid justification, however, the applicants justification for demolition is not based on views of the stadium.</p> <p>Noted.</p> <p>Noted. Officers consider the bulk, height and massing of the proposed supermarket to be acceptable, and due to the significant set back, it is unlikely that it will impinge on views of the listed terrace from within the conservation area.</p>

			<p>some of the most important heritage assets on the High Road. Whilst we recognise that the High Road is no longer exclusively a residential area, the commercial premises to the rear of the buildings are, generally, of a scale more appropriate to a residential setting.</p> <p>Whilst the present commercial setting of the listed building to the north of the site is not perfect, it does not dominate this part of the High Road in the same way that the proposed supermarket will.</p> <p>No objection to the refurbishment of Warmington House.</p> <p>The Group have serious concerns about the scheme that results in the demolition of Fletcher House and will seriously compromise the setting of a block of listed buildings included some GII* buildings.</p> <p>The Group maintain their objection to the demolition of Fletcher House on the grounds that the justification is too weak; we cannot accept that views to the new stadium justify the demolition of the a heritage asset.</p> <p>The Group objects to the scale and massing of the proposed supermarket and recommends this element of the scheme is reduced to be more appropriate to a residential setting.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
13	Cabe	Louise Newman	We welcome the proposal to develop the new stadium on the site of the existing ground and the Club's aspiration to develop an exemplar stadium.	Note.

			<p>There is a great deal of improvement in the revised masterplan, particularly in the reduction in the scale of the housing block and the creation of a well-defined, raised podium concourse.</p> <p>Pleased that the four historic buildings in the south-west corner of the site can be retained and bought back into active use. Cabe would like further work done to refine:</p> <ul style="list-style-type: none"> - the treatment of the buildings retained buildings - the western entrance of the stadium - the landscape design <p>to integrate the development more successfully with the High Road and to ensure the coordination of the elements so they read strongly enough to visually hold the line of the High Road.</p> <p>Have concern about the relationship of the supermarket to Northumberland Park.</p> <p>The stadium Support the overall form, size and location of the stadium.</p> <p>It is important that the stadium in visible and prominent on the High Road</p> <p>It is more challenging to embed a stadium in to the existing urban site, therefore more work should be carried out to improve the integration of the western entrance with the High Road. The proposed glass canopy, collection of walls, bollards and seats feels weak and inadequate seen next to the scale of the stadium. Cabe suggest a more substantial <i>porte cochere</i> or</p>	<p>Noted. Conditions will be applied to the application to ensure THFC provide further design details of the elements stated for approval.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. Officers feel that the proposed canopy is sufficient to hold the line of the High Road, when combined with refined landscaping details. Therefore it will be conditioned that further design details of the canopy, and a fully detailed landscaping scheme are submitted for approval to ensure the success of this</p>
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			<p><i>loggia</i> might mediate between the stadium and street more successfully. The landscape treatment at the western entrance should follow the line of the High Road rather than the curve of the stadium</p> <p>The retained southern terrace The retention of the four buildings is welcomed.</p> <p>It is important that the buildings continue to make sense once the High Road context is removed and the large area of concourse is opened up behind.</p> <p>Feel the retention of the buildings has not yet been fully embraced and resolved; the individual blocks appear stranded and the space between Nos. 746 and 748 appears narrow and unpleasant</p> <p>Suggest further consideration is given to repairing the terrace to infill the gaps so it reads more strongly as a terrace.</p> <p>The design team should think carefully about the treatment of the backs of the retained buildings and the landscape setting that is being provided to them; the paving and tree planting could be used to generate more coherence and better defined sub-spaces. Overall, it is thought that the retained buildings and their setting needs to be treated with more ingenuity and imagination.</p> <p>The southern development Support the proposal for a crescent shaped residential block of up to 200 flats and separate</p>	<p>element of the scheme.</p> <p>Noted.</p> <p>Officers do not share this view. It is considered that the strength of the architecture of the retained building, plus a high quality landscaping scheme is sufficient to hold the line of the High Road.</p> <p>Noted: the design detail of the elevational treatment of the retained terrace, and a detailed landscaping scheme are to be conditioned for approval to ensure the scheme is of the highest quality.</p> <p>Noted.</p>
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			<p>hotel.</p> <p>The urban form and scale of the blocks hint at the scale of the stadium behind.</p> <p>The raised concourse created between the residential block and the stadium feels comfortable in scale and well defined.</p> <p>Illustrative layouts for the residential block, arranged so that none of the single aspect flats face north towards the stadium is an intelligent solution.</p> <p>Over-heating of the south-facing, single aspect flats caused by mid-season, low angle sun is a potential problem, as the overhand of balconies above is not deep enough to mitigate this problem.</p> <p>The supermarket Development of a supermarket of this size in this area, and its potential effect on local businesses should be examined by the local authority.</p> <p>The uninterrupted raised concourse between the stadium and the supermarket, with parking and servicing below, works successfully and resolves our concerns about the relationship between the two buildings.</p> <p>Although we welcome the efforts to maximise the level of activity on Northumberland Park, we think the supermarket should be more carefully integrated with its existing street context.</p>	<p>Noted. This issue can be dealt with as the detailed design stage.</p> <p>A retail study has been undertaken by officers.</p> <p>Noted.</p>
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		<p>Are concerned that the pavement is not generous enough for the number of people expected for a supermarket of its size.</p> <p>Have reservations about the appropriateness of the architectural treatment and materials of the building.</p> <p>The brightly coloured palette of materials suggests that it will compete visually with the stadium rather than provide a background setting to it; we believe this is the wrong approach.</p> <p>The introduction of trees might help to mediate between the existing street and the new supermarket.</p> <p>Adequate cycle parking is conveniently located for users of the store.</p> <p>Sustainability</p> <p>We support the aspiration to retain the club on the current site, where it is well served by public transport, and to create a model of sustainable stadium development.</p> <p>Support the plan to develop tri-generation for the entire site, including a local school.</p> <p>Disappointed that the environmental strategy has not been integrated more explicitly in the design of the buildings and landscape.</p> <p>Conclusion</p>	<p>Noted; additional width has been achieved by the removal of a taxi rank on Northumberland Park.</p> <p>A condition will be applied for all materials to be submitted for approval.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
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14	Haringey Design Panel		<p>The Design Panel reviewed the 2010 scheme at the pre-application stage. Their comments are included here as the scheme had not changed considerably since they reviewed it. In general, the Panel welcomed the new direction that the new scheme has taken and the 2010 scheme had largely addressed a number of their previous concerns.</p> <p><u>Massing and relationship between elements of the scheme</u></p> <p>Felt that the increased space between the housing and the stadium was a great improvement, and would ensure that the quality of the public space would be significantly higher.</p> <p>Some concern was displayed regarding the quality of space provided on northern podium due to the proximity of the stadium and the rear of the supermarket and their massing. Activity and overlooking was suggested as ways to improve the northern podium.</p>	<p>Noted.</p> <p>Noted.</p>

			<p>The flank of the supermarket should be carefully detailed to ensure the outlook from the listed buildings is of the highest quality.</p> <p>The panel welcomed the significant reduction in the height of the housing and hotel.</p> <p><u>Stadium</u> The panel largely accept the design of the stadium</p> <p>They maintain their concern in regards to cladding material; feel that the success depends wholly on the quality and finish of the material.</p> <p>Would liked to have seen studies using alternative materials, and those which respond more to the context.</p> <p><u>Southern Terrace</u> The panel strongly supported the principle to retain the southern terrace (The White Hart, The Red House, The Tottenham and Edmonton Dispensary and GII listed Warmington House).</p> <p>They feel that the proposal improved the scheme, and largely addressed their concerns in regards to the Tottenham High Road Historic Corridor.</p> <p>Feel that the retained buildings and the associated public space to the rear had great potential, but feel more details are required in regards to the landscaping and the treatment to the rear of the buildings to ensure a successful 'place'.</p>	<p>Noted; the green wall is considered appropriate and its maintenance will be conditioned as part of the planning application. Noted.</p> <p>Noted. A condition will be applied to ensure that the materials are submitted for approval by officers.</p> <p>Noted.</p> <p>Noted: a condition will be applied to the application to ensure that a detailed landscaping scheme and the detailed design of the retained buildings will be submitted for approval.</p>
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			<p><u>Public Realm</u> The panel felt that the Townshend Associates landscaping scheme is a great improvement; it is more appropriate to the conservation area, and provides a more cohesive character to the site as a whole.</p> <p>They welcomed the quality of the materials proposed, but wanted assurances that the longevity of the material was suitable for the needs of the Club and could be maintained.</p> <p>Felt that any anti-terrorist measures (such as the walls on the High Road frontage) should be incorporated into the landscaping scheme to ensure that they are both effective and attractive.</p> <p>They welcomed the approach of including sculptural and artwork elements into the scheme, and felt that they could add to the character of the place.</p> <p><u>Access:</u> The panel felt that the podium is problematic in terms of accessibility: they felt that on match days the measures in place would work, however, they questioned whether the 6 lifts around the site would be available to the public on non match days.</p> <p>They did stress that it is highly desirable for the Club to provide a non-mechanical means of accessing the podium to ensure all users could access the site at all times.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
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Residents Comments and Objections

No.	Resident	Address	Issue Raised	Officer Comments
1	Anthony Franken	15, Hofield Place, N17 6UF	Highlights ideas for the proposed development: 1. Extra amenities and facilities for adults - a superstore and museum. 2. protect listed buildings 3. pubs to be refurbished 4. Easy access to facilities 5. Community outreach facilities 6. Security around the club	These proposals are incorporated into the proposed scheme
2	Peter Thomas	20, Elsdon Road, N17	Issues surrounding no stadium parking to accommodate the influx of people - proposes park and ride scheme	Officers are satisfied that than extended CPZ for both match, and non-match days will alleviate parking conditions for local residents.
3	J Collington	Not supplied	Wants to be informed of how the proposal will affect Elsdon road n17 before making more detailed comments.	The application was made available on the Council's website, hard copies were available in 3 libraries and at the Council's planning offices in Tottenham. As such, the resident was able to review the scheme.
4	Robert Lidsay - smith	58 Chalgrove Road N17 0JD	Objection to the northern part of development, bordering Northumberland park:	Officers have assessed all relevant planning issues in regards to the Supermarket development, and it is considered that it conforms to local and regional guidance.
5	Hassan Dilaimi	Wiseman Lee LLP 9-13 Cambridge park, Wanstead, London , E11 2PU	1. Existing shops will experience fierce competition with the introduction of the new retail development. 2. The road layout changes that are required as a result of the new retail development will affect other businesses and hinder resident's shopping and travel facilities	The retail assessment states that there is a need for a supermarket of the proposed size in the area. The alterations to the road layout has been proposed to ensure that the flow of traffic can be maintained; it should not have a detrimental impact on the existing conditions.
6	Edwina Belcher	Park Lane Close	Concerned about the height of the high rise block of flats and number of social housing.	The height of the proposed housing block is considered appropriate in its context. The mix of tenure will be in accordance with the Council's policy.
7	H Harris	harvey.harris2@btopenworld.com	Believes there has been a reduction of people attending matches from within a	The catchment area of THFC fans is not a planning consideration for the proposed stadium.

No.	Resident	Address	Issue Raised	Officer Comments
			<p>3 mile radius and, therefore, rejects the need for a stadium in Tottenham.</p> <p>Pressure of parking</p> <p>Does not believe that local food businesses will benefit from the influx of people.</p> <p>Offers a suggestion about an alternative location.</p>	<p>Officers are satisfied that an extended CPZ for both match, and non-match days will alleviate parking conditions for local residents.</p> <p>It is considered that the scheme will have regenerative benefits for the locality.</p>
8	Andy Carter	5, T1Q	Object – no reason given	N/A
9	Franklin Mc Williams	No details provided	Object to vehicular congestion on match days	The traffic assessment seeks to outline any negative impacts on the traffic network, and proposed mitigation measures. As such, this concern is being dealt with by officers.
10	M. Palmer	16Trulock Road N17	Concerned about noise levels during construction	Officers will attach a condition that contractors adhere to a code of conduct to minimise disturbance during construction
11	Mr FA Curry	158 Tower Gardens Road N17	<p>Comments and concerns about the following:</p> <ol style="list-style-type: none"> 1. car parking facilities on match days 2. Proposed hotel needs parking area. 3. Widening of the A1010 	The traffic assessment seeks to outline any negative impacts on
12	Edwina Belcher	Park Lane Close	<p>Outlines concerns about the following:</p> <ol style="list-style-type: none"> 1. height of block of flats 2. height and size of the hotel 3. maintenance of green land 	<p>The height of the proposed housing block and the hotel is, in principal, considered appropriate in its context.</p> <p>THFC will be held accountable for maintaining any green space within the site.</p>
13	C. Bird		Concerns about parking for residents	Officers are satisfied that than extended CPZ for both

No.	Resident	Address	Issue Raised	Officer Comments
			during construction (on non match days).	match, and non-match days will alleviate parking conditions for local residents.
14	J. Marks		Concerns about the disruption the height of the stadium may have on TV signals in the area.	The Section 106 agreement will ensure that the THFC will be responsible for any remediation works should TV signals in the locality be affected by construction on site.
15	Colin Hobbs	113 Antill Road, N15	No objection to redevelopment of football stadium, but a strong objection to the demolition of Marsh house and Fletcher house as they are historic buildings.	The extent of demolition to historic assets is unavoidable should the redevelopment take place on site. However, it is considered that the THFC scheme will provide significant community benefit which justifies the demolition under PPS5.
16	Peter Georgiou	126 Great Cambridge Road N17	<p>Outlines the following objections:</p> <ol style="list-style-type: none"> 1. increased congestion on A10 2. increased pollution due to traffic 3. increased traffic puts significant pressure on emergency services 4. local residents will have to contend with an increase of overall noise levels 5. Increase in violence 6. Local parking will be affected 	<p>The traffic assessment seeks to outline any negative impacts on the traffic network, and proposed mitigation measures.</p> <p>The EIA shows that the scheme does not have a detrimental impact on the air quality.</p> <p>The EIA has outlined a number of conditions which will be applied to the application to ensure that there will be no adverse impacts in terms of noise and vibration.</p> <p>Issues with antisocial behaviour is outside the remit of the planning application.</p> <p>Officers are satisfied that than extended CPZ for both match, and non-match days will alleviate parking conditions for local residents.</p>
17		Residents of Raynham road n18 (Petition submitted; signed by 10 people Raynham Road and	Concerned that proposed development would exacerbate existing problems with high levels of traffic, congestion, air	The traffic assessment seeks to outline any negative impacts on the traffic network, and proposed mitigation measures.

