

2

CONTEXT

WHITE HART LANE N.17

2.1 Overview

2.1.1 LOCATION

Tottenham is part of the London Borough of Haringey, situated in central north London. With a population of over 90,000, making up around 40% of Haringey's total, it has high public land ownership and low land values.

It is defined along its eastern boundary by the Lee Valley reservoirs and to the west by the urban centres of Finsbury Park, Green Lanes and Wood Green.

Tottenham is a key strategic growth area within the Upper Lee Valley Opportunity Area and the London-Stansted-Peterborough growth corridor. It is well connected by road and rail to the City and the West End of London. Tottenham's economic geography is based upon various centres of economic activity on the transport corridor of the High Road (A1010) which connect Tottenham and the M25, the City and central London. These centres include the Tottenham Hotspur stadium in Northumberland Park (where planning permission is being sought for a large sports, leisure and mixed use development scheme), the retail heart of the High Road at Bruce Grove and the gateway to Tottenham at Seven Sisters in the south.

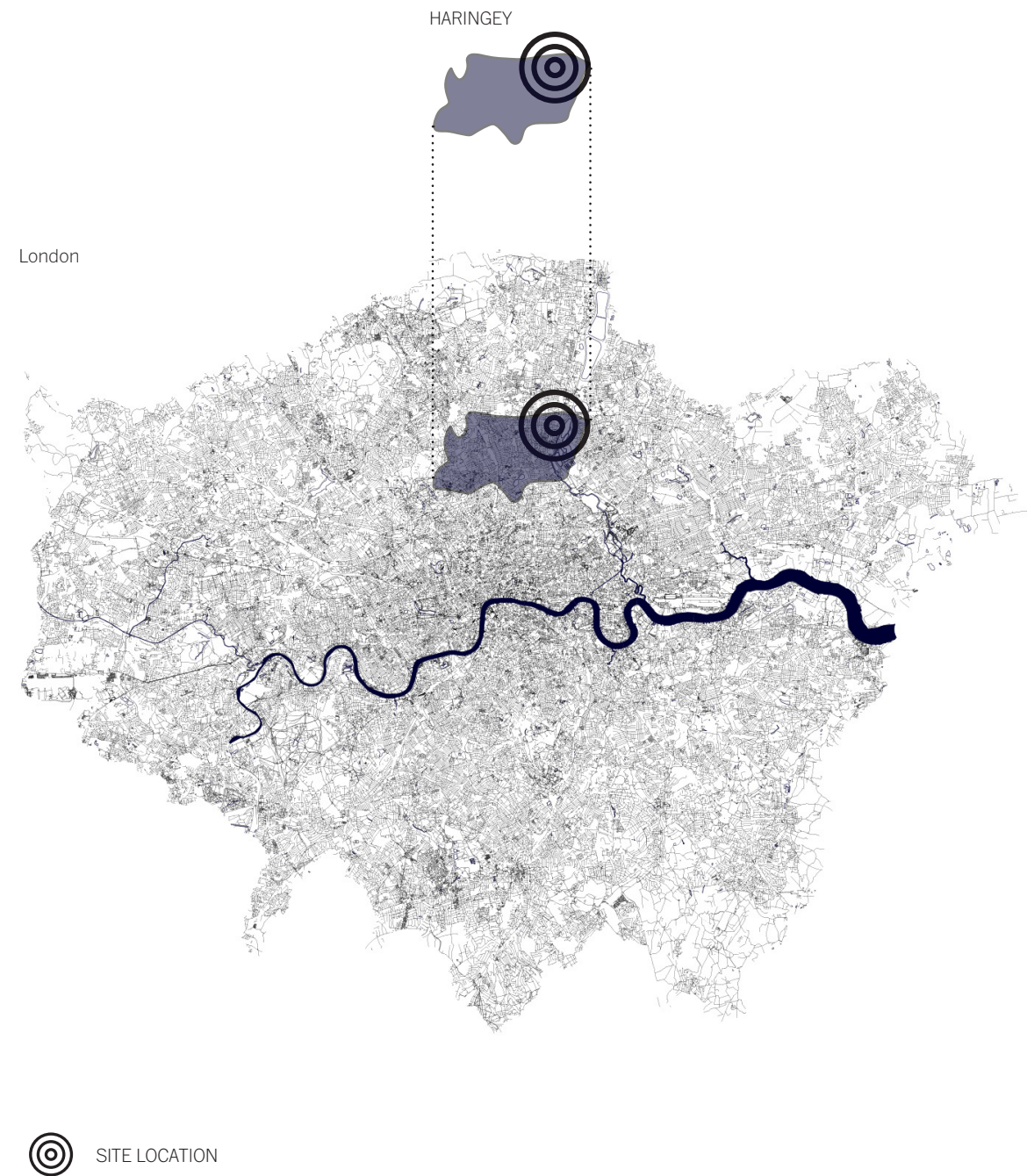
The stadium is located in Northumberland Park ward, one of the most vibrant and diverse parts of Haringey, with strong communities, good schools and some beautiful parks and housing. It is however an area with significant deprivation and higher rates of unemployment than in the rest of Haringey or London.

Tottenham High Road itself acts as a key local centre. This part of the High Road is also within a Conservation Area and part of the High Road Historic Corridor, with several buildings either Grade II*, Grade II or locally listed.

