EIA Addendum (No.3)
Non Technical Summary

Northumberland Development Project Tottenham

On Behalf of Tottenham Hotspur Property Company Ltd

March 2015

In accordance with:

Town and Country Planning Act 1990 (as amended)
Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2011

1 Introduction

1.1 In May 2010 Tottenham Hotspur Property Company Ltd on behalf of Tottenham Hotspur Football Club (collectively known as the Club), submitted a planning application for a new football stadium at White Hart Lane together with enabling development comprising retail, housing and a hotel (application reference HGY/2010/1000). The project is known as the Northumberland Development Project (NDP).

1.2 The planning application was heard by a special planning committee of the London Borough of Haringey Council (LBH) on 30th September 2010, which determined to approve the application in line with their planning officer's recommendation. This was followed by a period of negotiation in relation to legal agreements with planning permission being achieved on 20th September 2011.

1.3 In December 2011 the Club submitted two separate applications which required addendums to the original May 2010 ES. The addendums dealt with Phase 1 the Northern Development (application reference HGY/2011/2350, and Addendum No.1) and Phase 3 the Southern Development (application reference HGY/2011/2351 and Addendum No. 2).

2 The current position

2.1 The Club now propose to vary the planning condition attached to the Section 96a Decision Notice (HGY/2011/2200) (requiring the submission of plans attached to the original 2011 Decision Notice (HGY/2010/1000). This will amend Drawing No. 06226 100 B of the Section 96a Decision Notice. The amendment will seek approval for a single storey basement under the north, east and west stands of the Stadium.

2.2 The application will be submitted under Section 73 of the Town and Country Planning Act 1990 (as amended). The application will provide a sufficient level of detail so that the maximum parameters are identified for environmental assessment.

2.3 This document is the NTS for Addendum (No.3) to the Environmental Statement (ES) submitted in May 2010.

2.4 It should be noted that in accordance with the planning permission and Section 106 agreement, site excavation and preparatory works for the proposed stadium have already commenced on-site during the implementation of Phase 1a works.

Scoping

2.5 In November 2013 a pre application meeting was held with the London Borough of Haringey (LBH) to discuss a submission of a S.73 application which would vary a condition to change the approved plans to allow for a new basement, below the north, west and east stands of the Stadium.

2.6 Given that the provision of a new basement falls outwith of the original parameters assessed with the May 2010 ES, it is considered this will require further consideration under EIA.

2.7 Given the scope of changes to the consented scheme, it is proposed that following assessments included within the May 2010 ES require further consideration:

- Archaeology;
- Surface Water Drainage and Flood Risk;
- Ground Conditions and Hydrogeology, and

- Transportation.

2.8 For the remaining technical assessments information contained within the May 2010 ES, and amended by the December 2011 Addendums No. 1 and 2, remains valid and robust and should be read as in conjunction with this Addendum. For the avoidance of duplication of hard copies of documentation the May 2010 ES and the December 2011 Addendums Nos. 1 and 2 can be viewed in full at:

http://www.planningservices.haringey.gov.uk/portal/servlets/ApplicationSearchServlet?PKID=214392

3 Description of the Changes to the Project

3.1 The design team have been undertaking a study to optimise the ground floor layout, it has also been established that there is a need for additional changing facilities on the ground floor level. In order to both optimise the ground floor layout and accommodate additional changing facilities a total of 259 of the total 319 car parking spaces will be reallocated to the new basement. It should be noted that no additional car parking are sought.

3.2 A new basement is proposed to be located below the north, east and west stands. It will be a single storey basement with an area of approximately 19,618sqm. The basement will remain as that which was previously assessed, i.e. from Worcester Avenue to the east of the Stadium.

Earthworks

It is estimated that the excavation will take place over two phases:

- Phase 1B[1]: It is anticipate that approximately 46,200m^3 will be excavated within this phase.
- Phase 2: It is anticipated that approximately 26,700m^3 will be excavated within this phase.