No.	Resident	Address	Issue Raised	Officer Comments
		Angel Community Centre)	quality and noise	<p>The EIA shows that the scheme does not have an adverse impact on the air quality.</p> <p>The EIA has outlined a number of conditions which will be applied to the application to ensure that there will be no adverse impacts in terms of noise and vibration.</p>
18	Quentin Given	Tottenham and Wood Green Friends of the Earth	<p>Concerned that Haringey does not have a zero carbon development – Should this be one?</p> <p>Ask for the inclusion of electric car charging points to improve charging network and to encourage people to invest in electric cars.</p> <p>Ask for a clear and detailed Sustainable drainage system. Application is ambiguous.</p> <p>Want tree planted to provide shade from the sun</p> <p>Suggest that the community heating system should include community cooling as temperatures in urban areas are set to rise in the future.</p> <p>Propose that it should be conditioned that at least 90% of timber should be from FSC sources</p>	<p>Outside the scope of the planning application.</p> <p>Electric charging points can be negotiated as part of the S106.</p> <p>This will be conditioned as part of the EIA</p> <p>The landscaping scheme proposed increased tree planting, and avenues of trees on Worcester Avenue and Park Lane.</p> <p>Noted.</p> <p>The use of sustainably sourced timber will be conditioned as part of the planning application.</p>

No.	Resident	Address	Issue Raised	Officer Comments
			Suggest a water tariff for the residents to ensure minimal water usage and tenancy agreements to ensure efficient white goods are installed	This is outside the remit of the planning application.
19 20 21 22 23 24 25 26 27 28	A Barker Miss S Omar L Treacy [unreadable] Y Lawrence Mrs S McGaw Michael Easy Lubna Ejaz The Jordan Family Mr and Mrs Vanriel	29 Northumberland Park N17 47A Northumberland Park N17 51 Northumberland Park N17 45 Northumberland Park N17 51A Northumberland Park N17 31 Northumberland Park N17 57E Northumberland Park N17 49B Northumberland Park N17 43 Northumberland Park N17 39 Northumberland Park N17	Object to the northern part of the stadium development (the supermarket). Believe that the building is overscaled and will severely reduce the amount of daylight and sunlight into their properties during the day. Want the supermarket reduced in height so it does not have a detrimental impact on their residential environment. Concerned that the siting of the building is too close to the pavement and faces onto their homes; it will not allow green landscaping or comfortable pedestrian movement. State that the building should be recessed further and stepped back. The stairway and escalators up into the supermarket are inappropriately positioned; they will create an eyesore directly outside the homes. Believe the artificial lighting for stairs and escalators will cause significant nuisance and disturbance, and could encourage anti-social behaviour. Suggest that the	Noted. The size and form of the building has been assessed within the urban design section of the committee report. It is felt that it is of an appropriate size and scale for its context. Daylight/sunlight studies have shown that the building will only cause minimal loss to residential properties on selective properties on Northumberland Park around the winter equinox, but the light levels within the properties remain within BRE guidelines. The applicant states that it is not possible to recess the building from the proposed building line. Officers will negotiate public realm improvements, such as the introduction of street trees. The removal of the taxi rank shown on drawings means that the footpath is considered to be a sufficient width for the demands of the supermarket. The staircase/escalators have been positioned for the optimum ease of access to the store and to provide activity at street level. Lighting pollution as a result of the superstore has been evaluated within the EIA and are found to be of an acceptable level. However, lighting is considered an essential factor when designing out crime; well lit spaces discourage antisocial behaviour.

No.	Resident	Address	Issue Raised	Officer Comments
			<p>escalators and stairs are moved to another part of the site.</p> <p>Believe the supermarket would be more attractive if it was set back and appropriately landscaped with a wall/fence and hedges and shrubs to screen off the building and buffer the noise.</p> <p>The proposed car park is inappropriately designed; it is too close to the homes and privacy will be detrimentally affected. The proposed taxi stand will add to the disruption.</p> <p>State that Northumberland Park is already very busy with heavy traffic, and that the proposals will lead to a harmful and detrimental impact on highways conditions. The proposal will create significant congestion and traffic flow. Concerned that air quality will be reduced, and the highways issues will detrimentally affect our health.</p>	<p>The applicant states that they are unable to move the building line back from the back edge of the pavement. Officers will seek to condition streetscape improvements to Northumberland Park, including the planting of semi-mature trees to soften the streetscape, and to provide an element of screening.</p> <p>Officers have negotiated significant alterations from the 2009 application to improve the streetscene. Views of the car park are now largely obscured by a range of active uses rather than the previously proposed dead frontage and views of car parking. The taxi rank has been removed from the drawings, and is not included in the application.</p> <p>The traffic assessment seeks to outline any negative impacts on the traffic network, and proposed mitigation measures.</p> <p>The EIA shows that the scheme does not have an adverse impact on the air quality.</p>
29	Jason Hoyte	work@jasonj808.net	Raises an extensive number of questions regarding the Environmental Statement, and the Transport Assessment.	Both the Environmental Statement and Transport Assessment have been rigorously assessed by officer's and the Council's consultants and they are satisfied that the residents comments do not raise any material deficiencies of the documents.

**PLANNING & REGENERATION
DEVELOPMENT MANAGEMENT TEAM**

**Development Management Forum Meeting:
MINUTES**

Meeting : Development Management Forum - Tottenham Hotspur Stadium, Blenheim Palace, White Hart Lane, London N17 0AL –
Nicholson Way, 748 High Road, London N17 0AL –
Ref No: HGY/2009/2000

Date : 24th June 2010

Place : Sixth Form Centre, White Hart Lane, N17 8HR.

Present : Marc Dorfman (Chair), Sue Cooke, Paul Phillips, Emma Viljoen
Cllr s Beecham, Engert, Rice, Schmitz, approx 50 Local Residents

Minutes by : Tay Makoon

<p>1.</p>	<p>Marc Dorfman welcomed everyone to the meeting, introduced officers, members and the applicant's representatives. He explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, he explained the agenda and that the meeting will be minuted and attached to the officers report for the Planning Committee.</p>	<p>Act</p>
<p>2.</p>	<p>Presentation by Paul Phillips – Project Director</p> <p>The Site</p> <ul style="list-style-type: none"> • Scheme covers an area of around 20 acres • Bordered by Park Lane to the South, Worcester Avenue to the East, Northumberland Park to the North and the High Road to the West. • Includes the current ground, forecourt car parking, Club store, N17 Studios and industrial estate. • Area is within 'Tottenham High Road Regeneration Corridor' • Part of site in a Conservation Area • Most of site identified in the Haringey UDP as a "major site for potential redevelopment" to act as a "catalyst for regeneration" <p>The Overall Scheme</p> <p>Design Improvements:</p> <ul style="list-style-type: none"> ▪ A new layout for the homes and hotel ▪ A larger and relocated public square ▪ Continuity of buildings along the high road ▪ A new courtyard setting for retained historic buildings ▪ The ability to walk all the way around stadium ▪ New landscaping around the stadium ▪ A new club mega store with integrated museum 	

- New uses above the supermarket
- Further design improvements to the stadium itself
- New location for the Tottenham Hotspur Foundation Offices

Phasing and Delivery

- Start construction North to South – complete about 70% of new stadium while still playing in current ground at full capacity
- Play for one season only in that layout while rest of current ground demolished
- Complete stadium and public square by the following year
- Allows remainder of development to then get Underway

A Flagship for Regeneration

1. A vibrant area 365 days a year
2. An exceptional public square
3. A major economic boost for the area
4. New jobs
5. Improved shopping choice
6. Increased visitors to the Stadium
7. New local business opportunities
8. Improved community safety
9. A much improved local environment
10. New uses for the retained historic buildings
11. A dramatic improvement of the High Road itself
12. An even greater ability for the Tottenham Hotspur Foundation
13. World-class design
14. New affordable housing
15. A significant investment in North Tottenham

A Scheme to Benefit the Community

The Club through the Tottenham Hotspur Foundation has a long established, productive and valued partnership with the Council and the local community in an area with significant socio-economic challenges such as high unemployment and high levels of crime

- Tottenham Hotspur Foundation was established with £4.5m of funding from the Club
- Foundation has also attracted more than £2m of additional funding into Haringey for its projects in the past year
- Registered charity directly touching the lives of tens of thousands of people across North London – Specialist programmes tackling key social issues:-
 - improving achievement in education
 - building community cohesion
 - promoting healthy lifestyles
 - supporting people with disabilities

- Clear desire for Club and Foundation to stay in Tottenham and remain a core part of community life

The Northumberland Development Project now provides a unique opportunity to extend our valued role in the area with an **ICONIC LANDMARK, IN A TRULY INSPIRATIONAL ENVIRONMENT, PLACING TOTTENHAM ON AN INTERNATIONAL STAGE**

Questions from the floor

Main Issues raised by Local Residents

3.

- **Overshadowing**
- **Level of affordable housing**
- **Traffic**
- **Parking**
- **Loss of Jobs**
- **Noise pollution**
- **Construction traffic**

Q1: Resident of Park Lane Close

We think it is great that a lot of money is going back into developing the area but we are still worried about the stadium being so close. At present we have a lot of light and it makes our flats look nicer and worried the flats you are proposing will be much higher than the current stadium and will block out all our light and worried about how much social housing will be allocated to the new development?

Ans: There is a significant difference in the height of the development at the south and where you are than in the north. The reason for that is taking into account sunlight and daylight and where the sun comes from. The sun will be coming from the east, south and west and that will continue to come in over two to three storeys. There is very little significant difference in the amount of light that will be affected by the new development. We are happy to go through some detailed analysis with you outside this meeting. In terms of social housing, we are proposing 50/50 and they are based on the Councils planning guidance. Marc Dorfman said in terms of the Council – we are assessing that level of overshadowing and we have a policy that supports 50% private and 50% affordable – 50% affordable divided into 70% social rent and 30% intermediate housing and is the Councils policy. Please write in with your comments/objections or support and they will be reported to Planning Committee. We will assess the comments and make a recommendation to Committee and the Committee will take those on board before making a decision.

Q2: Local Resident

I live on a road that currently does not have resident parking, Haringey asked whether we wanted resident parking, I personally don't feel I should be paying for residents parking when its an impact that Spurs is making in terms of when

Spurs fans are coming in for park their cars before the match.

Ans: There is no intention that local residents would be paying to get a resident parking permit on the day that match day control parking permit scheme is in place. It is only in place for match days, at that time a process will be put in place where residents can get a free parking permit.

Q3: Where do Spurs propose to house the 30 thousand cars coming into the borough on match days?

Ans: We currently have a capacity for 36,000 cars and about 38% come by car at the moment and that is 38% of 30,000. The survey tells us that two people per car come on average to a match. We have done photograph aerial surveys and we have done counts of available parking from those surveys we estimate

That 6,500 cars come in the area on match days and the centre point of our transport plan is the number of cars should not exceed that 6,500. As everyone knows it is pretty busy already on the road on a match day. Therefore the 20,000 additional fans effectively need to come to the stadium using public transport. There is a very detailed set of proposals and summaries part of which is in the booklet given out this evening, broadly speaking the extra 20,000 burden is picked up by the public transport and the CPZ constrains that 6,500 available spaces even further and extends the walk distance like a mile or mile and half in some places to the stadium. That is the main stick in terms of the transport strategy and the carrot on the other side is improvements at various stations and much improved communication of the public transport option to all the fans in the future to continue a process that had already begun whereby fans had made a switch when the first CPZ came in from just by coming by car and to thinking about public transport alternatives.

Q4: What are you doing now to get supporters into the habit and encouraging them to come to the match by public transport?

Ans: That process has already started, we've worked with National Express who run the trains into White Hart Lane and Northumberland Park to coincide with the first CPZ there was a big push to transfer the fans to start using the Rail Network. The operator National Express do put on significantly more match days special trains and they extend the existing trains from 4 car to 8 car trains to cope with the capacity. This year the Victoria Line is starting to deliver Nearly 20% increase in capacity the new trains are faster and better signalling into Seven Sisters and Tottenham Hale and a big push will be to encourage fans to make the walk down to Seven Sisters and Tottenham Hale or to take buses. We had a meeting today with Transport for London and the bus operators were currently buses divert for a long period of time after a game, as they have targets they have to meet with TFL and contracts. They are positive now about reducing that diversion and getting those buses back and make them available for future use. This is a much improved stadium and we will be encouraging fans to come earlier and stay longer afterwards so we can spread the peak load on the transport system. We are using the same consultants that worked on the Arsenal Stadium and it works there so we have a great degree

of confidence that it will work here.

Q5: Residents in Scott Wood Walk

A lot of the factories off Northumberland Park and Trulock Road and Northumberland School all these areas are opened up to parking and I have a huge problem on Match days to get to and from home, are the Council and yourself taking these issues into consideration when making the decision? A lot matches are held on Wednesdays and Sundays. Sundays is church day and it affects all church goers in the area as they close off the High Road.

Ans: You are absolutely correct that cars are parked off street at the moment, schools and industrial estates. That is an element of parking capacity that has been a concern of the Council and TFL and the reason why we are holding the figure of 6,500 cars in the area despite this huge CPZ is that in reality these places do exist they are unregulated as they are private land and there will be a tendency to park there. We cannot get to a position where 100% of fans will come by London Transport I do not think any stadium does that .Arsenal has the best at 92% I would love to stand here and say we can achieve 92% but we can't, we think we can achieve 70/80% that is why we have planned for 6,500 cars as cars will still come in the area. In terms of the general pattern on match day I can't offer you any hope that it's significantly different, our plan is that it shouldn't deteriorate.

Q6: Is Haringey going to look at enforcement to try and sort out these situation with these cars going into private areas as where I live this is a huge problem?

Ans: Marc Dorfman said if he can be left contact details and he will ask the Head of Haringey Transport to respond to your query. At present Spurs have put in a planning application and they are saying it is not going to get worse and what your saying is to the contrary and I want that improved and we are looking at the application to ensure no more cars get parked in the area on match days.

Q7: Resident in Worcester Ave

I am an Environmental Consultant - I emailed the Council and Spurs to ask for the information you submitted this time round and to date I have not had the information. Do you have any comments amount that?

Ans: Marc Dorfman asked that all queries to be addressed to Sue Cooke at Haringey as she is the project manager for the Spurs application and Sue Cooke will arrange to get this information for you.