The administrative boundary of the London Borough of Haringey with the London Borough of Enfield is about 300m north of the site with Angel Edmonton (district centre) and the A406 North Circular Road approximately 650m beyond that. The Lee Valley and the London Borough of Waltham Forest are 1.5km to the east of the site. The designated

town centre of Bruce Grove is 700m to the south of the site with the town centre of Seven Sisters a further 800m south of Bruce Grove. The district centre of Wood Green is 3km west of the site with Alexandra Palace a further 1.5km beyond.

The A1010 High Road runs north-south immediately west of the site. The London Liverpool Street to Stansted Airport/ East Anglia railway line runs north-south to the east of the site with Northumberland Park station about 750m east of the site. The London Liverpool Street to Enfield Town/ Cheshunt line runs to north-south to the west of the site with White Hart Lane station approximately 200m from the site.



2.1.2 HISTORIC CONTEXT

The High Road and the western most part of the development site is within the Tottenham High Road Historic Corridor, which is made up of six separate conservation areas. Part of the site is within the North Tottenham Conservation Area. Tottenham High Road has its origin as part of the Roman Ermine Street, running north from Stamford Hill along a ridge to the west of the Lea Valley towards Cambridge. Development along this line started early and by 1724 Defoe commented in his Tour of England and Wales that it appeared 'to be one continued street'.

The earliest diagram of Tottenham, dated 1619, shows the basic street pattern of today already in place with building along the High Road. This is an important consideration in the development of the new stadium and the associated development.

The area was later to become well known for its market gardens, when rose growing, presumably for medicinal or cosmetic use, was in vogue. The survey relates that there were eight or nine 'closes' or gardens of roses, one to the south of Marsh Lane (now Park Lane) being just over an acre and the plot marked 'Hencroft' being six acres.

By the 17th century, Tottenham had become quite a wealthy area providing well for its poor with almshouses, charities and endowments. Robinson's 19th Century History of Tottenham records many 18th Century and older mansions standing in their own grounds, the area being predominantly rural but within easy reach of London to make it attractive to wealthy business people. Of these mansions, only Bruce Castle now remains.

Encouraged by the creation in 1831-3 of the Seven Sisters Road, middle class villas and terraced houses appeared. In 1864 Tottenham was still a semi-rural area, but with the beginnings of the development spreading into the fields adjacent to the High Road.

By 1894, the nursery gardens had become established. The northern leg of Paxton Road had been built and development

was spreading further east. Already, Georgian villas were being replaced with Victorian terraces, while this was the time when the stadium was being developed on the nursery grounds to the back of the High Road. The stadium has a west 'stand'; a stepped and covered terrace, – but is simply grass mounds on the other three sides. Around the ground residential properties were being built to the north and east of the pitch.

The ground, now known as White Hart Lane, underwent a huge redevelopment in the early 20th century. In 1935 shows the various stands designed by Archibald Leitch were constructed, seating 5,300 and a standing area for another 700 fans along with the world-famous cockerel being placed on the mock-Tudor apex at the end of the 1909-1910 season.

Leitch replaced the wooden eastern stand with an enlarged concrete and brick faced stadium, vastly increasing the stadium capacity to over 50,000. The ground continued to be renovated and in 1925, thanks to prize money from the FA Cup triumph of 1921, both the Paxton Road stand and Park Lane Stand were enlarged and covered from the elements.

In March 1938, for the game against Sunderland, 75,038 spectators squeezed into the stadium.

By the 1930's the character of the area had changed and many industrial uses now appeared in land behind the High Road. The loss of long back gardens had a significant impact on the character of the area and it is now largely the frontage to the High Road which has any historic relevance to the Conservation Area.

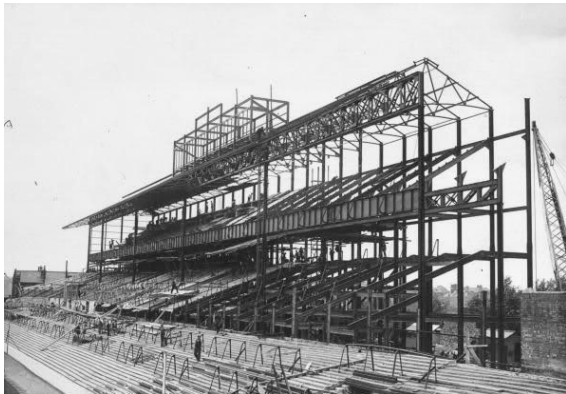
Since then the area behind the High Road has continued to be redeveloped and slowly older buildings and their curtilage have been replaced by poor quality modern buildings. Notably the development of the Wingate Estate in 1958 fundamentally changed the historic significant of the area.

2.1.3 HISTORY OF WHITE HART LANE

- Tottenham relocated to White Hart Lane in 1899, using a few mobile stands that were rented from a brewery. It opened on the 4th September with a 4-1 win over Notts County.
- During the next few years the stadium rapidly grew with a covered main stand and then with wooden banked terraces taking the capacity to 40,000 by 1905.
- Archibald Leitch was hired during the next 10 years where he designed a new main stand and a new covered East Stand. This took the capacity to 50,000.
- The stadium was further expanded in the next couple of decades with two new covered terraces and an enlarged East Stand resulting in a capacity of 80,000.
- In 1938 the club witnessed a record crowd of 75,038 versus Sunderland.
- During the following years the stadium capacity slowly declined as seating was introduced into the stand and in 1980 the west stand was demolished making way for an all seating stand opening in 1982.
- By the 1990's it was fully converted into an all seating stadium.
- In 1998 the final changes were made when a second tier was built onto the Paxton Road Members Stand leaving it at a capacity of 36,240.



