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MASTERPLAN



6.1 Northumberland Development Project Master Plan

The Tottenham Strategic Regeneration Framework (SRF) was adopted by the Council in March 2014 and sets out an exciting vision for the future for Tottenham. The SRF outlines the key strategies that will revitalise Tottenham and help its residents meet their own ambition.

The SRF Delivery Plan will focus on the following four priorities in the short to medium term to deliver the aspirations within the SRF and those gathered from the local community as part of the 'Tottenham's Future' engagement programme:

1. People: To deliver improved access to jobs and business opportunities; world-class education and training; and a strong and healthy community;
2. Place: Better caring for the place and delivering improved public realm in all of the local centres that comprise Tottenham;
3. North Tottenham including High Road West, a new stadium/leisure destination and a comprehensive estate regeneration and housing renewal programme; and
4. Tottenham Hale: a key area of opportunity in South Tottenham, building on the delivery of a new station and a range of mixed use development.

The stadium redevelopment forms a key element in the range of ambitious area-wide regeneration initiatives outlined in the SRF. The Framework has seven overlapping themes as follows:

1. World-class education and training
2. Improved access to jobs and business opportunities
3. A different kind of housing market
4. A fully connected community with even better transport links
5. A strong and healthy community
6. Great places
7. The right investment and high quality development

These themes are directly relevant to the proposals associated with this application and will be reviewed in more detail in section 6.2.

The planning strategy underpinning the various regeneration programmes in Tottenham contained is expressed in the emerging Tottenham Area Action Plan (AAP) which has been informed directly by the Tottenham SRF.

The AAP provides for major new housing development aimed at delivering a further 10,000 new homes and significantly improving the quality of existing social housing stock, through estate renewal such as that proposed for North Tottenham, providing for a more balanced mix of housing tenure and greater housing choice. It also makes provision to deliver substantial employment growth, creating 5,000 new jobs in the Tottenham Hale and north Tottenham area.

Key regeneration programmes being progressed by Haringey Council within the Tottenham AAP area and which form the context within which the stadium masterplan has been prepared include the following:

- High Road West Masterplan Framework – the masterplan framework was approved by Haringey Council in August 2014 following extensive community and stakeholder engagement. The masterplan area is immediately to the west of the station between Tottenham High Road and the railway line. High density, mixed-use development is proposed including the delivery of new community uses. The masterplan also includes important principles which will help improve pedestrian accessibility between the new stadium and White Hart Lane railway station.

- Northumberland Park Strategic Framework – a separate masterplanning exercise has been undertaken which explores a range of development scenarios for the housing-led regeneration of the Northumberland Park estate to the east of the stadium site. Again, significant local engagement has informed the evolution of the framework.

- Tottenham Hale District Centre Framework – the framework promotes the establishment of a new district centre at Tottenham Hale which is the nearest principal public transport interchange to the stadium. Up to 5,000 new dwellings and 4,000 new jobs will be delivered in the Tottenham Hale area.

High Road West is the key High Road hub for North Tottenham and an exciting opportunity for significant change. The aspiration is that it becomes the sports and leisure destination in North London and complements and enhances the

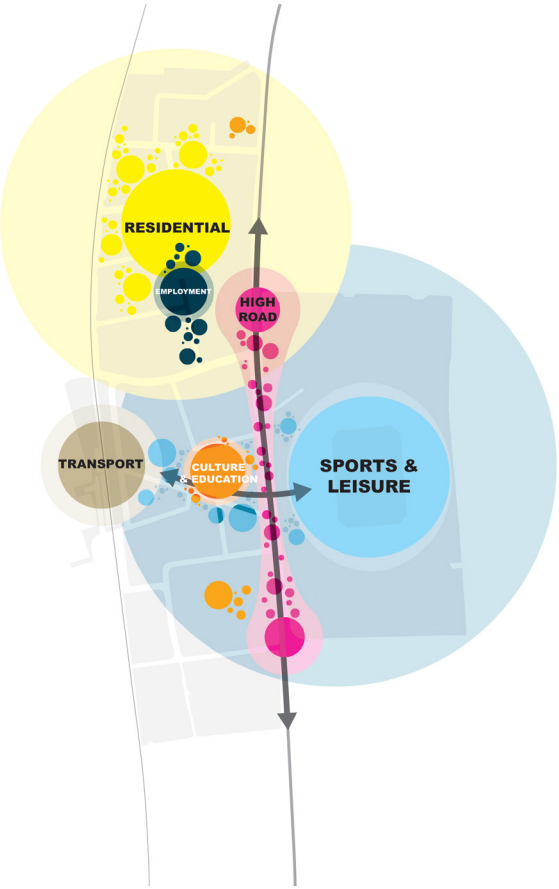
committed investment in Tottenham Hotspur Football Club's (THFC) development plans.