Q8: We have a stadium there already and we are getting told that this will completely change the area – have you any points to add that this scheme will suddenly make this area much better compare to what we have now?

Ans: I don't think that anybody can doubt that the stadium we have there at the moment is well pass its sell by date, we are not just proposing to just put back something of similar quality that is there at the moment, this is going to be the fundamental change and improvement in the area, it will be a show piece

for this development with are coming the tools for regeneration. They are not our wishful thinking these are given throughout the industry as important to kick start and change an area. I do not have a magic wand and change things overnight and this is something that the club has been saying for a long time, we can't do it on our own but we are happy to stake our future in this area to invest more than anyone else have something like three hundred million pounds and if the Council comes with us on this and we fundamentally believe this area can change just like other areas of London have changed. We are staking our future here by being the first to invest in the area and hope it is the catalyst to change the area.

Q9: It seems you want to knock down some of those warehouses to the northern part of the site, in order to keep the area going you need variety, you have a stadium here it will bring money, but so will the warehouses, people can go into those buildings, making and creating businesses.

Ans: You are absolutely right I have documentary evidence that for a year and a half we have been working with local businesses in the area and we have 80/90% success rate in relocating these businesses in the area, the majority has stayed in Haringey some have moved adjoining boroughs and very few have retired or moved on further a field so those jobs are retained here that is already a significant improvement above the base case that would happen in the regeneration and that has been a huge success also it shows that the club can do what its sets out to do, so that vitality and business opportunity exist in Haringey, it just doesn't exist in that part of the site anymore.

Q10: The flow of traffic on the High Road whilst this project is in construction phase, heavy vehicles delivering materials and road works, this will all cause even more traffic congestion on the High Road, what plans do you have in place to deal with the increase in traffic due to extra construction materials being delivered?

Ans: There will be disruption for about 6 years during the construction, it is an avoidable impact in terms of redevelopment, we are fortunate that do have a route down off the North Circular through the high road and it means a lot of construction vehicles do not have to go through residential streets and we will ensure that deliveries will only come onto the site via the High Road not through Northumberland Park, Worcester Ave or Park Lane. In terms of managing the construction all big projects now come with a set of very strict criteria's such as noise, hours of operation, dust constraints again I won't say you are not going to notice it but you will but there are standards that have to be adhered to and those standards are imposed by Environmental Health and action is taken against contractors.

Q11: What roads are you going to close off when you begin construction?

Ans: The only road that gets closed under our proposal is Paxton Road that the road being built on, the other roads will remain completely open and we will not bring any construction traffic through Northumberland Park, Worcester Ave, or Park Lane.

Q12: Are you planning any other diversion to traffic whilst the construction is taking place such as from the High Road through Northumberland Park?

Ans: There is a prescribed route that vehicles will need to come down to enter the site.

Marc said when the Planning Committee considers this application and recommend approval one of the conditions that would be attached to the planning permission would be a considerate constructive code that would require spurs to follow a good code of conduct in terms of hours of operation and routing.

Q13: We live very close to the stadium and the noise from fans is very loud, with 20,000 more fans and the noise will be even more unbearable in the back garden. Is there going to be any sound proofing?

Ans: The stadium is definitely open to the sky above over the pitch as virtually all stadiums are, there is going to be noise protocols, decibels levels to work to retain sound in the stadium, I can't say to you 90 decibels would be loud, it will be, you will hear the crowd, the PA system in the similar way that it happens at the moment. We have been in this area for 120 years and I know we create an impact on match days but we do feel we are part of the area and I don't think what we are putting forward is unreasonable.

Q14a: Looking at your statistics for dealing with the extra numbers of people travelling to the ground, you said there would be a 18% drop of people coming in by car and you seem to have compensated for that by increasing the number of people that walk from Seven Sisters tube station virtually double it 12% of the 18% drop is accounted for by doubling the number of people walking from the tube station. I don't understand where an assumption like that can come from?

Ans: It is generally accepted in terms of stadiums that you don't want a station right on top a stadium because the number of fans that get to the stadium too quickly and it creates undue pressure on the station. I would say an ideal distance for a station would be 10/15 mins away not right on top of a stadium. Tottenham Hale is about 20mins, and about 22mins from Seven Sisters. I think a lot of the fans can link onto the railway and come Bruce Grove and White Hart Lane and there is huge bus capacity on the high Road and some will walk and our job is to persuade them to take a 20mins walk than they are prepared to do and that is part of educating them to change the way the currently come to the stadium.

Q14b: Housing development: How realistic is it for 50% of that development will actually go into private hands owner occupiers?

Ans: There is a need to rebalance the housing need in Haringey and over provision in the East side of borough and under provision in the West side and Government policy is set to rebalance that and we think if we are going to help improve the are then we need to get economically active groups, families

in this area out of this regeneration and rebalance the profile of the local communities. We favour 50/50 or higher levels of housing.

Q14c: Podium: Who will be using it? It says Spurs will manage it? Will that mean there will be a charge for using it?

Ans: There won't be a charge for the Podium; it will be open 365 days a year. We do need to use the ground floor area as we are in a flood plain, the podium links to the lower level of the concourse of the stadium and provide a big space available for a range of uses. Its space that Haringey doesn't have a great of. The charitable foundation has been put forward to manage it and we are not looking to charge and make people who want to use it pay just to walk up there and enjoy that space.

Q15: I live 200 yards from the boundary; I have actually been inconvenienced by the parking. What is going to be put into place to lessen the impact that we now experience from the fans on match days?

Ans: We have recommended to Enfield that they need to introduce a CPZ we are convinced that if the CPZ is extended into the boundary of Enfield it will drastically reduce parking on match days.

Q16: How many jobs are you going to create?

Ans: We estimate it around 340 jobs in the area and assumed that it includes the loss of the industrial estate at the North of the site. As the jobs from the industrial estate have been protected its amounts to about 800 jobs in total.

Q17: What kind of cliental are you expecting to use the hotel? Are you having a casino in there?

Ans: We have never had the plans to have a casino here so the answer is no and in terms of the hotel we expect it to be a 3/4 star hotel. The hotel will house one of the largest banqueting and conference venues in the country.

Q18: There are a lot of takeaways along the High Road and most of their businesses come from the match days, what is Haringey doing to stop the drive of takeaway businesses along the high road specially as they is a school nearby.

Ans: The Planning legislation has changed recently and there is a new planning permission that allows us to control the amount of takeaways as the use class is no longer clubbed together. We can't do anything about existing businesses but we can now ensure that there is a balance of different businesses along the High Road. The clubs foundation does a lot with schools about healthy eating.

Q19: Fletcher House, I think it is better to disassemble Fletcher House than loosing it completely and its heritage. I do not think Spurs has worked hard enough to save those buildings along the High Road.

Ans: English Heritage has a fundamental problem with allowing a building to be relocated as it sets a dangerous precedent. The building inside is derelict and not worth saving.

Q20: How many beds is your hotel going to have? You are going to have problems on match days as well as from the hire of the banqueting and conference rooms. What car parking facilities are you proposing for the hotel?
Ans: 150 bedrooms, we are proposing 350 spaces for the stadium and 40 spaces with the hotel, the venue is well served by public transport and we are submitting a travel plan that will encourage visitors to come by public transport.

Q21: I think the development is a positive for Tottenham, it will bring in businesses but there are a lot of things to iron out and one of them is public toilets – it is a huge problem.

Ans: The proposal has a lot of public toilets in the new stadium and once the fans get out of the stadium, there are three external toilets to be managed by the club, one on Plaza , open on match days and when the plaza is in use., there is a public toilet south of Park Lane.

Q22: I support the development and want to encourage everyone to think real hard about how much this is going to change Tottenham and to write in to the Council and show your support.

Q23: What is the time line for completion of this project?

Ans: I think broadly speaking we would like to start next year , we have secured nearly all of the site now and relocated the businesses and we have dealt with the demolition already that needs to be done. The supermarket to be built by 2011, Stadium from 11/12 – to 2013/14, the residential cannot be built until the old stadium cannot be demolished 2015/2016.

Marc Dorfman ended the meeting by thanking everyone for attending and contributing to the meeting, and to submit comments to the Planning Service if not already done so and anyone can attend the Planning Committee and address the Committee if you wish to make further representations. You can find out all the relevant details from the Councils website or by contacting Sue Cooke direct.

End of meeting.

Consultation Response: London Borough of Enfield

On 31st August 2010 the London Borough of Enfield commented on the Tottenham Hotspurs Football Club application through its Planning Committee. The Borough have supported the scheme and asked for the following benefits to apply to Enfield, that Haringey officers have supported are:

- £100k Education contribution
- Enfield local ticket priority
- Improved local signage
- CPZ coverage and costs
- “De clutter” of walking routes in Enfield A1010
- Town Centre Management programme to cover Angel Town
- Local area cleaning after match/events
- Employment and job brokerage programme to cover Enfield A1010 Corridor

The following benefits requested have not been supported by Haringey officers and THFC:

- Further Enfield bus and station improvements
- Further Enfield footway works
- Bus Stop improvement in Enfield
- Cycling Improvements in Enfield

Appendix 3

Equalities Impact Assessment

HARINGEY COUNCIL

EQUALITY IMPACT ASSESSMENT FORM



Service:..... **Planning & Regeneration**

Directorate: **Urban Environment**

Title of Proposal: **Tottenham Hotspurs Planning Application**

Lead Officer (author of the proposal): ... **Sue Cooke**

Names of other Officers involved: **Marc Dorfman**
Katie Dickson
Richard Truscott

Introduction

Haringey Council is committed to tackling discrimination on any grounds; addressing inequality where it is shown to exist; and actively promoting equality of opportunity for all who live, work or play in Haringey, whatever their age, disability, gender, ethnicity, sexual orientation or religion or belief.

The Council recently published the Haringey Council Equalities Scheme 2010-2013 and delivery plan. This scheme sets out the Council's equality vision and priorities and covers the six equalities strands currently protected by legislation which the Council intends to govern our equalities work over the next three years:

- Age
- Disability
- Gender
- Race
- Religion or belief
- Sexual orientation

The Scheme is set to guide the Council in meeting our duties under UK equalities legislation and national good practice recommendations. This includes:

- Equal Pay Act 1970
- Sex Discrimination Act 1970
- Race Relations Act 1976
- Disability Discrimination Act 1995
- Human Rights Act 1998
- Race Relations (Amendment) Act 2000
- Employment Act 2002
- Employment Equality (Sexual Orientation) Regulations 2003
- Employment Equality (Religion or Belief) Regulations 2003
- Civil Partnership Act 2004

- Disability Discrimination Act 2005
- Employment Equality (Age) Regulations 2006
- The Equality Act 2006

While the development which is the subject of this EQIA has potential to impact on each of these equality strands to varying degrees, the most relevant of the Council's duties to this planning application are likely to be the Race Relations Act 1976 (as amended), the Disability Discrimination Act 1995 (as amended) and the Sex Discrimination Act 1975.

Section 71 of the **Race Relations Act 1976** provides that the Council shall in carrying out its functions have due regard to the need:

- (a) *to eliminate unlawful racial discrimination; and*
- (b) *to promote equality of opportunity and good relations between persons of different racial groups.*

Section 21B of the **Disability Discrimination Act 1995** states that it is unlawful for a public authority to discriminate against a disabled person in carrying out its functions and Section 49A of this Act provides that every public authority in carrying out its function shall have due regards to

- (a) *the need to eliminate discrimination that is unlawful under the Act;*
- (b) *the need to eliminate harassment of disabled persons that is related to their disabilities;*
- (c) *the need to promote equality of opportunity between disabled persons and other persons;*
- (d) *the need to take steps to take account of disabled persons' disabilities, even where that involves treating disabled persons more favourably than other persons;*
- (e) *the need to promote positive attitudes towards disabled persons; and*
- (f) *the need to encourage participation by disabled persons in public life.*

Section 76A of the **Sex Discrimination Act 1975** requires that in carrying out our functions we must have due regard to the need to:

- (a) *to eliminate unlawful discrimination and harassment, and*
- (b) *to promote equality of opportunity between men and women.*

The Equality Act 2006 created three further protected categories: age, religion or belief and sexual orientation. While the Act prohibits unjustified discrimination in employment, vocational training and services on grounds of age, religion, belief or non-belief or sexual orientation, it did not create any public duties in respect of any of these categories.

The Greater London Authority Supplementary Planning Guidance for Equality and Diversity in London (October 2007) is also relevant to this application and highlights areas of potential impact of new developments on the key target equality groups. This SPG states that:

“...The London Plan (2004), includes policies to promote social inclusion and to help eliminate discrimination by ensuring that the spatial needs of all London’s communities are addressed. It does this by identifying equality target groups and briefly highlighting some of their needs. The groups identified in the London Plan are:

- Children and young people
- Older people
- Disabled and Deaf people
- Women
- Black, Asian and minority ethnic people
- Lesbians, gay men, bisexuals and trans people.

The London Plan also recognises the differing spatial needs of immigrants, refugees and asylum seekers, Travellers and gypsies and people belonging to particular faith groups.”

Step 1 - Identify the aims of the policy, service or function

State what effects the proposal is intended to achieve and who will benefit from it.

The proposal is the planning application for the: “Demolition and comprehensive redevelopment of a stadium (Class D2) with hotel (Class C1), retail (Class A1 and/or A2 and/or A3 and/or A4 and/or A5), museum (Class D1) offices (Class B1) and housing (Class C3); together with associated facilities including the construction of new and altered roads, footways, public and private open spaces; landscaping and related works. Details of "appearance" and "scale" are reserved in relation to the proposed residential and hotel buildings”¹.

This Equality Impact Assessment (EqIA) is on the proposals even though they are a commercial venture by private enterprise(s) not connected to the Council. The relevant function of the Council pertaining to this EqIA is as Local Planning Authority considering Planning Application(s), Conservation Area Consent application(s) and Listed Building Consent application(s) for the proposed demolition and comprehensive redevelopment. This assessment is on only the proposals as described in the applications listed above. It also does not relate to any other roles of the council in the project not described above.

As stated by the applicant, “the Development will considerably enhance the quality of the facilities of Tottenham Hotspur Football Club, which plays such a significant role in the local community. . . . It will provide much-needed residential accommodation and a supermarket to serve local needs. It will also enhance the public realm provision in the area, including improved integration and permeability between the surrounding streets and the interior of the site. During construction there will be opportunities for training and employing local residents”².