1920



1934



1964



1964



1970

2.1.4 TOTTENHAM HIGH ROAD

The application site, which extends to 8.97 hectares is sub-divided by Paxton Road running east-west. The site is generally flat but falls by approximately 1m from north to south.

South of Paxton Road lies the existing White Hart Lane stadium with its north, east and south stands backing onto Paxton Road, Worcester Avenue and Park Lane respectively. The stadium's west stand is separated from the High Road and the buildings that line it by an open forecourt largely used for Club car parking. The west stand is the stadium's principal stand and contains a mixture of hospitality and administrative spaces. The west stand and forecourt are accessed from the High Road via Bill Nicholson Way. General admission turnstiles generally line the north, east and south stands at ground level.

The stadium has a current spectator capacity of 36,237. Its four stands have been built at different times with the current east and west stands redeveloped in the 1980s and the north and south stands redeveloped in the early 1990s. This is manifest in different architectural treatments that are only unified loosely through similar scale and mass. The result is a building that is impressive only by virtue of its relative size and does not make a positive contribution to setting of nearby Listed Buildings of the North Tottenham Conservation Area. The current stadium is between 22-24m high, which is broadly equivalent to eight residential storeys, but is hard against the site boundaries and in some cases over it.

The Club's merchandise store "Spurs Shop" is located immediately west of White Hart Lane stadium on the junction of High Road and Park Lane. It is a single storey white rendered building and its existence is subject to a temporary planning permission.

A group of three notable buildings lie between Spurs Shop and Bill Nicholson Way to the north: No.744 High Road 'Warmington House' (listed Grade II); the Dispensary (locally listed); and Red House Coffee Palace (locally listed). These buildings, along with other listed and locally listed buildings are described in the Heritage Statement.

'Valentino's' nightclub occupies a three storey building on the corner of Bill Nicholson Way and High Road with a single storey rear extension (Rudolph's nightclub). The former is locally listed. A gap now exists between the cluster of Heritage buildings on the corner of the High Road and Park Lane and the Northern Terrace, as the combination of brick buildings and light industrial buildings that used to line this section of the High Road have been removed as part of the initial works on the Stadium redevelopment project.

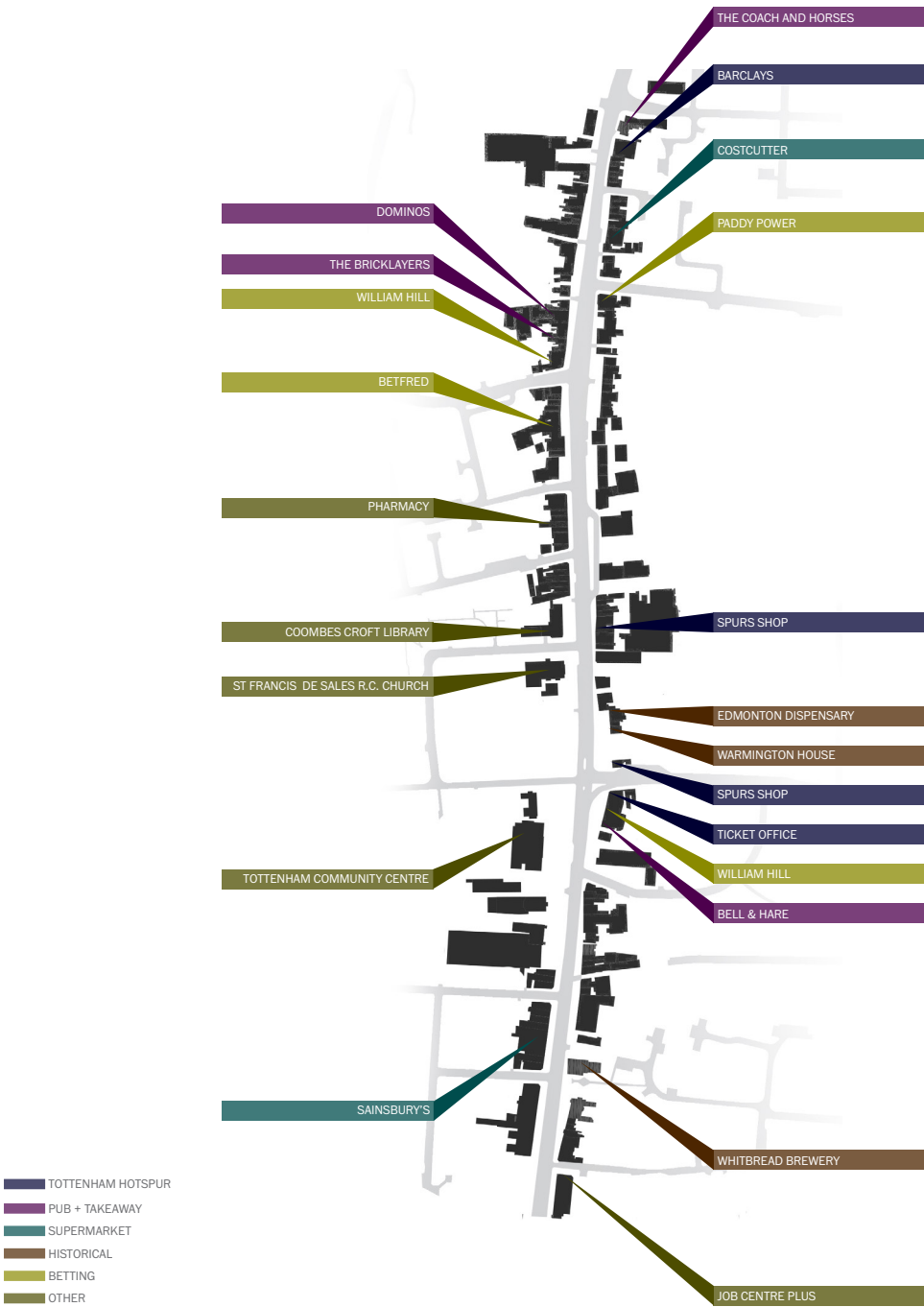
Further north still is the two storey late 20th Century office buildings associated with the 'N17 Studios light industrial estate. These buildings abut and wrap around the rear of the Grade II* listed Dial House to the north, which is set closer to the High Road. The south façade of Dial House contains a sundial.

