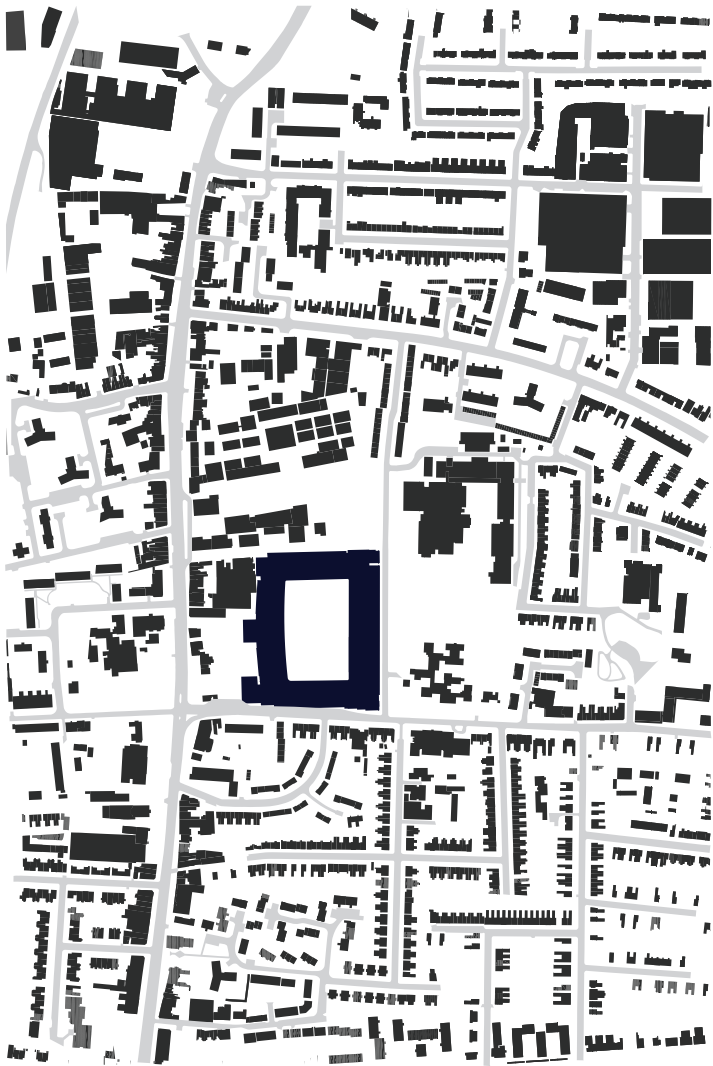


4

**DESIGN
RESPONSE**

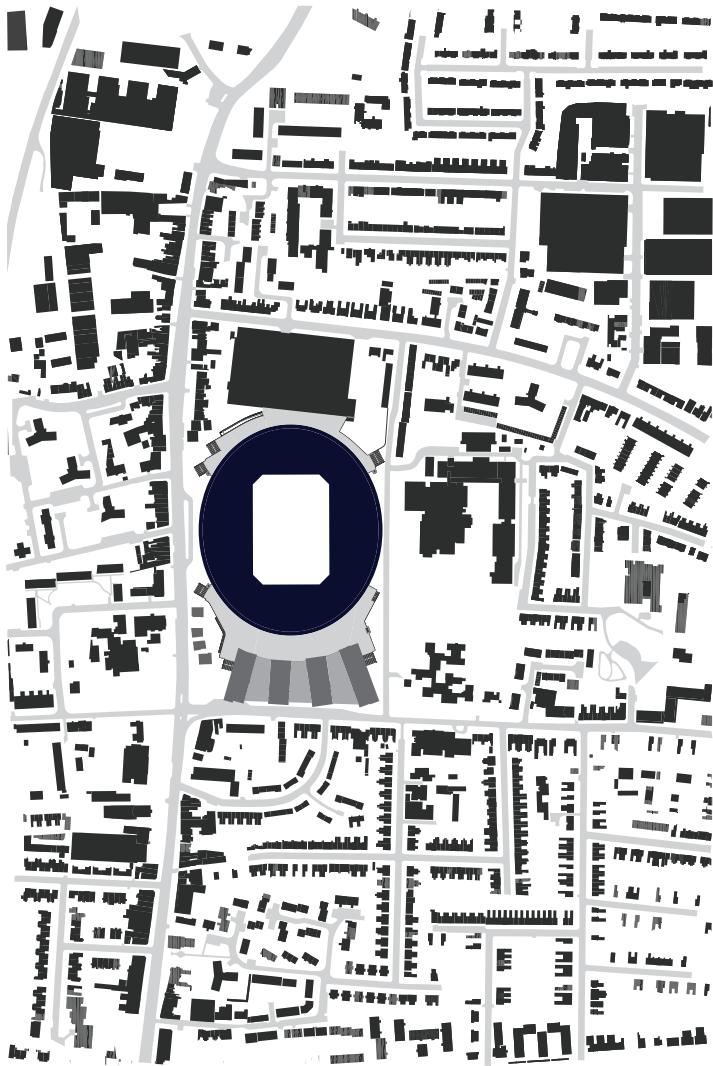
4.1 Site Opportunities

EXISTING



Existing Site
Existing White Hart Lane Capacity 36,000

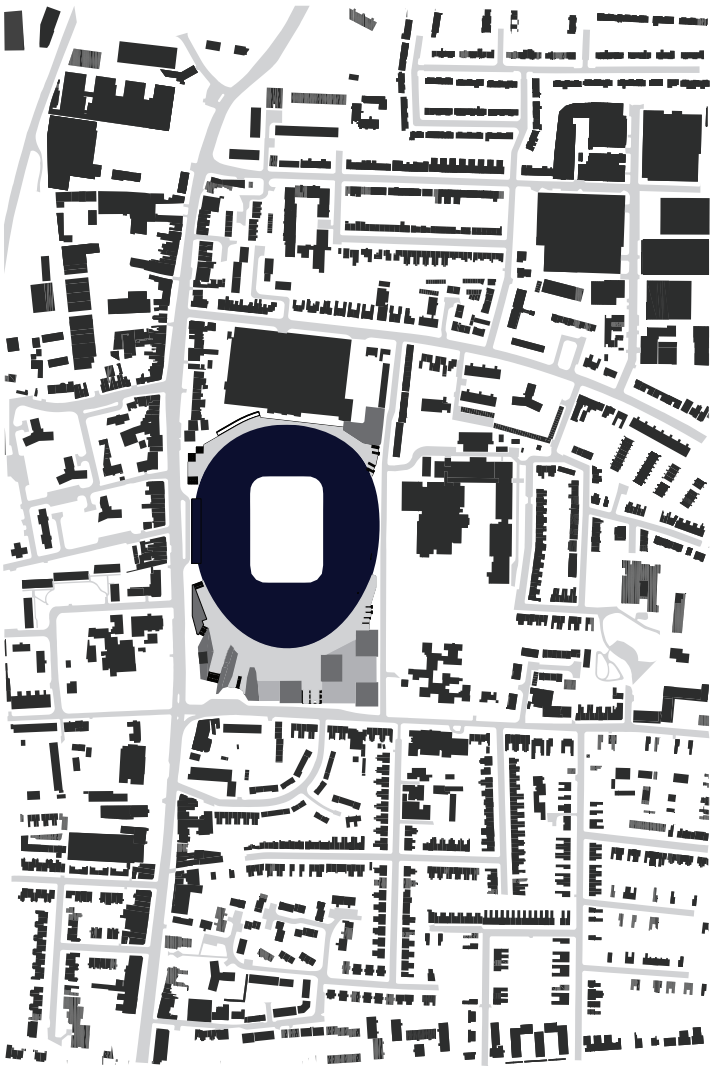
KEY
STADIUM



Consented Scheme
Capacity 56,000

KEY
STADIUM
NEW BUILDINGS
UPPER PODIUM LEVEL
LOWER PODIUM LEVEL

PROPOSED



Populous Stadium Proposition
Capacity 61,000

KEY
STADIUM
NEW BUILDINGS
UPPER PODIUM LEVEL
LOWER PODIUM LEVEL



4.1.1 History

Tottenham has played home to Tottenham Hotspur Football Club since 1899, with a stadium that has been incrementally developed over the years at the heart of the London Borough of Haringey. White Hart Lane has embedded itself over years into the urban fabric of the local streets. The first round of redevelopment in the early twentieth century was by the renowned stadium architect, Archibald Leitch who designed a principally rectilinear stadium. Capacity grew from 15,300 with the development of the East stand to Worcester Avenue to take the stadium to over 50,000.

By the 1930s over 75,000 spectators were attending games at White Hart Lane, now enclosed on all four sides with distinct stands, but the numbers who can now attend a match is currently 36,284 due to the need to provide an all seated environment.

White Hart Lane dominates the streetscape of three small roads, Park Lane, Worcester Avenue and Paxton Road. With the exception of the stadium, these roads are of relatively low scale development and the stadium presents a fairly blank face to the streets which is neither inviting nor engaging.

4.1.2 Consented Scheme

The principal move that the consented scheme made was to close Paxton Road and create a larger site on which a stadium could be located. This enabled the proposed stadium to be moved north to the middle of the block, and drift west creating an elevation that would sit within the High Road as a new civic building.