The primary stated aim of the applicants is therefore to improve the Tottenham Hotspurs Football Ground, providing increased seating, improved facilities for spectators, players, broadcasters and others connected with professional football. They also aim to exploit commercial spin-off opportunities from football; primarily the club shop, but also with the proposed hotel and other facilities. The football club is a commercial enterprise (and currently a very successful one), but is also a cultural institution of renown; with an appeal to the hearts of millions as well as to their pockets. The club recognise this and in addition to seeking to satisfy the fans yearning for success on the pitch they seek to demonstrate

¹ Description from the planning application [HGY/2010/1000](#)

² Design and Access Statement page 75 “Community Issues”

their connectedness to the community; both in the immediate surroundings and wider catchment area that extends across and beyond London. The proposed club related facilities therefore also include accommodation for the Tottenham Hotspurs Charitable Foundation.

The aims of the project also include purely commercial developments not connected to the activities of the football club at all (or only marginally or incidentally), but whose commercial viability is considered by the applicant essential to enable the construction of the football stadium. These include a large retail unit suitable for a major supermarket, a significant residential development and a hotel. The most significant element in commercial terms is the retail component. The proposed food store will be significantly larger than the nearby existing Sainsbury's at Snells Park and considerably increase the retail capacity of North Tottenham.

The entire development also includes restoration and reuse of a number of buildings designated as heritage assets; Listed and Locally Listed Buildings all part of a Conservation Area; the North Tottenham Conservation Area. These are along the Tottenham High Road frontage of the development, to the north and south of the stadium. A smaller collection of locally listed buildings and one listed building in and behind the centre of the High Road frontage will be demolished in the proposal. With respect to the preservation and reuse of these heritage assets, the primary aim of the applicants is to secure a viable reuse that is acceptable from a building conservation point of view. The applicants have assigned intended functions to most of the buildings concerned from within the general programme of uses described above, including Foundation use, other office use and retail / food and drink catering / entertainment uses. Although they occupy prominent corner and High Road frontage sites, these buildings are small in comparison to the size of the overall scheme and do not make up a significant proportion of the total proposed floorspace.

In addition to demolition of the existing stadium and related football facilities which will be replaced in the proposed scheme, the proposal involves the demolition of a number of industrial and commercial buildings. Therefore a number of businesses are to be relocated as part of the project. The applicants have sought to include assistance at relocation for existing businesses on site. The effectiveness of this is assessed as being very good. This is the part of the development proposal that will probably have the greatest detrimental effect on relevant equalities strands as discussed in section 3 below. Details of the jointly agreed Council and THFC relocation strategy are included in the Regeneration Strategy which accompanies the Planning application

The proposal will have far reaching effects on the transport environment in the area. It will allegedly actually improve public transport accessibility by reducing the diversions necessary for local bus services and improving station facilities at nearby stations. However this must be balanced by potentially increased overcrowding on busses, tubes and trains. Apart from the improvements mentioned above, no improved actual capacity is proposed. The balance of improvement to public transport users will affect those groups who rely most on public transport; this includes the old and young, mothers with young children and the poor.

Also the proposal will significantly expand the extent of controlled parking zones. The extension of the existing match day parking CPZ will not very significantly harm residents parking their own cars, as the cost of permits will not be charged to local residents. The creation of a non match day CPZ will entail costs to local residents as the cost of the permits will be charged to residents. It will also potentially significantly harm local residents who rely on car using visitors; this disproportionately includes elderly and disabled people reliant on their friend's and relative's cars.

Step 2 - Consideration of available data, research and information

2 a) Using data from equalities monitoring, recent surveys, research, consultation etc. are there group(s) in the community who:

- **are significantly under/over represented in the use of the service, when compared to their population size?**
- **have raised concerns about access to services or quality of services?**
- **appear to be receiving differential outcomes in comparison to other groups?**

Demographic data is available for each ward and the borough as a whole based on the 2001 Census at http://harinet.haringey.gov.uk/census_statistics.htm. The application site is in the middle of the Northumberland Park ward and this ward provides the most relevant demographic data. However this significant application will have widespread effects; consideration should be given to neighbouring wards; Tottenham Hale, Bruce Grove and White Hart Lane wards in Haringey and Upper and Lower Edmonton wards in Enfield.

Tottenham Hotspur Football Club has been based at White Hart Lane for over a century. The Stadium is an established part of the landscape, giving an identity to Tottenham. The Club is one of the Haringey's largest businesses and most significant visitor attraction.

The area in which the Club is set has, however, seen a long period of relative decline moving from being a reasonably prosperous working suburb to being an area of high unemployment and deprivation and a poor local environment.

Tottenham High Road forms a central spine through Tottenham containing shops, leisure activities, public buildings and community facilities. The area on either side of the High Road is predominantly residential with a mixture of terraced housing and large purpose built post-war Council estates, alongside a number of industrial estates.

To the east the area is bounded by the Lee Valley and River Lee, an area which has traditionally combined open space with industrial land. Parts of the Lee Valley are being re-developed for new uses with the 2012 Olympics taking place a few miles to the south and the first phase of new development at Tottenham Hale currently onsite.

The Stadium sits at the northern end of the High Road in Northumberland Park Ward, close to the border with the Borough of Enfield.

Northumberland Park Ward has a relatively young and ethnically diverse population with over a quarter of residents being under 16 and just under half being under 30. The wider Tottenham area also has a younger age profile than Haringey and London. When the last census was taken in 2001 the results showed that Haringey itself has a much higher proportion of 20-44 year olds than both London and England and Wales.

In 2001 the statistics showed that 71.1% of the Northumberland Park population were Non White British whereas 53.7% of the borough is composed of Non White British populations. Haringey is one of the most diverse boroughs in Country. Evidence shows that London's population has continued to become more ethnically diverse since the 2001 Census, and this is magnified in Haringey with Black, Asian and Minority Ethnic (BAME) groups making up an estimated 52% of the population. In particular Northumberland Park's ethnic mix consisted of a significantly higher Black or Black British, Black Caribbean and Black African population than Haringey, London and England and Wales.

Haringey's Housing Strategy 2009-19 provides:

"Housing need disproportionately affects BME households, and 40% of Black African and Asian households are living in unsuitable accommodation"

Further, the Council's Housing Borough Profile 2010 states that 'some minority groups are disproportionately likely to be homeless. The Non-White British population accounts for 90% of the total household population in TA [temporary accommodation] and 93% of persons in TA for whom we have ethnicity data'. Further this profile indicates that the highest demand for 3 bedroom properties is by those whose ethnicity is stated to be black African.

Whereas in 2001 about half of Northumberland Park population described themselves as Christian this is significantly lower than the England and Wales average of nearly 72%, the people describing their Religion as Muslim (15.8%) is higher than both Haringey and London averages and significantly higher than the England and Wales average (3%).

An assessment of the Social Class composition and qualifications of people in Northumberland Park in 2001 showed that those categorised as higher and intermediate, managerial, administrative and professional in this ward are far lower than the Haringey and London averages and those considered semi skilled, unskilled manual works or on state benefit, unemployment, lowest grade are significantly higher than both Haringey, London and England and Wales. In the Northumberland Park wards more residents have no qualifications and less of the population have qualifications at degree level than the Haringey average. Those with degree level qualifications is similar to the England and Wales average, however those with no qualifications was 6% higher than in England and Wales.

Haringey's Housing Strategy 2009-19 states that:

"There are links between worklessness and tenure in Haringey. The 2001 Census found that the employment rate among those living in social housing was only 36%, compared to a rate of 56% for the borough as a whole. The 2007 Hills Report proposed a greater role for social housing in addressing worklessness, and strengthening our work in this area will be a key component of supporting residents to realise their housing aspirations"

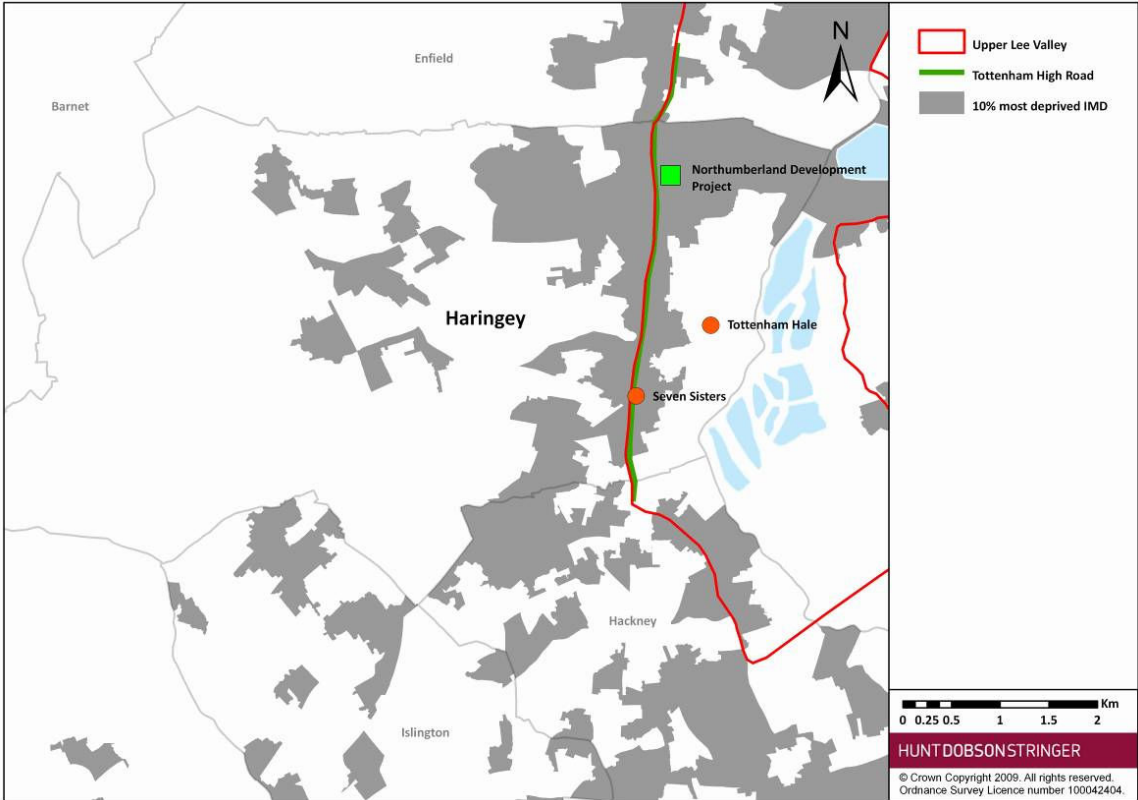
It should also be noted that lone parent households with dependant children are significantly higher (15.5%) than Haringey (9.8%), London (7.6%) and England and Wales (6.5%). In addition 37.9% of households rent accommodation from the Council and 15.1 percent rent from a Housing Association/Registered Social Landlord. This is higher than the Haringey averages and significantly higher than the England and Wales averages. In England and Wales 13.2% live in local authority accommodation and 6.0% in Housing Association/Registered Social Landlord accommodation. Haringey itself has much higher levels claiming Job Seekers Allowance and Incomes Support than both England and Wales and in Northumberland Park there is a higher level of people seeking disability allowance, incapacity benefit/severe disablement allowance, income support and job seekers allowance than in Haringey, London and England and Wales.

Haringey's Housing Strategy 2009-19 provides that:

'Parallel to this, the 2007 Housing Needs Assessment identified 20.9% of households to be living in unsuitable housing, the main reason for which was overcrowding. Within the Social rented sector about 15% of households are overcrowded. This reinforces evidence about demand for affordable housing which demonstrates insufficient availability of larger, three to four bedroom, dwellings in the borough (although demand for one and two bedroom properties remains high). Households with support needs are more likely than households overall to be in unsuitable housing: nearly one in five households in Haringey currently contains at least one person with a designated specific need. Quality of housing environment is linked to health outcomes, and care and access requirements can tie housing provision closely to independence. Poor housing also has a negative impact on other areas of life for children and young people, in particular their health and well-being, and educational attainment.'

Crime in Northumberland Park wards is higher than Haringey averages, particularly in relation to those classified as theft and handling, violence against the person, burglary and drugs.

Indices of deprivation are the government measure that enables them to gauge the level of depravation in a locality. Deprivation is measured across key themes of income, employment, education and health. Northumberland Park is broken down into 8 super output areas (SOAs) and in 2007 all eight SOAs in Northumberland Park fall into the 10% most deprived in the Country. This is significant and confirms that this is one of the most deprived parts of London, and indeed the country as a whole, making it a priority for investment and regeneration. Deprivation in Haringey appears to be clustered around Tottenham High Road and is particularly concentrated at the northern end around the current stadium. This area is amongst the top 10% most deprived in England.



Map 1: Northumberland Development Project, Context

Public Consultation:
 The Council sent out 23,000 letters to residents and businesses in the area adjacent to the site. A Development Management Forum was also held in June 2010. The Council has received a number of comments on the application, however, none of the issues raised were related to equalities issues. A summary of all consultation comments or objections are included within Appendix 3 of the committee report.

2 b) What factors (barriers) might account for this under/over representation?

Tottenham has historically had a large black and ethnic community since the 1950s.

Step 3 - Assessment of Impact

Using the information you have gathered and analysed in step 2, you should assess whether and how the proposal you are putting forward will affect existing barriers and what actions you will take to address any potential negative effects.

3 a) How will your proposal affect existing barriers? (Please tick below as appropriate)

Increase barriers? ✓	Reduce barriers? ✓	No change?
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Comment

The applicants “Socio-Economic Assessment” found that the impacts of the project are largely positive and support the delivery of local, regional and national Government objectives. They found the temporary moderate negative impact of business relocations will be mitigated by a relocation strategy agreed with the Council. In the longer term the net impacts of the proposal will bring increased employment so the residual impact is beneficial at all levels. The benefits of visitor expenditure will be enhanced through the Transport Strategy, which details aims to stagger the arrival of fans by offering better facilities in and around the stadium. THFC already has a relatively high proportion of fans who arrive in the area early on match days, and therefore this is a significant contribution to the positive aspects of visitor expenditure”³.

On behalf of the Developer, Hunt Dobson Stringer and Savills have prepared a note on equalities that address how they think the development will impact on equality target groups. The note highlights several impacts on specific target groups (both positive and negative), in particular, disability, race and age. This note addresses the impact and actions that will be implemented in relation to:

- employment opportunities for target groups,
- displacement of jobs,
- work of the Tottenham Hotspur Foundation,
- the provision of new homes,
- the impact on deprivation and crime,
- the impact of sport, open space, improved public realm and the connection of deprivation with health and levels physical activity.
- The impact on Religious Institutions/Faith groups
- Disabled access ⁴

It is therefore acknowledged by the applicants that the proposal will have some beneficial and some negative impacts.