A three storey terrace running north of Dial House up to and including 802 High Road comprises predominantly Grade II listed buildings, but includes two Grade II* structures: No.796 High Road 'Percy House'; forecourt walls and railings to Percy House.

The next block of three storey terraced properties (Nos.804/806) are not listed, but are identified a positive contributors to the Conservation Area. Immediately north lie Nos.808/810 High Road, which are listed Grade II*. The latter has benefited from significant English Heritage investment and has received external and internal renovations.

The northern section of Worcester Avenue is a barrier no through road and is lined by two storey 20th Century terraced housing on both sides. The character of Worcester Avenue then changes as it becomes less domestic and adjacent to high razor wire-topped walls associated with the secondary school along the eastern edge. A section of concrete panel wall separates the Paxton Road match day car park from Worcester Avenue southwards down to Paxton Road.

The stadium's east stand lines the western side of Worcester Avenue down to Park Lane.



TOTTENHAM HIGH ROAD - 1900



2.1.5 PHYSICAL CONTEXT

When first built in the early 19th Century, most of the eastern High Road buildings within the Northumberland Development Project boundary were in residential occupation, either in whole or in part; the exceptions being: Paxton Hall; the Tottenham and Edmonton Dispensary; the Red House Coffee Palace ; Valentino's (which was originally the former White Hart public house); and the Bookmakers (former Barclays bank) at No. 814 High Road. However, they were each built on plots once occupied by dwellings and they conform in size and scale with the residential buildings nearby.

This creates an urban grain that is distinctive: one that typically comprises a narrow street frontage between 6m and 11m, long gardens or other open space at the rear. Occasionally there is a separate access to the space at the rear.

Many of the buildings built from the early 19th Century were altered in connection with different uses and/ or have been partially developed. For example, the Wingate Trading Estate consumed much of what was once rear gardens.

Over time the rear gardens were built over to accommodate small-scale manufacturing premises which created a more varied townscape but one that has become associated with decline. There are few buildings on the eastern side of the High Road within the application site.

The consequence for the townscape is the substantial erosion of those qualities of form, scale, and colour that make the positive contribution to the area. As these positive contributor buildings reduce in number and/or condition, so they inevitably become more precious and with it the desire to protect them. The difficulty in this case is that by its nature, the proposal radically changes the urban grain of the site.

It is a result of piecemeal development that the land that once formed the rear gardens of the High Road buildings is long gone and with it, a substantial part of the historical setting. There is now no sensible or logical relationship between the present stadium and the remaining buildings that front the High Road. In terms of architecture and townscape quality, fragments of