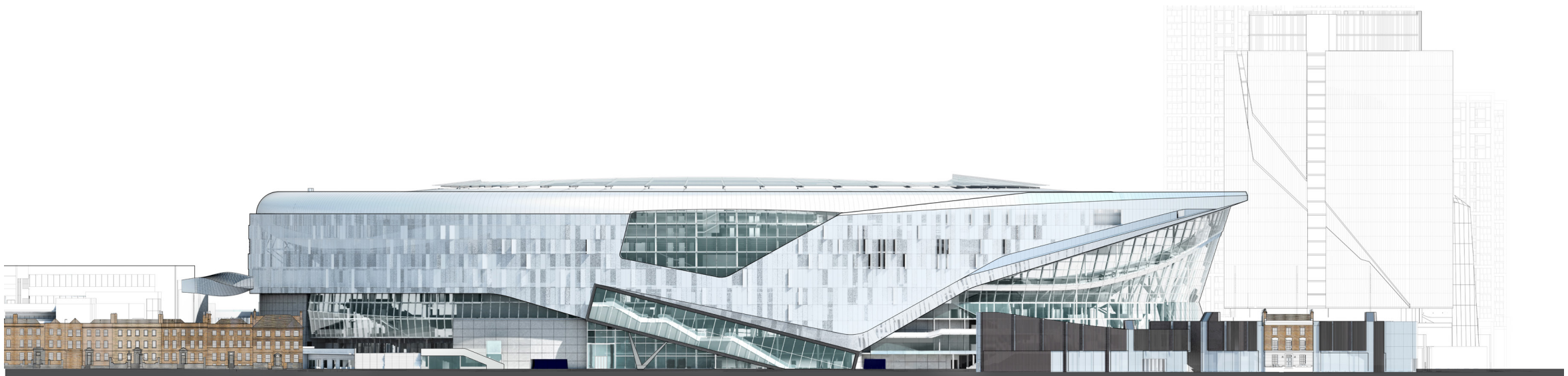
Developments to the north and south of the site would mediate the stadium's mass to the surrounding context. In the north a series of stepped volumes create an urban landscape to provide accommodation for a supermarket, Technology College and the Tottenham Hotspurs offices. This portion of the master plan is now complete and occupied. South of the stadium was proposed a mixed used scheme with commercial and healthcare to the lower levels to mediate the mass to the residential streets adjacent with fingers of residential above.

4.1.3 Proposed scheme

One of the weaknesses of the consented scheme was the poor relationship with the elements of the stadium that meet the street, in particular the High Road. The curved façade and large banks of stairs set back at angles off the High Road make a very unsatisfactory urban edge to such a historic road within a town centre. The retained heritage buildings have a random positioning relative to the pavement edge, with gaps between each of them which further dissolve the urban fabric.

The proposed stadium design and associated developments will reinforce the linear character of the High Road with its series of straight elevation lines which sets up perpendicular and active façades to create a strong façade to the street. In the context of the local Georgian architecture this more measured geometrical approach is more contextual and respects the local architecture.

The ancillary developments to the north and south still provide the mitigate to the larger mass of the stadium, with the podium creating a new public realm to the north and south the moves up and down through a series of grand stairs positioned to relate to the local urban topography while still inviting the pedestrian into this new public space.



4.2 Retaining Tottenham Heritage

The New Stadium Development, Northumberland Park, has been designed to retain Tottenham's heritage ensuring that the location doesn't lose its character or become alienated from the surrounding streets. The design has tried to be responsive to its environment, taking into account neighboring buildings heights, materials and form. As a stadium has sat in this location for over 100 years, football has embedded itself in the local area with a physical connection. This proposal seeks to cement that for years to come.

The High Road has flowed though Tottenham and held its shape for hundreds of years, providing a direct route into London since the Roman times. There is an angle to the south west of the development that has been held for decades embedding itself into the Tottenham framework. This design ensures that the urban form and history is embedded into the new development. The proposal to angle the Tottenham Experience in memory of the historic road conditions open up views of the buildings, and varies the width of the High Road at the point it is coincides with a major arrival point for the Stadium from Seven Sisters, creating a public space at the corner.

The Bill Nicholson Way gates are an iconic piece of Tottenham heritage, opening the way into the Stadium grounds for many years. Bill Nicholson played over 300 times for Tottenham Hotspur and further going on to managing the club. As you walk north up the High Road a new gateway has been formed between the Tottenham Experience building and the hotel where the gates will continue to welcome fans to the game for many years to come. Significant numbers of fans approach the stadium from the south and Seven Sisters station. This gateway creates sense of arrival, with these two buildings framing a dramatic view in the streetscape.

The NPD is much more than just a Stadium; it is the core to a supportive surrounding built environment which will enrich the community and the club simultaneously. The ancillary development will create opportunities for the local community; opening up more jobs, activities and drawing them in making them feel as one with the club by providing new civic spaces for Tottenham. These developments, by being of a smaller scale to the stadium seek to mediate the stadium into the rest of Tottenham. They also reinforce the edge of the new urban block to the streets on all four sides.