To summarise, potential beneficial impacts include:

- Improved employment opportunities generally including significantly improved employment opportunities to local people and people from disadvantaged groups in the completed facilities, especially the stadium, hotel and supermarket. Statistics from the census show that the type of employment that will be offered will have a close occupational fit with those looking for local employment both in Northumberland Park and the wider impact area and it is expected that a high percentage of the new employment opportunities will be taken up by residents of the ward, borough and inner and wider

³ Applicant’s Design & Access Statement, page 77 “Society and Economy”

⁴ Hunt Dobson Stringer – Savills: Note on Equalities Impact Issues: June 2010

impact areas. It is considered that the creation of employment will have a positive impact on equality target groups and GLA research has found that retail jobs in London go disproportionately to key equality groups, such as young people, women and people from BME groups.

- Improved employment opportunities generally including improved employment opportunities to local people and people from disadvantaged groups in the construction phase.
- Improved facilities for disabled in the stadium and other facilities.
- Increased capacity leading to greater availability of seats for matches and events in the stadium.
- Improved access to public transport through improvements to stations and bus routes and reduced match day diversions of bus routes.
- Increased and improved housing including affordable housing which will be approved in outline. 50% of the 200 new units will be affordable housing and this will be secured through the s106 agreement. As demonstrated in step 2 housing need and homelessness disproportionately affects some BME groups and there is a high reliance on public sector housing in this ward. It is therefore envisaged that additional housing especially social housing will have a positive impact in addressing some of the inequalities experienced by equality target groups such as the aged, young children and BME communities. Improved housing will also help to address deprivation in this area.
- Public realm, surveillance, lighting CCTV will help reduce crime and reduce the fear of crime as this may have an impact on some equality strands, for example women, ethnic and religious minorities.

The potential negative impacts include the following:

- Business relocation causing disruption to those businesses; many black & minority ethnic and/or minority faith group owned, run by or targeted at black & minority ethnic and/or minority faith groups.
- Competition for large retail unit to existing small neighbouring retail and catering businesses; many black & minority ethnic and/or minority faith group owned, run by or targeted at black & minority ethnic and/or minority faith groups.
- Housing that may fail to meet local housing need; particularly elderly suitable housing and larger housing units suitable for families (which would disproportionately affect women).
- Increased pressure on school places caused by the creation of an additional 200 residential units.
- Increased presence of large crowds in the area; an intimidating factor for many elderly people, children, and possibly gay, different ethnic and different religious groups subject to hostility.
- Greater overcrowding of local public transport before and after matches and events (due to greater stadium capacity) and generally (due to increased retail and tourism attraction) disadvantaging local people particularly reliant on public transport, affecting many equalities strands.
- Greater difficulties parking for visitors due to increased match day parking controls affecting disadvantaged groups reliant on other people's cars for much of their transport.
- There are two churches in close proximity to the development site. The applicant has been in discussion with these places of worship as to how any effects can be mitigated but it is not considered that the impact on these places of worship will be any greater than for other organisations and occupiers in the locality. The Kingdom Hall on Paxton Road also falls within the development site. The applicant has advised that they have

acquired an alternative site for Kingdom Hall which has planning permission and that the development of this building has commenced.

3 b) What specific actions are you proposing in order to respond to the existing barriers and imbalances you have identified in Step 2?

Details of how imbalances are to be addressed are provided in the table at Step 8.

3 c) If there are barriers that cannot be removed, what groups will be most affected and what Positive Actions are you proposing in order to reduce the adverse impact on those groups?

It is not possible at this stage to demonstrate whether the proposed development will have a disproportionate impact on BME groups.

Step 4 - Consult on the proposal

4 a) Who have you consulted on your proposal and what were the main issues and concerns from the consultation?

The first application generated 915 responses which have been logged by the council and are available to view on the Planning website. 834 responses were supportive of the plans and 46 are in objection. The remaining numbers are made up of 22 neutral comments and 13 responses from groups and statutory consultees such as neighbouring authorities, the Greater London Authority and CABE. Both the Council's and THFC's own consultation was carried out with information on translations available. It is considered that because of the extent of the consultation that statistically speaking the consultation would have reached a proportionate number of people belonging to equality strands.

A Development management Forum was held on the application on the 3rd of December at Northumberland Park Community School. This meeting gives residents to ask questions of the applicant and gain further information on the proposals. Approximately 50 local residents attended the meeting, and the notes of the meeting are included within the appendix.

The full application was made available to the public at 3 local libraries, and at the Planning Office on Tottenham High Road.

4 b) How, in your proposal have you responded to the issues and concerns from consultation?

This is the second planning application for this proposal. An earlier application was withdrawn for the applicants to make significant design changes so that some serious concerns expressed in the consultation could be addressed. The main changes between the first and second applications can be summarised as follows:

1. A new layout for the homes and hotel, to make way for the piazza and Public Square, with fewer homes proposed (200 instead of 434) set along Park Lane and a new 150 bedroom hotel located on Worcester Avenue overlooking the public square.
2. A larger and relocated public square, able to host local events, running right through from the High Road to Worcester Avenue on a raised piazza connecting to the concourse level of the stadium.

3. Continuity of built form along the High Road, with gates, structures and trees in front of the Stadium, linking the retained historic buildings to the South with the Northern Terrace up to Northumberland Park.
4. Retention of historic buildings, with Warmington House, The Red House, The Dispensary and the former White Hart pub (currently Valentinos) all refurbished and bought back to life within their own active courtyard on the High Road, to be used as cafés, a pub and as Club facilities. This also provides a setting for the famous Bill Nicholson Gates to be retained and an area which could be used for public art.
5. The ability to walk all the way round the stadium via a North podium linking the North West and North East corners and via the raised piazza and public square to the South.
6. New landscaping around the stadium, with new planting and an improved environment along Worcester Avenue.
7. A new location for the Spurs shop and museum, accessed from within the courtyard behind the historic buildings, located underneath the public square raised piazza with a new café alongside.
8. New uses above the supermarket, including office space for Club use and a hospitality area and sky-bar connected into the Stadium by a new bridge link.
9. Further design improvements to the Stadium itself, including better access and seating for disabled supporters and increased toilet and concession facilities.
10. A new location for the Tottenham Hotspur Foundation offices, connected directly to the public square where they will manage an ongoing activities programme.

The applicant has therefore both listened and responded to issues raised throughout the consultation period. The ongoing discussions with a wide range of relevant stakeholders right up to the point of re-submission has directly influenced the scheme and demonstrated a clear commitment to consultation.

4 c) How have you informed the public and the people you consulted about the results of the consultation and what actions you are proposing in order to address the concerns raised?

The applicants have also hosted a further public exhibition displaying the new plans at the football club in the beginning of June 2010.

Finally, as with the first application, the second application has been subject to all the normal consultations carried out for planning applications, but implemented to a wide and thorough degree 23,000 letters went out to local residents. In addition to writing to statutory consultees and those identified in Haringey's Statement of Community Involvement⁵.

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.

To date this time the application has generated 333 responses which have been logged by the council and are available to view on the Planning website. 280 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.

All responses to the consultation are placed on the Council's website. The Committee report will be available online 7 days prior to the Planning Committee and those who responded to the consultation will be advised of the date and time of the meeting.

⁵ London Borough of Haringey, Statement of Community Involvement, adopted February 2008

Step 5 - Addressing Training

Do you envisage the need to train staff or raise awareness of the issues arising from any aspects of your proposal and as a result of the impact assessment, and if so, what plans have you made?

Not applicable in that the decision to be taken by the Council is a one off decision on an individual planning application the development proposal is not to be delivered by Haringey council. It is important that all officers and members of the Council are aware of the Council's equalities issues and that planning officers and the planning committee are familiar with the impacts that planning decisions can have on equality strands. The Council's Equalities Team have an officer assigned to support the officers and the Council in this regard. Furthermore, it is believed the proposal will not change the delivery of any Haringey services significantly enough to lead to changes in service patterns or methods of delivery.

It is noted that the Council may be asked by the Developer to compulsory purchase areas of the and near to the development site to facilitate this development. A further equalities impact assessment will be carried out to inform any decision of the Council as to whether or not they should exercise these powers.

Step 6 - Monitoring Arrangements

What arrangements do you have or will put in place to monitor, report, publish and disseminate information on how your proposal is working and whether or not it is producing the intended equalities outcomes?

Following the conclusion of the consultation concurrent with the carrying out of this assessment (and the many other assessments being made), the planning application will be decided by Planning Committee. It is up to planning committee to decide whether or not to approve the application based on their assessment of the merits of the proposals and informed by the planning case officer's report, this and numerous other assessments and consultation contributions. The deliberations and decisions of planning committee are open to the public, the agenda is published beforehand, it is regularly reported in the press and its decisions, video feed and minutes are published on Haringey's public website afterwards. This will allow considerable public monitoring of the decision process. The application has already attracted considerable local and national press interest and this is expected to continue.

The usual arrangements for monitoring planning approvals following the decision being made (if that is what is granted) are outlined below.

Who will be responsible for monitoring?

The Planning Policy Team and Service Development Team include officers responsible for the Annual Monitoring Report, which includes monitoring of and gathering statistics of Planning Permissions. The Strategic Sites Team is responsible for implementation of Section 106 Agreements. Planning Enforcement is responsible for ensuring compliance with planning permissions and conditions attached thereto. Planning Enforcement normally relies on reporting by the general public of deviations from planning permissions but has agreed service standards for how they will respond.

- ***What indicators and targets will be used to monitor and evaluate the effectiveness of the policy/service/function and its equalities impact?***

The basic statistics on planning applications in the Annual Monitoring Report are not appropriate or relevant for monitoring this application alone; it a unique application in no way typical (being considerably bigger than any previous application) and in any case one application would never be expected to be typical.

However, implementation of the application scheme would contribute to many of the other goals in the AMR such as housing and business development.

But specific equalities related outcomes are not habitually monitored in ways relevant to this application at present.

- ***Are there monitoring procedures already in place which will generate this information?***

The Planning service will follow the established procedures used for the Annual Monitoring Report. It is reasonable to assume the project will continue to attract considerable local and national press interest.

- ***Where will this information be reported and how often?***

The Annual Monitoring Report is published on our website and available on paper for those who require. It is reasonable to assume the project will continue to attract considerable local and national press interest.

Step 7 - Summarise impacts identified

In the table below, summarise for each diversity strand the impacts you have identified in your assessment

Age	Disability	Ethnicity	Gender	Religion or Belief	Sexual Orientation
<ul style="list-style-type: none"> • New housing may not be suitable for elderly. • Large crowds attracted will make public realm intimidating before and after events. • Greater crowding of public transport. • Greater difficulties of parking for visitors due to match day parking controls. 	<ul style="list-style-type: none"> • Large crowds attracted will make public realm intimidating before and after events. • Greater crowding of public transport. • Greater difficulties of parking for visitors due to match day parking controls. 	<ul style="list-style-type: none"> • Business relocation disproportionately affecting businesses that are BME owned, run and catering for. • Competition from large & new retail unit(s) disproportionately affecting businesses that are BME owned, run and catering for. • Large crowds attracted will make public realm intimidating before and after events. 	<ul style="list-style-type: none"> • New housing may not be suitable for families. • Large crowds attracted will make public realm intimidating before and after events. • Greater crowding of public transport. • Greater difficulties of parking for visitors due to match day parking controls. 	<ul style="list-style-type: none"> • Large crowds attracted will make public realm intimidating before and after events. • Business relocation disproportionately affecting businesses that are minority faith group owned, run and catering for. • Competition from large & new retail unit(s) disproportionately affecting businesses that are minority faith group owned, run and catering for. 	<ul style="list-style-type: none"> • Large crowds attracted will make public realm intimidating before and after events.

Step 8 - Summarise the actions to be implemented

Please list below any recommendations for action that you plan to take as a result of this impact assessment.

Issue	Action required	Lead person	Timescale	Resource implications
Business relocation causing disruption to those businesses; many black & minority ethnic and/or minority faith group owned, run by or targeted at black & minority ethnic and/or minority faith groups.	Applicant led relocation strategy to assist business relocation. Needs to be monitored by Haringey Council.	Applicants; monitoring by Physical Regeneration team.	current	For applicant unknown & not our concern. For Physical Regeneration team; minor monitoring and advisory.
Competition for large retail unit to existing small neighbouring retail and catering businesses; many black & minority ethnic and/or minority faith group owned, run by or targeted at black & minority ethnic and/or minority faith groups.	Applicant led relocation strategy to assist business relocation. Applicant commitment to accommodate and encourage local businesses and small owner operated businesses (existing and new) in retail and business premises created. Needs to be monitored by Haringey Council;	Applicants; monitoring by Physical Regeneration team.	current	For applicant unknown & not our concern. For Physical Regeneration team; minor monitoring and advisory.
Housing that may fail to meet local housing need; particularly	Housing must be designed to meet housing need in accommodation mix (size	Applicants or their chosen housing providers / developers. Haringey	Unknown; not for 2/3 years.	For applicant unknown & not our concern. For Planning Development

Issue	Action required	Lead person	Timescale	Resource implications
elderly suitable housing and larger housing units suitable for families (which would disproportionately affect women).	and affordability) and proportion of disabled suitable homes; to come at reserved matters application as housing is currently only outline. The outline housing mix does comply with the Housing SPD 2008.	planning officers will then need to process applications for reserved matters approval.		Management Officers; standard role (to some extent funded by application fees).
Increased presence of large crowds in the area; an intimidating factor for many elderly people, children, and possibly gay, different ethnic and different religious groups subject to hostility.	1. Careful design of public space. 2. Public order controls and local area management plan which will be included as a S106 obligation.	1. Planning officers. 2. Metropolitan Police and/or club stewards.	1. Current. 2. On completion (& ongoing).	1. Currently accommodated. 2. Considerable but mostly paid for by club / event organisers.
Greater overcrowding of local public transport before and after matches and events (due to greater stadium capacity) and generally (due to increased retail and tourism attraction) disadvantaging local people particularly	Careful management of public transport and commitment to seeking to implement future improvements wherever possible. This will include public realm improvements, upgrades to rail and underground stations, transport plans, and bus improvements.	Public transport providers and supported through the S106 agreement	Ongoing	Unknown

Issue	Action required	Lead person	Timescale	Resource implications
reliant on public transport, affecting many equalities strands.				
Greater difficulties parking for visitors due to increased match day parking controls affecting disadvantaged groups reliant on other people's cars for much of their transport such as the elderly and those with physical disabilities.	Provision of visitors permits and assisted transport for those that live in the vicinity. Blue Badge owners are able to park within CPZ without any additional permits which should assist those that are permanent and substantial physical disabilities.	Haringey Council	Ongoing	Minor additional burden on significant existing local service

Step 9 - Publication and sign off

There is a legal duty to publish the results of impact assessments. The reason is not simply to comply with the law but also to make the whole process and its outcome transparent and have a wider community ownership. You should summarise the results of the assessment and intended actions and publish them. You should consider in what formats you will publish in order to ensure that you reach all sections of the community.