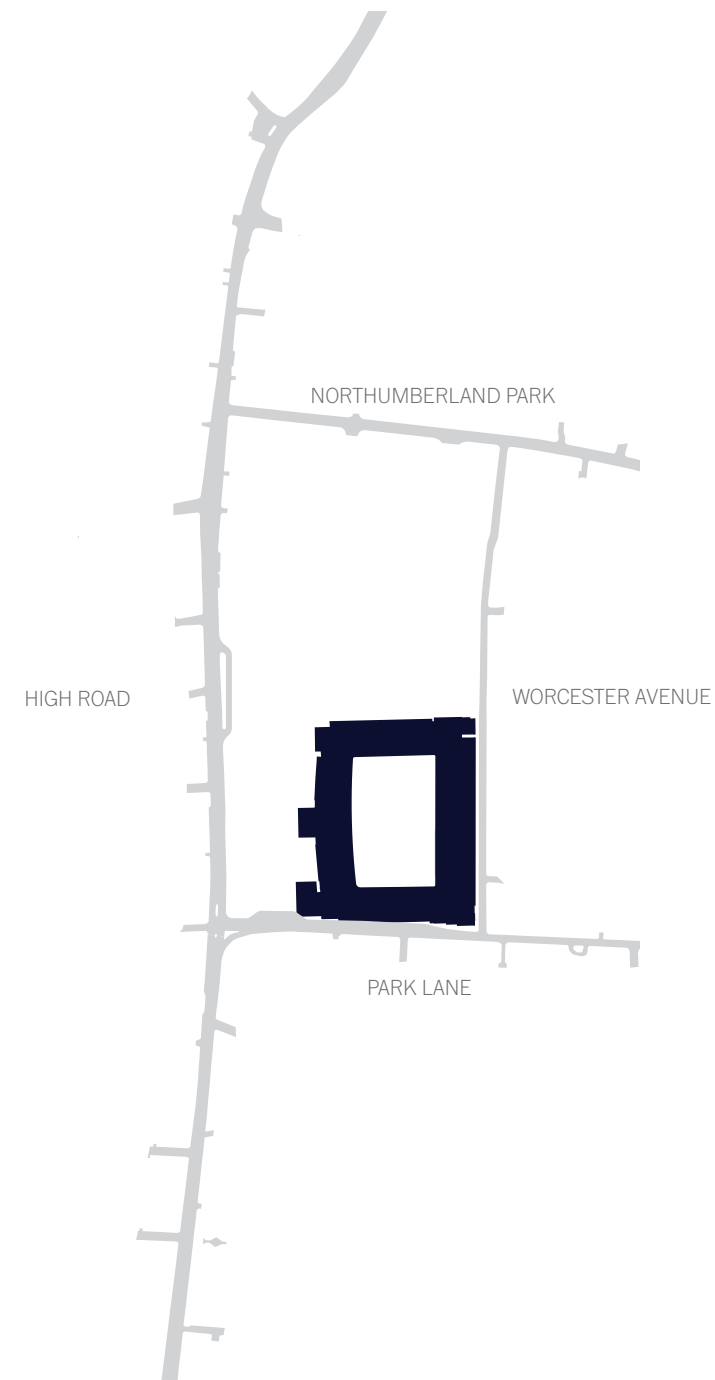
high quality undoubtedly remain. Along the east side of the High Road, at the north end of the conservation area is a terrace of buildings which run from the corner of Northumberland Park southwards to Dial House.

These include four Grade II* and five Grade II listed houses. This terrace is more or less intact and contributes significantly to the High Road townscape holding its historic line. However, Dial House at its southern end marks the beginning of a lengthy gap in the townscape running southwards, which is only picked up again at the junction of the High Road and Park Lane, where four historic buildings again make some contribution to the High Road townscape. However, unlike the northern terrace, they are not continuous and have accrued later unsympathetic additions.

At the north end of this group is the locally listed Valentino's which is a much altered late 19th century/early 20th century building in Shavian Queen Anne style. It was formally the White Hart public house. It addresses the corner of Bill Nicholson Way, on the other side of which is the Red House, an imposing redbrick building, also locally listed.

On the south side of this is the locally listed redbrick and stone former Tottenham and Edmonton Dispensary of 1910. This in turn stands next to Warmington House, an early 19th century Grade II villa which stands back from the road and is a nationally listed building.

Valentino's abuts 752a and therefore forms the end of this terrace. The Red House is a detached building, as were once both the Dispensary and Warmington House. Both these have accrued extensions, which, for the most part have a negative impact on the setting of this southern group.



PARK LANE



WORCESTER AVENUE



HIGH ROAD



NORTHUMBERLAND PARK



2.2 Transport

London



The site is well served by public transport, with four railway stations and up to 144 buses an hour serving the stadium area. There has been significant investment over recent years, particularly to the Victoria Line which has already improved the quality and frequency of public transport serving the area.

Many of the transport improvements being implemented in 2015-2018 were not committed in 2010 when the original planning application was determined by the LBH Planning Committee. Together, the planned and proposed service improvements envisaged in 2010 and the new investment being made by TfL, Network Rail and Haringey Council, will deliver significantly enhanced capacity for the increased number of supporters visiting the new stadium.

The Club will also develop a 'Green Travel Plan', detailed transport information, on its website and in match programmes, and active travel planning with supporters, rail companies and Transport for London.

The benefits of the transport improvements have already been felt and there has been a significant shift in travel patterns to the stadium area, with fans moving away from their cars and onto public transport. In 2003, over 60% of fans came by car. By 2014, that figure had reduced down to 42% for weekend fixtures and the target is to bring that number down to a maximum of 23% in the future.

A detailed transport plan has been developed with the following key initiatives:

- The new stadium will be actively promoted as a 'Public Transport Destination' – just like Wembley Stadium, with service improvements, new shuttle bus links, better pedestrian connections, real-time travel information points, clear signage and regular transport updates on the website, in programmes, and directly to fans.
- The upgraded Victoria Line has already delivered brand new, faster and higher capacity trains which have delivered major service improvements. It will become the highest frequency railway in the UK with trains running every 100 seconds, each way, before a midweek fixture and all trains now running the full length of the line to Walthamstow by way of Tottenham Hale.
- Improvements at Seven Sisters station interchange are now well underway – with extra stairs from the southbound National Rail Overground station towards the Victoria Line Underground station completed and further work will be undertaken as part of the London Overground devolution to improve the quality of the station facilities for all passengers.
- The White Hart Lane station train service is coming under the control of London Overground in 2015 – with brand new and higher capacity trains, similar to the new Metropolitan Line trains, and station improvements planned. This important project is now being developed by TfL, Network Rail and Haringey Council.
- Network Rail are scheduled to introduce 'three tracking' for the section through Tottenham Hale and Northumberland Park – which will entail the reconstruction of Northumberland Park station and significant frequency improvements for services to Stratford. Construction works