3.3 Therefore it is estimated that approximately 46,200m^3 will be excavated in order to form the basement, of this it is estimated that approximately 62,400m^3 can be reused on site (i.e. 88%). Continued efforts will be made to minimise the amount of material to be disposed of off site.

3.4 It should be noted that the amount of excavated material to be taken off site has been based on a worst case scenario and this information has been used to inform the transport impact assessment.

3.5 In order to facilities the construction of the new basement a package of advanced works will be carried out. This will encompass basement sheet piling and bulk earthworks (possibly including piling mat, test piles and piling). It is anticipated that these works will be carried out in 2015, subject to planning.

4 Archaeology

4.1 The initial part of the construction process will be a reduction in level, this will involve stripping the whole site to 0.5m below BTL. Where contamination is encountered the excavations could go deeper to chase out and remove the identified contamination.

[1] Note Phase 1A: Involved the site prepration works which was assessed as part of the consented scheme. Approximately 37,000cubic metres was removed during this phase

4.2 Phases 2 and 3 of the specification for archaeological evaluation will need to be carried our in to confirm the presence/absence and nature of archaeological deposits underlying the proposed development site, across the footprint of the site. This will take the form of more trial trenches investigating a sample of the whole site. The phasing of this can be organised by demolition of area in accordance with the construction plans. A full methodology for undertaking these works was agreed with the English Heritage Advisor prior to the commencement of the works.

4.3 Results from the full three phases of the evaluation may then provide baseline data for the creation of a full mitigation strategy which can then agreed with the English Heritage Advisor prior to commencement of works. It is not possible to reach a full mitigation strategy at this stage and research and assessments of potential risks to the archaeology remain informed estimates until such a time that fieldwork is carried out.

5 Surface Water Drainage and Flood Risk

5.1 Construction of the basement car park areas will create extra quantities of material to be excavated and removed from the site. Without suitable mitigation, it is possible that the quality of surface watercourses could be adversely affected from sediment entering the drainage system and discharging to surface water receptors.

5.2 There would be no other change to the effects on surface watercourses during construction.

5.3 There would be no change to the risk of flooding as a result of construction of the basement car park areas.

5.4 Access to the basement car park areas will be from the southern area of the site. There is a risk that without appropriate mitigation surface water could flow down the access ramps and flood the basement.

5.5 There will be no change to the drainage design of the development, and so no change to the surface water flood risk to either the site or to properties in the surrounding catchment.

5.6 No additional construction mitigation measures will be required.

5.7 Additional measures will be required to ensure that surface water cannot flow down the access ramps to flood the basement car park. This is particularly important where access is obtained from the south-east part of the site that is designated a possible storage area for water in extreme flood conditions.

5.8 The measures could either be passive measures, which need no manual implementation, or active measures which do. Passive measures are preferred where practicable.

5.9 Possible passive measures could include a small raised section at the top of the ramps to the basement car park to prevent water entering. Or the external areas could be designed to drain away from the car park entrance, so even if it has to be used as a flood storage area, water will not flow down the ramps.

5.10 If a passive measure is not possible, a flood door or flood gate will be installed that would seal the car park entrance.

5.11 Suitable warning systems should be prepared to warn drivers of the possibility of flooding in extreme events. These could range from notices warning drivers of the risk of flooding in extreme events to a system connected to the Environment Agency / Met Office service warning of extreme rainfall.

5.12 With these control measures the potential effects during operation on the flood risks are considered negligible.

6 Ground Water and Hydrogeology

6.1 Excavations and lowering of the water table through pumping, for works associated with the proposed basement, could lead to the on-site migration of leachable contaminants from historic and current uses. Water pumped from the aquifer as part of the works is to be discharged into the public sewer following verification of its suitability in line with the licencing requirement. It is unlikely this discharge will cause pollution of controlled waters or adversely affecting the aquatic environment.