When and where do you intend to publish the results of your assessment, and in what formats?

A website is being prepared to hold all the documents forming part of this application. The completed Equalities Impact Assessment will be included amongst the documents available to download there. It will also be cited as a reminder to people that it is available to consult when we send out the version of the Guidance for the second, formal, statutory consultation.

Assessed by (Author of the proposal):

Name: Sue Cooke

Designation: Project Manager Spurs Planning Application

Signature:

Date: Wednesday, 22 September 2010

Quality checked by (Equality Team):

Name: Christine A Joseph

Designation: Equalities and diversity officer

Signature... *Christine A Joseph*.....

Date: .17th September 2010

Sign off by Directorate Management Team:

Name:

Designation:

Signature:

Date:

Appendix 4

Relevant Planning Policy

National Policy

Principle of development/ mix of uses	<i>London Plan PPS6, PPS4</i>
Housing	<i>London Plan; PPS3; Housing SPD; Providing for Children and Young People's Play and Informal Recreation SPG</i>
Heritage /Conservation	PPS5
Urban design	London Plan; PPS1
Transport	London Plan; the Mayor's Transport Strategy; PPG13
Access/equal opportunities	London Plan; PPS 1; Accessible London: achieving an inclusive environment SPC; Planning and Access for Disabled People: a good practice guide (ODPM); Planning for Equality and Diversity in Meeting the spatial needs of London's diverse communities SPC; Diversity and Equality in Planning: A good practice guide (ODPM)
Sustainable development	London Plan; PPS1, PPS3; PPG13; PPS22; the Mayor's Energy Strategy; Sustainable Design and Construction SPG

Relevant UDP Policies:

Policy	
Policy G2:	Development and Urban Design development should be of high quality design and contribute to the character of the local environment
Policy G3	Housing Supply – providing sources of new housing to meet a borough target of 680 additional homes per annum
Policy UD2	Sustainable Design and Construction ensuring design that maximises the potential of the site without causing any unnecessary local nor global consequences
Policy UD3:	General Principles – encouraging design that responds positively to its Context and that is accessible.

Policy UD4:	Quality Design – Development should positively address detailed and Interrelated elements of design.
Policy UD6:	Mixed Use Developments – where appropriate, developments should include a mix of uses to ensure Sustainable development.
Policy UD9:	Locations for tall buildings – promotion of tall buildings is in line with the Requirements of the London Plan.
Policy HSG1:	New Housing Developments – ensuring an adequate standard, quality and range of housing across the borough
Policy HSG2:	Change of Use to Residential encouraging changes of use to housing, but ensuring no loss of viable employment, retail, or open space
Policy HSG3:	Protecting Existing Housing
Policy HSG4	Housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing to meet an overall borough target of 50%
Policy HSG7:	Housing for Special Needs – encouraging supported housing schemes
Policy HSG10:	Dwelling Mix – ensuring a mix of dwelling types and sizes
Policy AC3:	Areas of change: Tottenham High Road Regeneration Corridor - Developments should be sustainable and positively contribute to regeneration of the High Road. No more than 50% affordable, the majority of which should be for intermediate housing
Policy M2:	Public Transport Network
Policy M3:	New Development –location and Accessibility
Policy M5:	Cycle routes –protection and improvement
Policy M9:	Car Free residential developments
Policy M10:	Parking for Development – development should meet the standards set out in Appendix 1 of the UDP.
Policy: CSV1:	Development in Conservation Areas

Policy CSV2	Listed Buildings
Policy CSV3	Locally Listed Buildings and Designated Sites of Industrial Heritage Interest
Policy CSV6	Demolition of Listed Buildings
Policy CSV7	Demolition in Conservation Areas
Policy ENP1 to 5	Protecting and promoting employment uses

Appendix 5

Environmental Impact Assessment

- 1.1. 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”).
- 1.2. 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.
- 1.3. 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.
- 1.4. 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.

1.5. Air Quality

- 1.5.1. The air quality assessment identifies the main impact on air quality to be the construction phase of the development process which will be monitored by the Council through the 106 agreement. Subject to appropriate conditions and adequate mitigation measures as set out in the section of this report on the 106 agreement, the effects of the proposed development on air quality are considered acceptable..

1.6. Archaeology

- 1.6.1. The potential of the site to contain archaeological remains dating from the medieval period are considered to be high. The applicant proposes that an archaeological evaluation be undertaken on the site prior to construction to identify and record any archaeological deposits on site. Both the commitment to carry out investigations and the requirement to agree the methodology and approach with English Heritage are to be conditioned.

1.7. Cultural Heritage

- 1.7.1. The revised submission looks to protect a number of the higher quality buildings along the High Road frontage; however, a Grade II listed building and a number of locally listed buildings will be lost. These effects are well described within the submitted ES chapter but are also assessed within Section 15 (Conservation and Heritage) of the committee report.

1.8. Ecology

- 1.8.1. The current site is highly urbanised. The applicant has carried out an appropriate level of habitat and protected species survey for the site. The surveys report that there is little ecological value across the site with no habitat or species present at sufficient levels to be of more than localised interest. It is suggested that breeding bird survey proposed for Spring 2011 be conditioned.

1.9. Surface Water, Drainage and Flood Risk

- 1.9.1. The majority of the site lies within Flood Zone 1 (areas with a low probability of flooding) with the western edge in Flood Zone 2 (areas with a medium probability of flooding) as defined by the Environment Agency. The solution and mitigation measures proposed in the ES have been discussed and agreed with the Environment Agency (EA) prior to the submission of the application. As such it is considered that sufficient evidence has been presented in the ES to support the conclusion that there will be no significant effects against water quality as a result of the proposed development. It is suggested that construction phase mitigation presented in this chapter, including the production of a Construction Environmental Management Plan (CEMP), be conditioned as part of any consent. In addition it is suggested that it is stated that all site discharges should be treated to appropriate quality standards and that discharge consents should be sought for all discharges for attenuated run-off.

1.10. Ground Conditions and Hydrology

- 1.10.1. The review of the ES agreed with the assessment presented in the Ground Conditions and Hydrology chapter. It is suggested that in addition to ensuring the implementation of the planning application the following are conditioned:
 - i. decommission all boreholes that penetrate the London Clay in accordance with Environment Agency methodology;
 - ii. ensure that piles do not breach the London Clay and do not result in a pollutant linkage through the London Clay;
 - iii. identification and isolation of all existing surface water drainage that may provide a pathway between the site and the River Moselle;
 - iv. a pre-construction specialist unexploded munitions risk assessment; and
 - v. further detailed information should be provided for the Victorian Sewers which run under the site.

1.11. Landscape and Visual

- 1.11.1. The Landscape and Visual chapter of the ES is considered to provide a fair assessment of the effects and officers have reached the conclusion that the scheme will prove to be a significant enhancement to the area, particularly the stadium element of the scheme. The alterations to the scheme since the previous submission suggest that the landscape effects have been largely

addressed. Conditions are recommended to ensure that identified landscape and visual effects are addressed through the construction process.

1.12.Noise and Vibration

- 1.12.1. The noise assessment of effects was found to be robust and appropriate. The review identified a number of issues arising from the noise emanating from the service yard of the proposed food store. The Mitigation measures proposed include regulating the hours and number of deliveries to the store, limiting the use of diesel power in refrigerated vehicles at night, soundproofing of the delivery bay and restricting the use of audible reversing alarms at night. Interim measures to control noise breakout from the stadium during the season when the stadium is only partially complete are also recommended to reduce the noise effects on residential properties along Park Lane

1.13.Society and Economics

- 1.13.1. The socio economic chapter identifies the positive impact of the development in terms of the regenerative benefits it would bring to the local area. These benefits include the increased employment opportunities and the positive benefits to local businesses of greater visitor expenditure. The impact of greater visitor numbers in terms of public safety, crime prevention, waste management will require mitigation which is included in the Section 106 section of this report.

1.14.Transport

- 1.14.1. This chapter identifies as a result of the impact of the non match day elements of the development. Mitigation work will be required to the White Hart lane, Park lane and Lansdowne Road junctions with the High Road. On event days the staging of major events will generate extensive traffic congestion which will require mitigation measures such as the extension of the match day CPZ and other measures set out in the transport section of the report. The transport chapter of the EIA is considered generally appropriate.

1.15.Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare

- 1.15.1. This chapter identified some negative effects on surrounding properties as a result of a reduction of daylight and sunlight levels. There will be residual impact on those neighbouring properties identified in the ES. There is however 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. A number of the rooms in the new development do not meet BRE standards but this can be redesigned at the detailed stage.
- 1.15.2. A number of mitigation measures have been proposed with respect to the reduction of light pollution. These recommendations are to be included as conditions to ensue that:
 - vi. The partly constructed stadium applies temporary flood lighting that is designed to reduce light pollution to surrounding residential properties;

- vii. The food store and retail building is design to avoid artificial light spill to surrounding residential properties;
- viii. All external lighting is to be designed to ILE Guidance Notes; and
- ix. With regard to glare, facades should be designed to mitigate incidences of glare for periods of longer than 5 minutes within 15 degrees of a viewer's line of site.

1.16.Wind (Microclimate)

- 1.16.1. The proposal will not have significant effects on existing site users. It is recommended mitigation for the entrance to the food store car park be conditioned along with further detail on mitigation for the entrance to the hotel and residential units. Finally the mitigation proposed in the ES should be conditioned to ensure that tolerance thresholds are not exceeded.

1.17.Electronic Interference

- 1.17.1. There is likely to be effects on reception from electronic devices in the vicinity of the development. These are easily mitigated and it is suggested that a condition is attached to ensure that the mitigation proposed is carried out.

Appendix 6

Sustainability

1. Introduction:

1.1. 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. The Sustainability Statement contains the following:

- i. The proposals have been developed in line with Haringey's Draft SPG9 (Sustainability Guidelines and Checklist).
- ii. They will achieve most of the Mayor's Essential and Preferred Standards as set-out in the GLA's SPG on Sustainable Design and Construction.
- iii. All residential units will achieve a minimum 'Code for Sustainable Homes' 4-star rating.

1.2. Key sustainability elements of the THFC proposals

- i. Development is on an existing brown field site and in close proximity to existing transport nodes; the location of the THFC development on this site means that the proposed development is intrinsically environmentally sustainable on this basis alone.
- ii. The proposed buildings have been designed to use as little energy and potable water as is viable. This has been achieved after the investigation of all realistic means of reducing the use of resources and the selection of those means that are economical and practical;
- iii. Carbon emissions will be reduced by 40% through low energy design, energy efficiency measures, a site-wide combined cooling heat and power (CCHP) system and the use of renewable energy generated on-site;
- iv. Residential buildings will achieve a 4-star rating under the 'Code for Sustainable Homes';
- v. THFC have undertaken that the waste sent to landfill will be reduced as far as is practical, during demolition, construction and the operation of the buildings;

1.3. Community issues:

- 1.3.1. The development will considerably enhance the quality of the facilities of Tottenham Hotspur Football Club, which plays such a significant role in the local community. Haringey UDP supports in principle the decision of the Club to remain in Tottenham and to redevelop the club facilities in their current location at the heart of Tottenham, rather than to relocate further out of London.
- 1.3.2. The development will provide additional residential accommodation and a supermarket to serve local needs.

- 1.3.3. The development will enhance public realm provision in the area and provide including improved integration and permeability between the surrounding streets and the interior of the site.
- 1.3.4. THFC have indicated that they are they are committed to providing opportunities for training and employing local residents during construction.

1.4. Transport

- 1.4.1. Despite the stadium capacity increasing to 56,250, improved access by public transport will result in a net reduction in travel distances of some 2.5 million vehicle miles per season in the first year of occupation, compared to levels in the 2008-9 season. Only 319 (approx) parking spaces will be provided for the new stadium.
- 1.4.2. These proposals should be compared to the alternative scenario of locating the stadium outside the centre of Tottenham, for example closer to the M25, where the lack of public transport would result in the need for perhaps 8-10,000 parking spaces as is normal for similar European clubs, for example Munich (11,000).

1.5. Energy and carbon emissions:

- 1.5.1. 'LEAN' – THFC have committed to providing improvements to building fabric and systems which will reduce energy consumption and ensure the buildings will achieve a target 20% reduction in total energy use beyond Building Regulations 2006 Part L requirements. This will include measures to allow the residential properties to achieve a reduction in CO₂ emissions of approximately 44% compared with a Part L compliant building in order to achieve 'Code for Sustainable Homes' level 4.
- 1.5.2. 'CLEAN' – A district heating and cooling system will supply energy to all buildings within the masterplan area, as well as to the adjacent school. A central energy centre will be located in the stadium and will include a (1MWe) CCHP system providing most of energy demanded throughout the site. As part of the commitment to supporting wider regeneration, surrounding buildings will also be considered for connection to the district heating system as the development progresses.
- 1.5.3. 'GREEN' – On-site renewable energy will be provided by a 1MW biomass boiler working alongside the CCHP engines and feeding the district energy system.
- 1.5.4. The predicted CO₂ savings based on the existing designs and chosen strategy show that a 40% CO₂ emission reduction will be achieved beyond present Building Regulations including 13% saving from on-site renewable energy.

1.6. Water use and storm water drainage:

- 1.6.1. Rainwater will be harvested from the stadium roof for non-potable purposes, including toilet flushing.

- 1.6.2. Surface water run-off across the site has been reduced by almost 50% to 150l/s/ha through the implementation of Sustainable Urban Drainage strategies.
- 1.6.3. Potable water use across the site has been reduced by 44% against the baseline demand.
- 1.6.4. Water use in the stadium and each residential unit will be independently metered.
- 1.6.5. Residential properties will achieve a use of 105 litres / person / day.
- 1.6.6. The key features of the Water Strategy have been agreed in principle with the Environment Agency and Thames Water Utilities Limited.