London Borough of Haringey



- should be complete well before the new stadium is finished.
- Better use will be made of White Hart Lane and Northumberland Park stations – and the Club will work with the two new Train Operating Companies to further improve match-day services and make better use of the 8-car service capacity with new queue management systems in place assisted by club stewards.
- White Hart Lane station will be redeveloped – with the creation of a newly-located station entrance, a new ticket hall and wider platform access. This redevelopment forms part of the regeneration plans for the west side of the High Road being led by Haringey Council. A planning application is expected later in 2015 with a target opening date of 2017.
- Northumberland Park station will also be reconstructed – to allow the introduction of a third track. The level crossing will be removed and will be replaced by a new and much higher quality footbridge. On a non-match day there will be 4 trains an hour each way to and from Stratford.
- The removal of the Tottenham Hale Gyratory is now largely complete – with the final stage involving the construction of a major bus station at the Tottenham Hale transport interchange. The gyratory removal provides a simple 2-way traffic connection between the station and the stadium area.
- Upgrades to the Tottenham Hale station now have full planning and funding approval – and construction will commence in the near future.
- The Club will operate two new shuttle bus services – the first service will run from Alexandra Palace station by way of Wood Green (Piccadilly line). The model for this service is the

- Allianz Park service, which carries more than 3,000 Saracens supporters before and after games. A second service will provide a high frequency link between the upgraded Tottenham Hale interchange (Victoria Line and 6 minutes from Liverpool Street) and the stadium area.
- The Club will seek to minimise the need for bus diversions on match-days – so they are back operating in the High Road as soon as possible after the final whistle. There will also be increased use of the W3 and new high frequency shuttle bus services connecting to the Piccadilly line, as an alternative to the buses to the Victoria line at Seven Sisters.
- An expanded match-day Controlled Parking Zone will minimise the transport impacts on local residents and business – and will further discourage car use. The Haringey CPZ scheme is two-thirds complete and the Enfield scheme will, subject to approval, follow in the next few years.
- The construction of the new cycle superhighway commenced in July 2015 – CS1, as it is called, connects the stadium (at Church Street) to Liverpool Street. The route avoids major roads and will create a new travel option for supporters who live south of the stadium. A large cycle park has been built in Phase one of the development next to Lilywhite House.

In addition to all of the above, the transformed area in and around the new stadium will encourage fans to arrive early and stay late, soaking up the atmosphere and taking advantage of the new facilities, including a new post-match events programme the Club will put in place. This will take the pressure off all transport services by spreading out arrival and departure times.

White Hart Lane



2.3 Existing Site and Buildings

The 8.97 hectare development site is bounded by the High Road (A1010) to the west, Park Lane to the south, Worcester Avenue to the east and Lilywhite House to the north. The site also includes what was Paxton Road which runs west/east along the North stand of the existing stadium (although this will be removed as part of the redevelopment). The west section of the site, fronting the High Road, forms part of the North Tottenham Conservation Area. A wider masterplan for the Northumberland Ward, led by Haringey Council, takes in a further 9.9ha / 24.5 acres to the west of the High Road and is described in more detail in Section 6.1.

The existing White Hart Lane stadium sits on the southern section of the development site, with a northern boundary defined by what was Paxton Road. It is set well back from the High Road and screened from street level view by a number of existing buildings which sit in the North Tottenham Conservation Area corridor, one of which is Grade II listed and a number of which are locally listed. The Nicholson gates at the end of Bill Nicholson Way form the entrance to the stadium off the High Road but are not visible from a distance.

The northern section of the site now stops at the interface with Lilywhite House, the first phase of the NDP development that was constructed in place of light industrial buildings and offices on the Wingate Trading Estate. It also includes a number of two-storey terraced properties to the southern end of the west side of Worcester Avenue, namely 20 – 38 Worcester Avenue, which run up to a break line in the terrace. Some of these houses have already been demolished as part of the earlier phase of works.

The development site is broadly level though it gradually falls approximately 1m over its north / south axis from Northumberland Park to Park Lane. There is a highpoint at the intersection of what was Paxton Road and Worcester Avenue which has been taken into account when determining preferred external levels for the proposed development and optimizing excavation and cart away off site.

The majority of existing buildings fronting the south section of the High Road and what was Paxton Road site were demolished during the first phase of the development, including the listed building 774 High Road (Fletcher House), and locally listed terrace 752-766 High Road. However, the listed building 744 High Road (Warmington House) and locally listed buildings 746 High Road (former Edmonton Dispensary), 748 High Road (former Red House Coffee House) and front section of 750 High Road (former White Hart Public House) still remain.