6.2 Maintenance workers could be adversely impacted by ingestion of contaminated dust/soil or dermal contact. The removal of the vast majority of the made ground for the basement car-parking will lead to the removal of the vast majority of the contaminated material on site. This will lead to a positive change in the existing baseline and will reduce the risks to future site users. As the majority of proposed development will be hard standing (soft landscaping comprises of a few trees only) the source receptor pathway is broken, and hence there is limited potential for uncontrolled exposure with contaminated soil for future site users.

6.3 When the basement has been constructed lowering of the groundwater table by pumping will cease and groundwater levels will return to the regional norm in the area. The basement is likely to inhibit groundwater flow in the local area though it is not large enough to effect the regional groundwater flow direction within the River Terrace aquifer. This is considered a minor adverse effect

6.4 Where highly/grossly contaminated material is encountered during excavation works, it will treated on site prior to off site disposal as a controlled waste (as either Non Hazardous or Hazardous Waste) to an appropriately licensed landfill. The CEMP will set out the necessary safe storage and handling of hazardous materials (e.g. fuels) during demolition, remediation and construction phases.

6.5 Any excess groundwater as a result of excavations for basement works will need to be disposed of safely. A number of measures will need to be put in place and a permit agreed for discharge.

6.6 This mitigation should be implemented alongside the mitigation set out in the 2010 ES. In doing so the residual impacts for the adverse impacts identified, after mitigation has been incorporated, will remain as negligible.

6.7 No additional operational mitigation measures are proposed.

7 Transportation

7.1 The new basement will be used for stadium car parking, plant and furniture storage and will free up space at the ground floor level to be allocated to other operational requirements such as enhanced media facilities and larger player changing areas.

7.2 The application does not seek to increase the scale of any of the transport-related facilities within the stadium building.

7.3 The volume of car parking will be unchanged at 319 spaces – of which some 60 spaces will remain at the ground floor area.

7.4 There will be an increase in the number of wheelchair accessible parking spaces from 46 spaces to 58 spaces as a result of the increased space availability. This is an important benefit of the new basement construction.

7.5 The same volumes of cycle and motorcycle parking will be provided to comply with the permitted development. The vehicle access point, from Worcester Avenue, will be the same as with the permitted development.

7.6 Consequently, the only significant transport issue relates to construction activity and in particular the removal of a proportion of the excavated material (spoil) to off-site locations. The increased volume of new building construction is far less significant given that it would probably be much less than a 5% net increase in the overall stadium building construction activity (e.g. in terms of the volume of concrete needed to build the project).

7.7 The initial phase (Phase 1a) of the demolition related to the area north of Paxton Road which entailed the initial excavation of 1.5 metres and include the site clearance. The volume of material to be excavated was estimated to be 37,000 cubic metres of which 3,700 cubic metres, of crushed concrete, was expected to be retained on-site. The timescale for the activity was predicted in advance to be 3 months (69 working days). This would have averaged at 44 HGV trips per day into and out of the construction site.

7.8 The actual outcome was very similar. The main variance related to a longer timeframe (103 working days for the main activity) and a lower average number of HGV trips on the average day (averaging 33/day in the same 103 day timeframe). In the busiest month (October 2014) the average number of HGV trips into and out of the site was 48 vehicles per day. In total 61% of the HGV trips related to the re-use of the excavated material to enable the construction of a landscaped berm next to a motorway.

7.9 Phase 1b of the demolition would also relate to the area north of Paxton Road which will entail the main deeper excavation to the basement sub-formation level. The volume of material to be excavated is 46,200 cubic metres of which 96% of the material (e.g. usable gravel) will be retained on-site. The timescale for the activity is also predicted to be 3 months (69 working days). This will average at 4 HGV trips per day into and out of the construction site.

7.10 Phase 2 of the works would relate to the area south of Paxton Road (inclusive of the removal of the street) which would entail the deeper excavation to the basement sub-formation level. The volume of material to be excavated is 26,700 cubic metres of which 75% of the gravel material will be retained on-site. The timescale for the activity is also predicted to be 3 months (69 working days). This will average at 11 HGV trips per day into and out of the construction site.