1.7. Construction materials:

- 1.7.1. Pre-demolition audits will be undertaken on all buildings and the recycling process will be audited using the ICE Demolition Protocol.
- 1.7.2. New construction will use at least 10% recycled content (by value) verified using the WRAP Toolkit.
- 1.7.3. All construction sites will follow a Code of Construction Practice, implement Site Waste Management Plans and be registered under the considerate Constructors Scheme.
- 1.7.4. All timber / timber products will be supplied from sustainable sources (FSC).
- 1.7.5. Ozone Depletion Potential of all refrigerants & insulants will be zero (BREEAM 2008).
- 1.7.6. Global warming potential of refrigerants & insulants <5 (BREEAM 2008).

1.8. Biodiversity:

- 1.8.1. New habitats will be provided through the use of planted areas and the use of green roofs.

1.9. Operational Waste

- 1.9.1. All waste from the stadium will be segregated to facilitate recycling and composting
- 1.9.2. Waste from the supermarket will be separated for appropriate treatment (composting, recycling, etc.)
- 1.9.3. Residential properties will achieve maximum CSH waste credits (Was1)

1.10 Conclusion

- 1.9.4. The proposals are acceptable in relation to local and strategic policies on Sustainability

Appendix 7

Planning Conditions

**Conditions in Reference to the Planning Application
HGY/2010/1000**

Reasons for Granting Planning Permission :

The proposed development is in general accordance with the policy requirements of the London Borough of Haringey Unitary Development Plan (UDP) 2006, namely G2 - development and urban design quality, G3 meeting the Boroughs housing supply, UD2-sustainable design and construction, UD3-contextual design, UD4, UD6, UD9- design quality and tall buildings, HSG1-standard of new housing developments,HSG4- affordable housing HSG7-housing for special needs, HSG10-dwelling mix, AC3-areas of change, M2-impact on the transport network, M3 –location of new development, M5-cycle routes, M9-car free residential development, M10-car parking standards, CSV1,development in conservation areas, CSV2-listed buildings,CSV3-locally listed buildings, CSV6-demolition of listed buildings, CSV7-demolition in conservation areas, ENP1-5-protecting and promoting employment uses, ENV1-flood protection, ENV2,4,5,-protecting the water environment, ENV6-noise pollution, EN7-air water and light pollution, ENV9, ENV10-mitigating climate change, ENV11-contaminated land, ENV13-sustainable water management, CLT4-hotels

Reserved Matters :

1. The housing and hotel elements of the scheme are granted in OUTLINE, in accordance with the provisions of Regulations 3 & 4 of the Town & Country Planning (General Development Procedure) 1995 and before any development is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters, namely: a) design, b) external appearance and c) scale.

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. The part of the development where full details are approved by this planning application, namely the 'Northern Development', 'the Stadium' and 'the Southern Development' (see plan A600 Rev 00), shall begin as follows:
 - a. The Northern Development shall commence within three years of the date of this planning permission;
 - b. The Stadium shall commence within five years of the date of this planning permission; and
 - c. The Southern Development (excluding those elements that are approved in outline only (namely the residential block and the hotel block) shall commence within seven years of the date of this planning permission.

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

3. In relation to the outline component (namely the residential block and the hotel block) application for the first reserved matters shall be made to the Local Planning

Authority before the expiration of three years from the date of this planning permission. That part of the development hereby permitted shall be begun either before the expiration of seven years from the date of this planning permission, or before the expiration of two years from the date of the approval of the last reserved matters application, whichever is the later.

4. No development authorised by this planning permission shall be commenced until an agreement under Section 106 of the Town and Country Planning Act 1990 substantially in the same terms as the Section 106 Agreement which binds the land has been entered into by all of the relevant parties and completed in relation to the relevant area of land.

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

Housing and Hotel

5. The residential development hereby permitted shall not exceed 200 separate dwelling units, whether flats or houses.

Reason: To ensure a comprehensive and sustainable development in order to control the overall density levels within the development in accordance with the London Borough of Haringey's Housing SPD adopted October 2008.

6. At least 10% of the dwellings shall be capable of being converted for wheelchair access and 100% of the dwellings shall be built to meet Lifetime Homes standards, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure adequate accessibility for disabled and mobility impaired throughout their lifetime in accordance with policy HSG1 of London Borough of Haringey's Unitary Development Plan 2006.

7. Applications for the Reserved Matters approval in respect of the hotel and housing elements shall be accompanied by an Environmental Sustainability Plan. The Environmental Sustainability Plan shall demonstrate:
 - a. how the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;
 - (b) the reduction in carbon emissions achieved through these building design and technology energy efficiency measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s) for approval of reserved matters are submitted;
 - (c) the specification for any green and/or brown roofs;
 - (d) how energy shall be supplied to the building(s), highlighting;

- i. how the building(s) relate(s) to the site-wide strategy for district heating incorporating tri-generation from distributed combined heat and power;
 - ii. how the building(s) relate(s) to the strategy for using biofuel boilers to supplement the energy supplied through district heating systems;
 - iii. the assessment of the cost-effectiveness and reliability of the supply chain for biofuels;
 - iv. any other measures to incorporate renewables.
- (e) how the proposed building(s) have been designed to achieve a BREEAM and/or Eco homes rating of “very good” (or an equivalent assessment method and rating) or better;
- (f) The incorporation of bird boxes, bat roosts and other wildlife features on buildings.

Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development in accordance with the Environmental Impact Assessment, in accordance with policies G1, UD1, UD2, and ENV2, of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

8. Unless otherwise approved in writing by the local planning authority the floorspace approved as part of Reserved Matter approvals pursuant to this permission and provided for use as a hotel shall include no more than 150 bedrooms in total

Reason: The development is the subject of an Environmental Impact Assessment and any change to the development from the particulars assessed as above might have an impact which has not been identified and assessed. The requirements of this condition are to ensure a comprehensive and sustainable development, and to achieve integration, regeneration and good design, and accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies AC2, UD6 and HSG10 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

Historic Environment

9. Before any works or development commence on the retained Heritage assets 746,748,750, Tottenham High Road , the following details in respect of each of the retained buildings shall be submitted to and approved in writing by the local planning authority:
- a. samples of all external materials comprising wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving
 - b. elevational drawings, plans, roof plans, and sections at 1:100 scale of all the buildings, sample elevations and sections at 1:20 scale of bays, windows and doors, balconies, parapets and eaves

- c. drawings at 1:1 scale of sectional profiles of the window and door frames, cornices, string courses and other decorative mouldings
- d. detailed drawings of any roof mounted plant and equipment and screening measures
- e. details of the architectural treatment of the northern and eastern elevations of the Old White Hart Public House (No. 750)

Reason: To ensure a high quality development to preserve and enhance the character and appearance of the North Tottenham Conservation Area in accordance with policies CSV1,CSV3,.CSV5 AND CSV7,UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006

10. The repair and renovation of the retained Heritage assets 746,748,750, Tottenham High Road shall be completed in accordance with a schedule of works contained within the Section 106 Agreement, and to the written satisfaction of the local Planning authority before any major event takes place in the new stadium.

Reason: To ensure a high quality development to preserve and enhance the character and appearance of the North Tottenham Conservation Area in accordance with policies CSV1,CSV3,.CSV5 AND CSV7,UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

11. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation has been submitted by the applicant and approved by the Local Planning Authority.

Reason: To ensure the proper investigation and recording of archaeological sites within the Borough, in accordance with CSV8.

Informative: The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.

12. No works of demolition within the conservation area should take place until detailed drawings at an appropriate scale of the new entrance porch of the stadium, barriers, landscape scheme, steps, ironwork, public art, materials, and balustrades have been submitted and approved by the Council as local planning authority.

Reason: To ensure a high quality development to preserve and enhance the character and appearance of the North Tottenham Conservation Area in accordance with policies CSV1,CSV3, CSV4 CSV5 AND CSV7,UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

13. Prior to the opening of the supermarket, the applicant shall submit to the Council as local planning authority for approval detailed drawings at an appropriate scale (elevations 1:20, plans 1:50) of the rear boundary works to the northern terrace, showing materials, and access arrangements.

Reason: To preserve the setting and appearance of the listed buildings, and to ensure a high quality development to preserve and enhance the character and appearance of the North Tottenham Conservation Area in accordance with policies CSV1, CSV3, CSV4 CSV5 AND CSV7, UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

14. Before any development in relation to the stadium commences, detailed drawings at 1:20 of the landscape and boundary treatment for the forecourt of No. 744 High Road (Warmington House) shall be submitted to the Council as local planning authority for approval. The landscape and boundary treatment shall be carried out in accordance with the approved details.

Reason: To preserve the setting and appearance of the listed buildings, and to ensure a high quality development to preserve and enhance the character and appearance of the North Tottenham Conservation Area in accordance with policies CSV1, CSV3, CSV4 CSV5 AND CSV7, UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

Materials and Design

15. Full details of the development, including samples of all materials to be used for the external surfaces of each phase of the development as set out in the agreed phasing plan included in the section 106 agreement shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced on that phase. Samples shall include sample panels, glazing and a roofing material sample combined with a schedule of the exact product references.

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

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

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

Stadium and Major Event Conditions

17. The number of single day major non – association football events per annum (including music concerts) shall be no more than 4 of which no more than 1 shall be on Sunday and no more than 1 on a Bank Holiday (where a major event is a single day event attended by 10,000 visitors or more).

Reason: In order to protect the surrounding residential properties from noise pollution in accordance with policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006

18. No major event shall take place in the stadium outside the hours of 09:00 (09:00am) and 24:00 (12:00am) unless otherwise agreed in writing by the Council as Local Planning Authority.

Reason: In order to protect the surrounding residential properties from noise pollution in accordance with policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006

19. Notwithstanding what is shown on the submitted drawings, details of the set-down and pick-up facilities for disabled people using the stadium facilities shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of each phase of the development. Such agreed details are to be implemented and maintained to the satisfaction of the Local Planning Authority.

Reason: In order to ensure well designed and adequate accessibility for disabled and mobility impaired in accordance with the principles of good design set out in policy UD3 of the London Borough of Haringey Unitary Development Plan 2006

20. At least 28 days prior to any amplified music event utilising the auditorium, the owner shall submit for approval by the Local Planning Authority a detailed feasibility study examining the likely propagation of music noise from the proposed event. The study shall have full reference to the guidance of 'The Noise Council's Code of Practice on Environmental Noise Control at Concerts' or subsequent alternative guidance.

Reason: In order to protect the surrounding residential properties from noise pollution in accordance with policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006

21. External screens with associated sound system shall not be used inside or outside at the stadium without the prior permission of the Local Planning Authority in writing.

Reason: In order to protect the surrounding residential properties from noise pollution in accordance with policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006

22. For the music concert events hereby permitted, amplified sound from concerts within the stadium must be controlled in accordance with guidance provided by The Noise Council's Code of Practice on Environmental Noise Control at Concerts.

Reason: In order to protect the surrounding residential properties from noise pollution in accordance with policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006

23. No event involving amplified sound, other than a public address system, shall take place or be operated on the podium or other location outside the stadium itself without the express written permission of the Local Planning Authority.

Reason: In order to protect the surrounding residential properties from noise pollution in accordance with policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006

CCTV and Security Lighting:

24. Prior to the commencement of each phase of the development a scheme showing full details for the following for the phase concerned shall be submitted to and approved in writing by the Local Planning Authority.

a) CCTV;

b) security lighting

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable communities in accordance with policy UD4 of the London Borough of Haringey Unitary Development Plan 2006.

General Lighting:

25. Prior to the commencement of development on any phase an external lighting strategy for that phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The details of the external lighting for each phase shall be in accordance with the approved strategy.

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable communities in accordance with policy UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

Signage

26. The applicant shall submit within 2 years of commencing phase 1 of the development a fully detailed design strategy for any signage to be displayed on any part of the remainder of the site

Reason : to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006

27. Precise details of all signage for each phase of the development as shown on the agreed phasing plan shall be submitted and approved in writing by the Local Planning Authority before any signage for that phase is displayed. The signage details shall be in accordance with approved signage strategy.

Reason: to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

28. Prior to the commencement of development full details of a scheme for the provision of hoardings around the site during the construction period including details of design, height, materials and lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works and unless otherwise agreed in writing by the Local Planning Authority. The development shall be carried out only in accordance with the scheme as approved.

Reason: In order to protect the amenity of the locality and to ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policy UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

Landscaping

29. The applicant shall submit within 2 years of commencing phase 1 of the development, a programme for commencing and completing the planting and laying out of the approved landscaping scheme and the detailed scheme(s) shall be carried out only in accordance with the approved programme.

Reason: To ensure a comprehensive and sustainable development, to ensure good design and to ensure that the landscaping is carried out within a reasonable period in accordance with the Environmental Impact Assessment, and in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006

30. Within 2 years of commencing each phase of the development, the applicant shall submit a landscape maintenance scheme for each phase of the development which shall be approved in writing by the local planning authority. Any trees or areas of planting which, following completion of the relevant phase of landscaping, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure a comprehensive and sustainable development, to ensure good design, to ensure that the landscaping is secured in accordance with the Environmental Impact Assessment, in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

Refuse

31. Prior to the commencement of each phase of the development details of the arrangements for storage and collection of refuse for the each phase of the development hereby approved, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out only in accordance with the details so approved and shall be permanently retained thereafter.

Reason: To ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities, in accordance with the Environmental Impact Assessment, in accordance with policies UD3, UD4 and ENV13 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

Highways and Parking

32. Unless otherwise agreed in writing by the Local Planning Authority, the car parking provision within the development shall not exceed the following car parking spaces:

401 for the supermarket, 40 for the hotel, 319 for the stadium and 121 for the residential.

Reason: In order to ensure the appropriate levels of car parking in the scheme are not exceeded in accordance with policies M3, and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

33. Prior to the commencement of each phase of the development the applicant must submit for approval a detailed cycle parking layout for each phase of the development. All works shall be carried out in accordance with the approved drawings for each phase of the development.

Reason: In order to ensure that well designed safe and appropriate levels of cycle parking in the scheme are provided in accordance with policies M3, M5 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

34. A minimum of 23 disabled car parking spaces shall be provided in the supermarket car park.

Reason: In order to ensure well designed and adequate parking for disabled and mobility impaired in accordance with policies UD3, M3 and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

35. No staff, with the exception Blue Badge holders, are permitted to use the supermarket car park between the hours of 8:00am and 19:00pm Monday to Saturday.