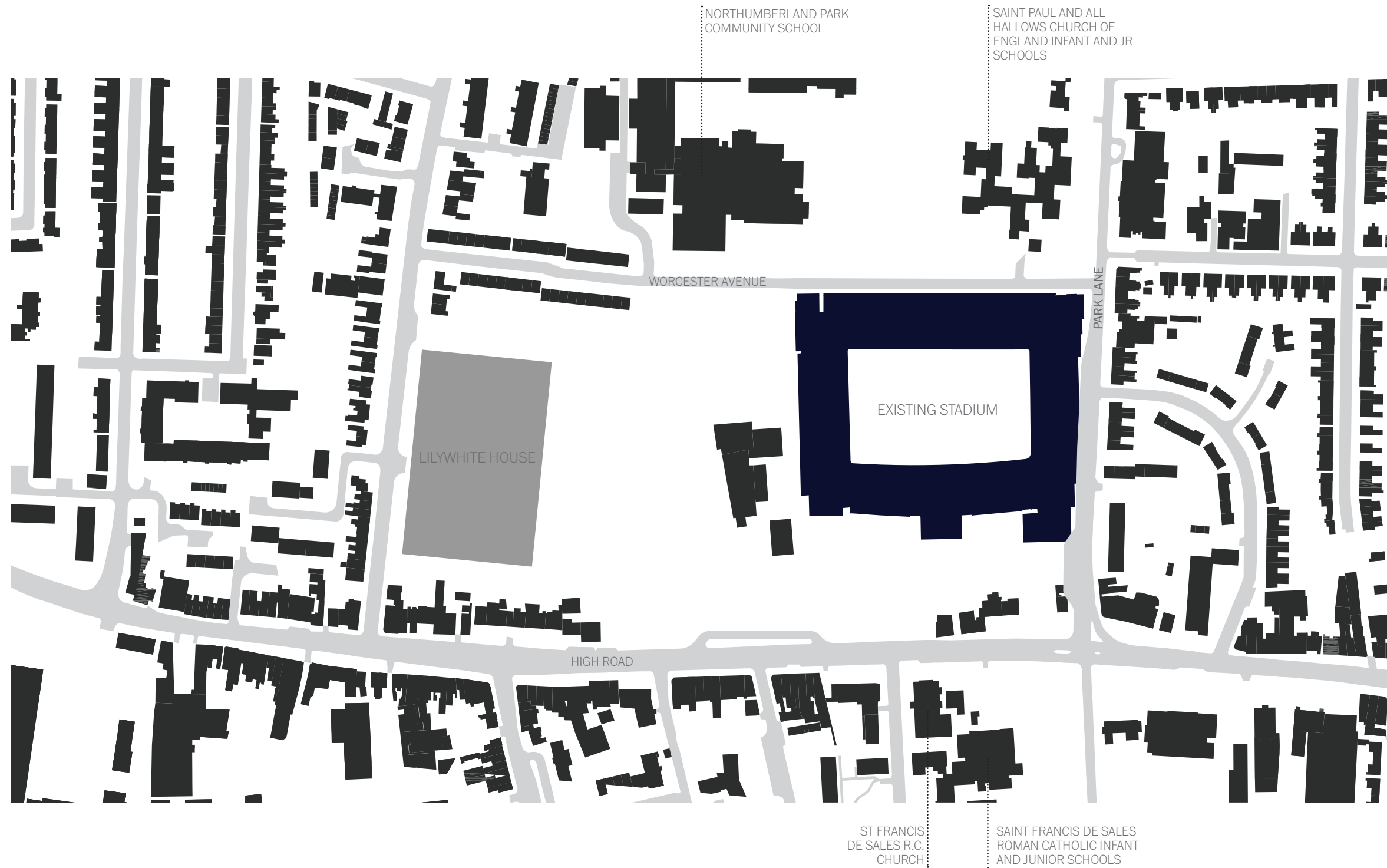
All existing buildings fronting the north section of the High Road (from 790-814 High Road) will be retained, and the listed buildings contained within the frontage that sit within the Club's ownership will be refurbished, although these works sit outside the scope of the stadium project. A piece of land to the rear of 794 High Road has a restrictive covenant which prevents building on it, and therefore limits the profile of the north podium.

All buildings on the Wingate Trading Estate to the north of what was Paxton Road, and all light industrial buildings to the north of Wingate were demolished and removed during the construction of Lilywhite House, although the Archway properties remained during the course of the CPO process and are due to be removed shortly.

An agreement has been established with Northumberland Park Community School about the shared use of part of their outdoor space for an Outside Broadcast compound, with service connections installed underneath Worcester Avenue between the stadium site and the school grounds.

The development also includes a number of alterations to existing highways, including reconfiguring the junction between the High Road and Park Lane, the junction between Park Lane and Worcester Avenue, the stopping off of what was Bill Nicholson Way and Paxton Road, and the realignment and resurfacing of Worcester Avenue.