As important, is the opportunity to create new residential neighbourhoods. These supporting uses create a depth to the activities of the High Road and a 'behind the High Road' condition typical of other north London high streets such as Edgware Road or Mare Street in Hackney. Estate renewal in High Road West leverages LB Haringey's assets to create a major regeneration opportunity to improve the quality, mix, tenure and quantum of housing in the area and deliver the associated links to economic opportunity.

High Road West is an area that has been identified as a specific masterplan opportunity within a wider character area that includes the THFC development, including a new Sainsbury's supermarket as well as commercial and residential development, and the Cannon Rubber redevelopment site (also referred to as Brook House), which will provide new homes and primary school and other adjacent areas. Both schemes have been granted planning permission and are one of the first steps in delivering wider change and a key indicator of investor confidence.

In the short to medium term redevelopment will be focused on upfront investment in place making within the southern end of the area through:

- Delivery of a new station for White Hart Lane,
- Opportunities to bring the railway arches into use; and
- Provision of new public open space with adjacent community, leisure and cultural facilities.



6.2 Response to LBH Masterplan

The design of the NDP masterplan has been developed to respond directly to the themes contained within the SRF, AAP and other associated planning strategies and are directly relevant to the proposals associated with this application, as follows, taking each theme in turn:

1.The recently completed Lilywhite House development which will sit north of the new north stand incorporates the new Tottenham University Technical College (UTC), north London's first UTC offering a new state-funded and sponsor-backed curriculum for 14-18 year olds including GCSEs, A/AS-levels and BTECs specialising in technology, science, engineering, sports and health.

2.In addition to the job creation associated with the construction and operation of a significantly larger football stadium, a wide range of additional commercial spaces are proposed which will generate significant new employment and business opportunities for local people.

3.Housing is a key element in the stadium regeneration which will complement the area's existing housing stock.

4.The aspiration is to create a more permeable stadium environment with better links to an improved White Hart Lane Station and improved links with the High Road and Northumberland Park to the east.

5.A range of community and commercial heath and sports related facilities are incorporated into the proposals to help support a strong and healthy community.

6.The new stadium will be at the heart of a completely new, high quality, environment for North Tottenham – creating a great place from this very significant and high quality investment.

7.The stadium represents an unprecedented level of investment for North Tottenham and will result in a mixed used development of the highest quality.

The new stadium sits in the centre of the NDP masterplan on a north/south orientation, similar to the existing White Hart Lane stadium. A rectilinear food store and commercial development

– containing a College and THFC Offices sitting over on-grade car parking - has already been constructed to the north.

The 'Tottenham Experience' building - containing an interactive Club museum and learning centre - set within the retained Warmington House - along with heritage displays, cinema, retail and café spaces will be located along the southern section of the High Road, connecting to the stadium via a raised podium public space.

The final part of the site will see a separate southern development with a Hotel at the junction of the High Road and Park Lane, an Extreme Sports Building opening onto Park Lane, commercial space opening onto the podium and a multi-storey private sale residential development above.

Consideration will also be given to the new station building that will replace the existing White Hart Lane main line station, with a major pedestrian walkway link through to the West stand main entrance, and a major public square set on the grand axis of the walkway providing an ideal focal point for community activities.

The stadium setting out is primarily dictated by the site re-development strategy and the need to build the first phase West, North and East stands around the existing White Hart Lane stadium whilst it is still in use. This strategy is described in more detail in Section 7.0. In its final state, the line of the entrance to the West stand is set to run parallel to the High Road at a set-back of approximately 10m from the edge of the carriageway. This will help to reinforce the line of the High Road and give greater clarity to the urban context. A similar strategy will be adopted where the entrance to the East Stand meets Worcester Avenue and this will be reinforced by the design of the steps rising up to the south podium and the setting-out of the Southern Development.

LILYWHITE HOUSE



6.3 Phased Construction

The overall construction strategy assumes that the stadium redevelopment works will be carried out in a series of phases, with the aim of allowing THFC to continue playing in the existing stadium for as much of the construction programme as possible.

An initial phase of demolition of existing buildings to the north and west of the existing stadium has already taken place, along with the construction of the Supermarket, UTC and Club offices in a building at the northern end of the proposed redevelopment site.

A programme of services diversion works were undertaken in the Summer of 2014 to facilitate the relocation of the existing Outside Broadcast compound to the adjacent school along Worcester Avenue, with a temporary satellite uplink area at the junction of Worcester Avenue and Park Lane.