Reason: In order to ensure the appropriate levels of car parking in the scheme are not exceeded in accordance with policies M3, and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

14. EIA Conditions

36. Unless otherwise agreed in writing by the Local Planning Authority, within each part of the site, as specified in the agreed S106 phasing plan, no preparatory or development ground works in that part of the site shall commence until a full site investigation, history, details of previous and present usage, risk assessment and details of any remediation required have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a comprehensive and sustainable development in accordance with the Environmental Impact Assessment, and in accordance with policies ENV7 and ENV11 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

37. Unless otherwise agreed in writing by the Local Planning Authority, within each part of the site, as specified in the agreed S106 phasing plan, no development shall commence in that part of the site until a Ground Contamination, Soil Remediation and Disposal Strategy supported by site history has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a comprehensive and sustainable development in accordance with the Environmental Impact Assessment, and in accordance

with policies ENV7 and ENV11 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

38. Unless otherwise agreed in writing by the Local Planning Authority, within each part of the site, as specified in the agreed S106 phasing plan, no development shall commence until details of site drainage works including an Impact Study of existing Sewerage infrastructure, suitable connection point of foul water drainage system and details of surface water discharge for that part of the site have been submitted to and approved by, the Local Planning Authority in consultation with the Sewerage undertaker.

Reason: To ensure a comprehensive and sustainable development and to enhance and protect the water environment in accordance with the Environmental Impact Assessment, and policies ENV2, ENV4, ENV5 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

39. Unless otherwise agreed in writing by the Local Planning Authority, within each part of the site as specified in the agreed S106 phasing plan, no development shall be commenced on any phase until a Water Supply Impact Study for that phase, including full details of anticipated water flow rates, and detailed site plans have been submitted to, and approved in writing by the Local Planning Authority (in consultation with Thames Water).

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with policy ENV3 of the London Borough of Haringey Unitary Development Plan 2006.

40. No demolition, construction or building works shall be carried out except between the hours of 0800 and 1800 hours Monday to Friday or before 0800 and 1200 hours on Saturday and not at all on Sundays or bank holidays unless written approval from the Local Planning Authority has been obtained prior to works taking place.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

41. Lorries delivering plant or materials during the construction phase of the development will only use designated routes agreed in writing in advance with the Local Planning Authority.

Reason: To minimise the impact of lorry traffic in local residential roads in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

42. Vehicles may arrive, depart, be loaded or unloaded during the construction phase of the development within the general area of the application site only between 0700 hours and 1800 hours Monday to Friday and 0800 hours and 1200 hours on Saturday and not at all on Sunday or Bank Holidays except with the prior written approval of the Local Planning Authority.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway or effect the amenity of local residents in accordance with the Environmental Impact Assessment and policy ENV6 of the London

43. Within each part of the site, as specified in the agreed S106 phasing plan, details of a scheme for monitoring and mitigating noise and dust emissions for all plant and processes shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works.

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

44. Within each part of the site as specified within the agreed S106 phasing plan, no development shall be commenced unless a Construction and Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works within that part of the site. The Plan shall include details of the arrangements for the temporary use and/or management (as appropriate) of those parts of the sites awaiting redevelopment. The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

45. Within each part of the site as specified within the agreed S106 phasing plan, details of the scheme for the surface water drainage works including the provision of a Sustainable Urban Drainage System shall be submitted to and approved by the Local Planning Authority prior to the commencement of works within that part of the site.

Reason: In order to ensure the satisfactory surface water drainage of the site in accordance with the Environmental Impact Assessment and policies UD4, ENV1 and ENV2 of the London Borough of Haringey Unitary Development Plan 2006.

46. The surface water drainage details shall include that petrol/oil interceptors shall be fitted in all car parking/washing/repair facilities.

Reason: In order to prevent the pollution of the surface water drainage system in accordance with the Environmental Impact Assessment and policies UD4, ENV1, ENV2 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

47. Unless otherwise agreed in writing by the Local Planning Authority, full details of a site wide ecology management strategy and associated pollution prevention strategy shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development.

Reason: In order to ensure that the proposed development maximise the ecological potential of the site and prevents pollution of the environment prior to the commencement of development in accordance with the Environmental Impact Assessment and policies ENV7 and OS11 of the London Borough of Haringey Unitary Development Plan 2006.

48. Prior to the commencement of development of the site full details of a Japanese Knotweed eradication programme shall be submitted to and approved in writing by

the Local Planning Authority.

Reason: In order to ensure the eradication of Japanese Knotweed from the site.

49. Unless otherwise agreed in writing by the Local Planning Authority prior to the commencement of development, full details of an Environmental Design and Management Strategy shall be submitted to and approved in writing by the Local Planning Authority and unless otherwise agreed in writing by the Local Planning Authority the development shall be carried out only in accordance with the Strategy as approved.

Reason: In order to ensure the efficient use of resources and reduce the impact of the proposed development on the environment in accordance with policy G1 of the London Borough of Haringey Unitary Development Plan 2006.

50. At 1 metre outside the windows of any neighbouring habitable rooms the level of noise from plant and machinery shall be at all times at least 5 decibels below the existing background noise levels, expressed in dB (A) at such locations. Where the noise from plant and machinery is tonal in character the differences in these levels shall be at least 10dB (A).

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

51. Technical specification details of the mechanical plant to be installed within the plant areas shown on the submitted floor plans approved, together with an accompanying acoustic report shall be submitted to and approved by the local planning authority prior to installation of this plant. The plant shall not be operated other than in complete accordance with such measures as may be approved.

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

15. Amenity Conditions

52. Unless otherwise agreed in writing by the Local Planning Authority no commercial roof top facilities shall be in use between the hours of 2300 – 0700 hours any day of the week.

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

53. Any restaurant (A3), public house and wine bar (A4) or takeaway (A5) uses hereby permitted shall not be operated before 0800 or after 2400 hours on any day of the week.

Reason: In order to ensure that the proposed development does not prejudice the amenities of the future occupiers of the development in accordance with policy TCR5 of the London Borough of Haringey Unitary

54. Prior to construction of the Stadium further investigations shall be undertaken and approved in writing by the Local Planning Authority of the impact of the construction works on the television reception in the local area:

- (a) In particular the 'shadow flicker' on existing and future residential occupants within nearby buildings; and
- (b) the impact of operating cranes on local television and radio reception, microwave and other telecommunications links and radar signals.

Reason: To ensure the development can be undertaken without impact on television and/or radio reception to protect residential amenity and in accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policy UD11 of the London Borough of Haringey Unitary Development Plan 2006

55. Full details of the location and appearance of the CHP flues, including height, design, location and sitting shall be submitted and approved in writing by the Council before work on the CHP commences.

Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development in accordance with the Environmental Impact Assessment, in accordance with policies UD3, UD4 and ENV7 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

16. Drainage and Flood Management

56. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

Reason – to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage systems

57. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA). Ref: BDRP0001, Version 6, Final, May 2010 and the following mitigation measures detailed within the FRA:

- i. Reducing the surface water run-off from the site by at least 50% for all storm events up to and including the 1 in 100 year critical storm, taking into account the effects of climate change. The peak discharge must not exceed 150l/s/ha.
- ii. Provision of storage on site to attenuate all flood events up to and including the 1 in 100 year event, taking into account the effects of climate change.

- iii. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.

Reason:

1. To prevent flooding by ensuring the satisfactory storage and disposal of the surface water from the site.
2. To ensure safe access and egress from and to the site.
3. To reduce the impact of flooding on the proposed development and future occupants and site users.
4. Development shall not begin until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall include:

- The use of SUDS techniques including Rainwater Harvesting, Green Roofs and Permeable Paving in order to achieve the required surface water discharge rate and associated attenuation.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and ensure future maintenance of these.

58. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:
 - All previous uses
 - Potential contaminants associated with those uses
 - A conceptual model of the site indicating sources, pathways and receptors
 - Potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The site investigation results and detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure protection of controlled waters.

59. If, during development, contamination not previously identified is found to be present at the site then no further development (unless agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure protection of controlled waters.

60. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

Reason: To ensure protection of controlled waters.

**Conditions In reference to HGY/2010/1001
Conservation Area Consent**

1. No works of demolition shall take place until detailed drawings at an appropriate scale of the new entrance porch, barriers, landscape scheme, steps, ironwork, showing surfaces, public art, materials, and balustrades are submitted for approval by the Council as local planning authority.

Reason: To ensure a high quality development to preserve and enhance the character and appearance of the North Tottenham Conservation Area in accordance with policies CSV1, CSV3, CSV5 AND CSV7, UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006

2. Prior to the opening of the supermarket, the applicant shall submit to the Council as local planning authority for approval detailed drawings at an appropriate scale (elevations 1:20, plans 1:50) of the rear boundary works to the northern terrace, showing materials, and access arrangements.

Reason: To preserve the setting and appearance of the listed buildings, and to ensure a high quality development to preserve and enhance the character and appearance of the North Tottenham Conservation Area in accordance with policies CSV1, CSV3, CSV4 CSV5 AND CSV7, UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006

3. The applicant shall submit for approval a programme of building recording and analysis by a person or body approved by the Council as local planning authority for the locally listed buildings and those buildings considered to make a positive contribution to the conservation area proposed for demolition. This should be executed to fulfil the requirements of Level 2 as specified in English Heritage's guidance '*Understanding Historic Buildings*' (2006).
4. All evidence should be deposited within the Local History Library at Bruce Castle and any original architectural features should be offered to the Brooking Collection.

Reason: In order to create a historic record of the heritage assets and make them available for educational purposes in accordance with PPS5 policy HE12.3.

5. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation has been submitted by the applicant and approved by the Local Planning Authority.

Reason: To ensure the proper investigation and recording of archaeological sites within the Borough, in accordance with CSV8 of the London Borough of Haringey Unitary Development Plan 2006.

Informative: The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.

**Conditions In reference to HGY2010/1000/1002
Listed Building Consent for Warmington House No. 744 High Road**

1. The works of demolition or alteration by way of partial demolition hereby approved shall not be commenced before contract(s) for the carrying out of the completion of the entire scheme of works for which consent is hereby granted, including the works contract, have been made and evidence of such contract(s) has been submitted to and accepted in writing by the Council as local planning authority.

Reason: To ensure a high quality development to preserve and enhance the character and appearance of the North Tottenham Conservation Area in accordance with policies CSV1, CSV3, CSV5 AND CSV7, UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

2. No new plumbing, pipes, soilstacks, flues, vents or ductwork shall be fixed on the external faces of the building unless shown on the drawings hereby approved.
3. No new grilles, security alarms, lighting, cameras or other appurtenances shall be fixed on the external faces of the building unless shown on the drawings hereby approved.
4. All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.
5. The new facing brickwork shall match the existing brickwork adjacent in respect of colour, texture, face bond and pointing, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.
6. The new joinery work shall match the existing joinery work adjacent in respect of materials, dimensions and profiles, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

Reason: To preserve the special character and appearance of the listed building, and to preserve and enhance the character and appearance of the North Tottenham Conservation Area in accordance with policies CSV1, CSV3, CSV5 AND CSV7, UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

Informative: Drawing Numbers 202, 202c, 208, 208c, 209, 209c, 217 are not approved in this permission. Revised landscape proposals are to be submitted in accordance with the attached condition and in accordance with the submitted Northumberland Development Project High Road Frontage Study by Townshend Landscape Architects/KSS.

7. Details in respect of the following shall be submitted to and approved in writing by the Council as local planning authority in consultation with English Heritage before the relevant work is begun. The relevant work shall be carried out in accordance with such approved details

- a. Detailed plans (1:50) elevations and sections of the front boundary treatment and garden landscaping, showing materials, level changes and access arrangements.
- b. Detailed sections and plans (1:20) showing access arrangements and alterations to the existing kitchen, required as part of DDA compliance.
- c. Detailed plans and sections (1:50/1:20) of the rear stepped access showing materials, handrail details, and entrance details
- d. Door schedule and salvage strategy showing where existing doors are to be refurbished/upgraded/replaced.
- e. Details of proposed services showing position, type, method of installation of all new and relocated services and related fixtures wherever installations are to be visible, or where ducts or other methods of concealment are proposed.
- f. Sample panels of all new facing brickwork (incl. boundary treatment) showing the proposed brick types, colour, texture, bond and pointing shall be provided on site and the specification approved before the relevant parts of the work are begun. The approved sample panels shall be retained on site until the work is completed and has been approved.

Reason: To preserve the special character and appearance of the listed building, and to preserve and enhance the character and appearance of the North Tottenham Conservation Area in accordance with policies CSV1, CSV3, CSV5 AND CSV7, UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

- 8. No cleaning of masonry, other than a gentle surface clean using a nebulous water spray, is authorised by this consent without prior approval of details. Proposals shall be submitted to and approved by the Council as local planning authority before the work is begun and the work shall be carried out in accordance with such approved proposals.

Reason: To preserve the special character and appearance of the listed building, and to preserve and enhance the character and appearance of the North Tottenham Conservation Area in accordance with policies CSV1, CSV3, CSV5 AND CSV7, UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

Informative: Listed Building Consent may be required for cleaning operations to listed buildings.

**Conditions in Reference to HGY/2010/1003
Listed Building Consent Fletcher House No. 774 High Road**

1. The works of demolition hereby approved shall not be commenced before contract(s) for the carrying out of the works of redevelopment of the stadium, including the works contract, have been made and evidence of such contract(s) has been submitted to and accepted by the Council as local planning authority and planning permission has been granted for the redevelopment for which the contract(s) provide.

Reason: To ensure a high quality development to preserve and enhance the character and appearance of the North Tottenham Conservation Area in accordance with policies CSV1, CSV3, CSV5 AND CSV7, UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

2. No works authorised by this consent shall take place until the applicant has implemented a programme of building recording and analysis by a person or body approved by the Council as local planning authority. The programme shall be in accordance with a written scheme which has been submitted by the applicant and approved by a local planning authority advised by English Heritage.
3. All evidence should be deposited within the Local History Library at Bruce Castle and any original architectural features should be offered to the Brooking Collection.

Reason: In order to create a record of the demolished listed building and to preserve its internal features and make them available for educational purposes in accordance with PPS5 policy HE12.3.

Informative: English Heritage publishes guidance on good recording practice titled *Understanding Historic Buildings* (2006). This gives guidance on the details of, and appropriate levels of recording. Level 3 (analytical recording) would be appropriate for a building of national, but not special, architectural and/or historic importance.