Existing Site and Buildings

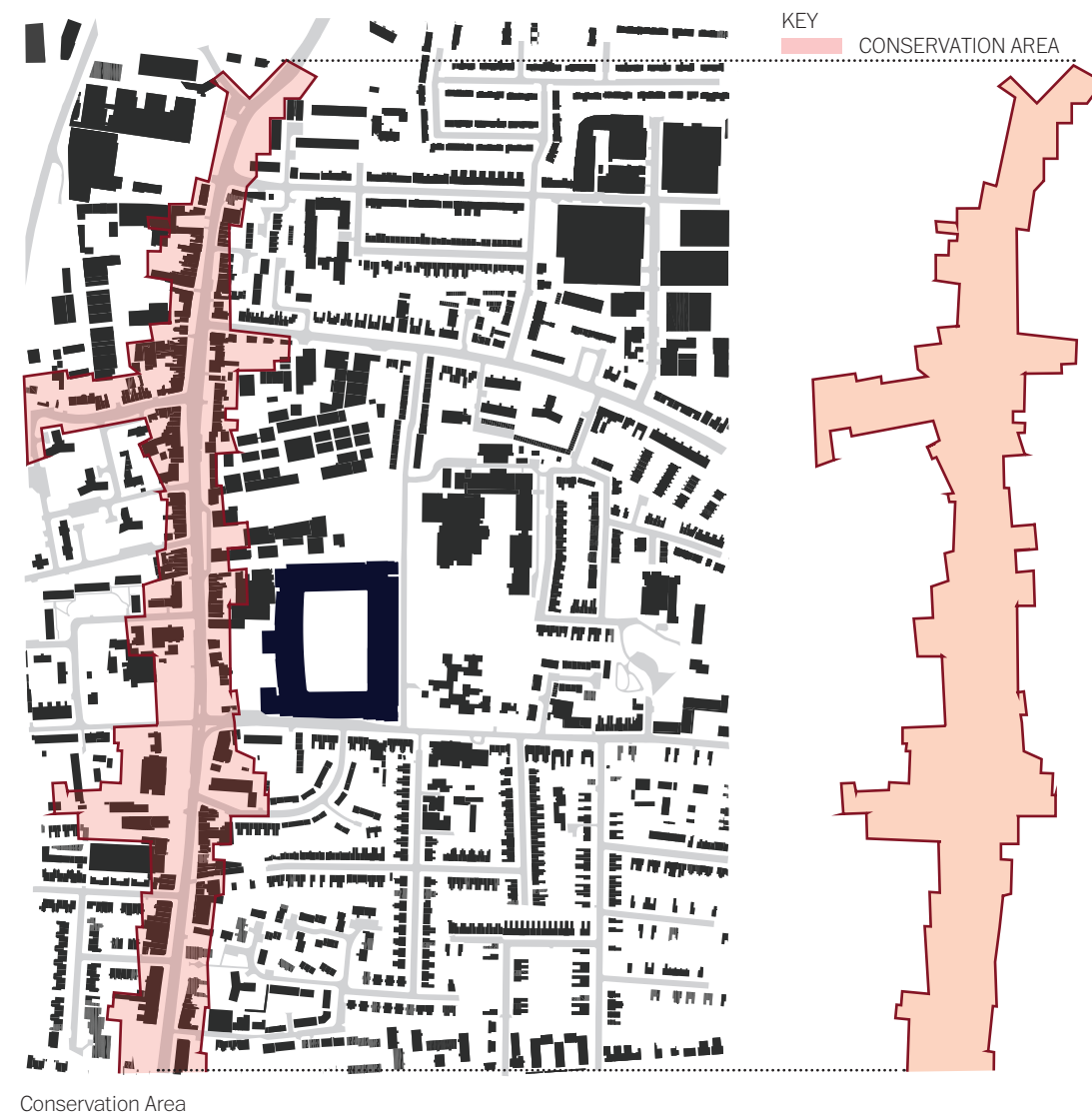
2.4 Relation to Context

2.4.1 CONSERVATION AREA

The Tottenham High Road has a conservation area that runs along the northern stretch of the road, from the Lordship Lane/Landsdowne Road junction to the Northern boundary of the borough, as well as several perpendicular roads.

Around the junctions of White Hart Lane and Northumberland Park the conservation area forms a historic village core, with history of the area dating back to the Romans as well as several significant statutory listed buildings. Included in these listed buildings are several large, important Queen Anne and Georgian houses that are Grade II listed, including house numbers 808-810, Dial house and Percy House.

The southern area of the conservation area and Tottenham High Road are dominated by the world famous Tottenham Hotspur Football Club. White Hart lane, originally built in 1899 is set back from the road and is set just outside the conservation area, but is linked to the conservation area by a few buildings that are associated with the club's history.



2.4.2 LISTED BUILDINGS

On site there is a mixture of statutory listed buildings and locally listed buildings. To the north is the intact northern terrace which from Dial House to the corner of Northumberland Park is located a significant group of statutory listed buildings that represent the best series of Georgian properties within the Tottenham Conservation area. As a group these consistent properties are of distinct architectural merit and give a positive contribution to the character and appearance of the High road as they have avoided being compromised by commercial additions at street level and have maintained their impression of one impressive building. In contrast to the south west of the Northumberland Development site area, there are four buildings that are all in disrepair, damaged and are losing, if not lost, their identity and context as they sit fragmented as individual pavilions.

The proposals are being developed to make a conscious effort to retain the buildings to the north as a significant asset to the local heritage that hold the 'Tottenham heritage', maintaining and restoring the area. However, of the four buildings to the south west it is envisaged only to retain and renovate the single, nationally listed building which has been deemed by Historic England to be of significant architectural and historic interest, Warmington House. The condition of the urban fabric in the south west corner, in which the Tottenham and Edmonton Dispensary, the Red House and Valentino's are located, has been lost and these buildings which would have sat within a terrace have this setting no longer.



Listed Buildings