The main construction works associated with the new stadium is likely to be split into two distinct phases, which comprise of the following:

Phase 1

- Demolish all remaining buildings on the Stadium site
- Construct new West, North and northern half of East stands
- Construct all essential stadium accommodation at Level 0 including players and team staff suite, media centre, catering staff accreditation, central production kitchen, delivery yard, stadium and ground maintenance, police holding area, incoming utilities and plant rooms
- Install temporary repeater panels for key life safety equipment, as required, to enable initial commissioning of these systems
- Construct new Tottenham Experience along High Road
- Construct Hotel at junction of High Road and Park Lane

Phase 2

- Demolish existing stadium
- Complete cable-net roof
- Construct south stand and remaining portion of the east

stand and associated podium

- Install pitch and complete associated pitchside services
- Complete installation of life safety services and re-commission where necessary

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Phase 3

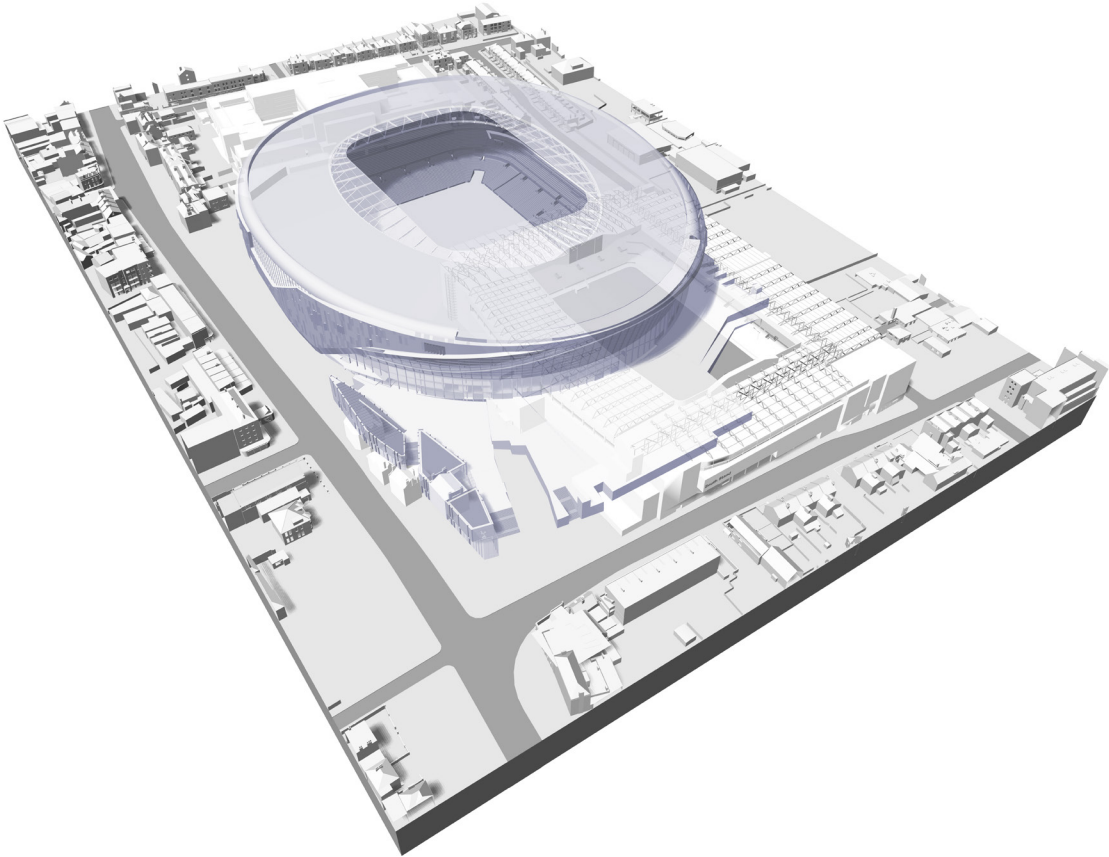
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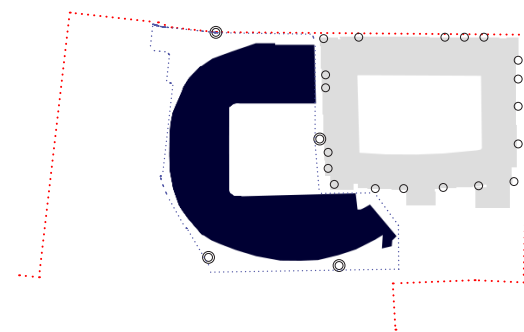
- Construct remaining elements of the southern development adjoining Park Lane

The initial phasing line will establish the west end of what was Paxton Road as the primary contractor access into the Phase 1 construction site. A detailed match day safety plan will be developed with the Haringey Safety Team to update and maintain this arrangement and also ensure safe match day access and egress for all spectators whilst the construction works are being carried out. This will include detailed studies of crowd flow into and out of the Stadium on a match day and take account of any potential changes in the site hoarding line that may be required during phase 1 of the construction works.