7.11 Phase 1b and Phase 2 stages of work will actually yield more re-usable material than could be beneficially used on the site. Of the total 72,900 cubic metres that would be recovered some 8700 cubic metres (12%) would be sold for off-site use. Over the two 69 day periods that would result in a further 16 HGC trips a day to and from the work site.

7.12 On the basis of an ‘effective cap’ of 66 arrival and departure trips, as per the worst case assessment in the May 2010 ES, this level of activity would be within the threshold deemed to be acceptable. Furthermore, the actual level of HGV trip generation for the Northern Development spoil removal, which was slightly lower than initially assessed such that the impact of these new works will, on a daily basis, be less than the earlier phase of spoil removal, as assessed in the TA, but for a longer timescale.

7.13 The construction traffic assessment does not relate to any staff journey to work trips. However, the staff numbers to undertake the new works is not likely to be a substantial amount in the context of the overall project which will peak much later with the stadium building construction and fit-out.

7.14 If the piling and foundation works are closely integrated in sequence with the excavation works that might add another 9 HGV trips per day into and out of the site, i.e. 58 in total during the second phase, which would still result in a level of HGV trip generation of less than the ‘effective cap’ assessed to peak at 66 two-way HGV trips per day.

7.15 It is considered that with the provision of the basement parking that car parking operations would be improved. The access point is exactly the same as that which was previously assessed, i.e. from Worcester Avenue to the east of the stadium.

7.16 The increase in the volume of wheelchair accessible car parking spaces from 46 to 58 spaces would be an important benefit of the basement construction and would result in 18% of the stadium parking being wheelchair accessible – which is slightly higher than the Emirates Stadium in Islington.

7.17 Any use of the excavated gravel material at another local construction sites would result in considerable savings in average HGV travel distances by way of 1 short trip rather than 2 much longer journeys.

7.18 The future excavation to create the basement area will result in similar HGV traffic generation than the previous spoil removal phase.

7.19 Phase 1b and Phase 2 deep excavation and spoil removal phases are predicted to result in daily HGV trip generation of 4 and 11 vehicles, respectively. The previously assessed stadium (build) construction peak was predicted to be 42 daily HGV trips per day – which is also a higher number.

7.20 In all instances the assessed activity post-dated the opening of the JS supermarket so the cumulative impact would now be less than that previously assessed, due the much lower than expected supermarket private vehicle trip generation, and as considered by LBH prior to the approval of the planning application.

7.21 No additional post-construction mitigation measures are proposed because there would be no adverse impacts from the addition of the basement area. Indeed, the stadium operations would become much more efficient with the provision of the basement.

8 Conclusions

8.1 This addendum to the Environmental Statement 2010 (in addition to addendums nos. 1 and 2) has demonstrated only limited the scope for additional or different effects. The assessment found:

- Archaeology: All three phases of the specification for archaeological evaluation have been undertaken to confirm the presence/absence and nature of archaeological deposits underlying the proposed development site, across the footprint of the site. Results from the full three phases of the evaluation will provide baseline data for the creation of a full mitigation strategy which can then agreed with the English Heritage Advisor prior to commencement of works. Given that the evaluation trenches proved an absence of archaeology across the sample and further archaeological fieldwork is unlikely. The residual impacts associated with the proposals are considered to be negligible.

- Surface Water Drainage and Floodrisk: Additional measures will be required to ensure that surface water cannot flow down the access ramps to flood the basement car park. With the implementation of these measure the impact will be negligible.

- Ground Conditions: When the basement has been constructed lowering of the groundwater table by pumping will cease and groundwater levels will return to the regional norm in the area. The basement is likely to inhibit groundwater flow in the local area though it is not large enough to effect the regional groundwater flow direction within the River Terrace aquifer. This is considered a minor adverse effect. Any excess ground water as a result of excavations for basement works will need to be disposed of safely. A number of measures will to be put in place and a permit agreed for discharge.. After implementation of the mitigation measures the impact will remain negligible.

- Transportation: There be no adverse impacts from the addition of the basement area. Indeed, the stadium operations would become much more efficient with the provision of the basement.