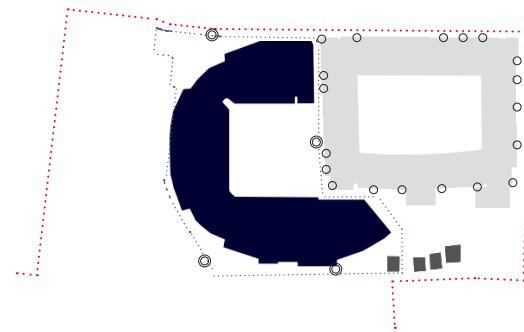
A range of phasing options have been reviewed to explore whether a strategy could be developed that would enable THFC to continue playing on site during the whole of the construction works. This would require the demolition of the north portion of the existing stadium and completion of the southern portion of the new stadium and associated podium space during a single close season.

The design of the new south stand has been developed with a steel structure and simple fit-out, to optimise the construction programme for this element of the works, but at this stage it appears that THFC may need to relocate for a season to facilitate a sensible completion of the later parts of the construction. The design team is continuing to assess the phasing strategy and options to determine whether THFC will need to relocate for a single season.

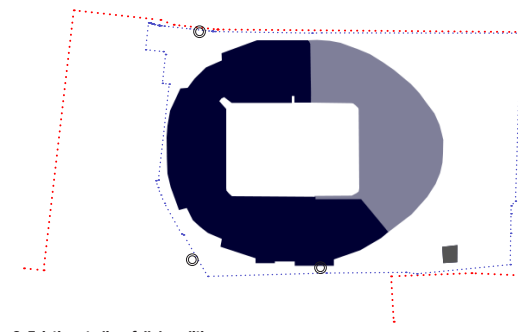




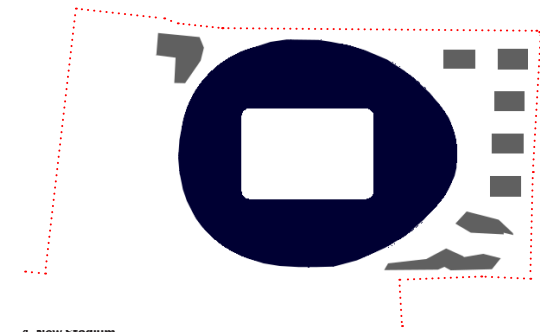
1. Basement construction



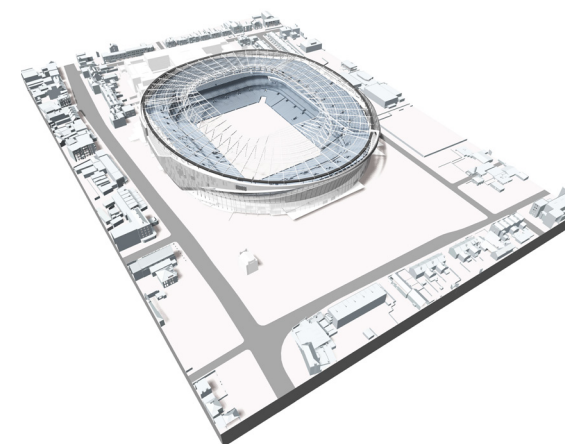
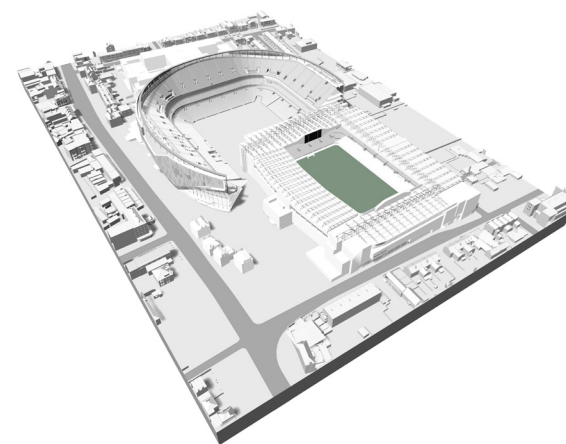
2. Partial stadium construction



3. Existing stadium full demolition
Proposed stadium south stand



4. new stadium



- PLANNING BOUNDARY
- SITE HOARDING
- STADIUM EXIT POINT
- ⊙ ACCESS