

SCHEDULE FOUR

STADIUM DEVELOPMENT OBLIGATIONS

Subject to the provisions contained in clause 9.2 of this Deed the Owner covenants to undertake for itself and its successors in title to the Stadium Development Site as follows:

1. MAJOR EVENT DAY STADIUM DEVELOPMENT TRAVEL PLAN

- 1.1 Prior to the first Major Event at the Completed Stadium to submit the Major Event Day Stadium Development Travel Plan to the Council for approval.
- 1.2 To amend and re-submit the Major Event Day Stadium Development Travel Plan to the Council until such time as it is approved by the Council.
- 1.3 Not to hold or permit to be held any Major Event at the Completed Stadium other than in compliance with Major Event Day Stadium Development Travel Plan as approved by the Council pursuant to paragraph 1.1 or 1.2 of this Schedule and as may be amended pursuant to paragraph 1.6 of this Schedule.
- 1.4 As part of the Major Event Day Stadium Development Travel Plan to implement the Attraction of Visitors Measures, the Retention of Visitors Measures and the Transport and Communications Strategy.
- 1.5 Upon completion of this Deed to appoint and retain a Travel Plan Co-ordinator (for the life of the Development) to liaise with the Council and TfL and to co-ordinate the production, implementation and review of all the Travel Plans connected with the Development in accordance with the Travel Plan General Principles.
- 1.6 To review the Major Event Day Stadium Development Travel Plan annually as part of the Major Event Day Monitoring Programme pursuant to paragraph 9.1 to 9.7 of this Schedule (subject to paragraph 9.4) and to implement any amendments to the Major Event Day Stadium Travel Plan as recommended by the Major Event Day Monitoring Proposals Report and approved by the Council pursuant to paragraph 9.3 for each subsequent football season.

2. MINOR EVENT DAY STADIUM DEVELOPMENT TRAVEL PLAN

- 2.1. Prior to the Occupation of the Completed Stadium to submit the Minor Event Day Stadium Development Travel Plan to the Council for approval.
- 2.2. To amend and re-submit the Minor Event Day Stadium Development Travel Plan to the Council until such time as it is approved by the Council.
- 2.3. Not to Occupy or permit the Occupation of the Completed Stadium other than in compliance with the Minor Event Day Stadium Development Travel Plan as approved by the Council pursuant to paragraphs 2.1 or 2.2 of this Schedule and as may be amended pursuant to paragraph 2.4 of this Schedule.
- 2.4. To review the Minor Event Day Stadium Development Travel Plan annually as part of the Major Event Day Monitoring Programme pursuant to paragraph 9.1 to 9.7 of this Schedule (subject to paragraph 9.4) and to implement any amendments to the Minor Event Day Stadium Travel Plan as recommended by the Major Event Day Monitoring Proposals Report and approved by the Council pursuant to paragraph 9.3 for each subsequent football season.

3. STADIUM DEVELOPMENT CYCLING STRATEGY

- 3.1. Prior to the Occupation of the Completed Stadium to submit the Stadium Development Cycling Strategy to the Council for approval.
- 3.2. To amend and re-submit the Stadium Development Cycling Strategy to the Council until such time as it is approved by the Council.
- 3.3. Not to Occupy or permit Occupation of the Completed Stadium other than in compliance with the Stadium Development Cycling Strategy as approved by the Council pursuant to paragraphs 3.1 or 3.2 of this Schedule and as may be amended pursuant to paragraph 3.4 of this Schedule.
- 3.4. To review the Stadium Development Cycling Strategy annually as part of the Major Event Day Monitoring Programme pursuant to paragraph 9.1 to 9.7 of this Schedule (subject to paragraph 9.4) and to implement any amendments to the Stadium Development Cycling Strategy as recommended by the Major Event Day

Monitoring Proposals Report and approved by the Council pursuant to paragraph 9.3 for each subsequent football season.

4. **STADIUM DEVELOPMENT SIGNAGE STRATEGY**

- 4.1. Prior to the Occupation of the Completed Stadium to submit the Stadium Development Signage Strategy to the Council for approval.
- 4.2. To amend and re-submit the Stadium Development Signage Strategy to the Council until such time as it is approved by the Council.
- 4.3. To implement subject to any necessary consent under the 1980 Act and or the 1990 Act the measures in the approved Stadium Development Signage Strategy and not to Occupy or permit Occupation of the Completed Stadium other than in accordance with the Stadium Development Signage Strategy approved by the Council pursuant to paragraphs 4.1 or 4.2 of this Schedule.

5. **STADIUM DEVELOPMENT COACH STRATEGY**

- 5.1. Prior to Occupation of the Completed Stadium to submit the Stadium Development Coach Strategy to the Council for approval.
- 5.2. To amend and re-submit the Stadium Development Coach Strategy to the Council until such time as it is approved by the Council.
- 5.3. Not to Occupy or Permit the Occupation of the Completed Stadium other than in accordance with the Stadium Development Coach Strategy approved by the Council pursuant to paragraphs 5.1 or 5.2 of this Schedule and as may be amended pursuant to paragraph 5.4 of this Schedule.
- 5.4. To review the Stadium Development Coach Strategy annually as part of the Major Event Day Monitoring Programme pursuant to paragraph 9.1 to 9.7 of this Schedule (subject to paragraph 9.4) and to implement any amendments to the Stadium Development Coach Strategy as recommended by the Major Event Day Monitoring Proposals Report and approved by the Council pursuant to paragraph 9.3 for each subsequent football season.

6. **MAJOR EVENT DAY LOCAL AREA MANAGEMENT PLAN**

- 6.1. Prior to the first Major Event or Minor Event to be held at the Completed Stadium to prepare and submit the Major Event Day Local Area Management Plan to the Council for approval.
- 6.2. To amend and re-submit the Major Event Day Local Area Management Plan to the Council until such time as it is approved by the Council.
- 6.3. Not to hold or permit to be held a Minor Event or Major Event at the Completed Stadium other than in compliance with Major Event Day Local Area Management Plan as approved by the Council pursuant to paragraphs 6.1 or 6.2 of this Schedule and as may be amended pursuant to paragraph 6.4 of this Schedule.
- 6.4. To review the Major Event Day Local Area Management Plan annually as part of the Major Event Day Monitoring Programme pursuant to paragraph 9.1 to 9.7 of this Schedule and to implement any amendments to the Major Event Day Local Area Management Plan as recommended by the Major Event Day Monitoring Proposals Report and approved by the Council pursuant to paragraph 9.3 for each subsequent football season.

7. **STADIUM DEVELOPMENT AIR QUALITY MONITORING PLAN**

- 7.1. Prior to the first Major Event or Minor Event to be held at the Completed Stadium to prepare and submit the Stadium Development Air Quality Monitoring Plan to the Council for approval.
- 7.2. To amend and re-submit the Stadium Development Air Quality Monitoring Plan to the Council until such time as it is approved by the Council.
- 7.3. Not to hold or permit to be held any Major Event or Minor Event at the Completed Stadium other than in accordance with the approved Stadium Development Air Quality Monitoring Plan.
- 7.4. To undertake the monitoring within the approved Stadium Development Air Quality Monitoring Plan for 10 years from the date of the first Major Event at the Completed

Stadium or until the Air Quality Objectives have been consistently achieved for a period of 5 years whichever occurs the soonest.

- 7.5. In the event that the Stadium Development Air Quality Monitoring Plan identifies exceedences of the thresholds in respect of the pollutants of interest set out in Schedule Twenty which are directly attributable to the Stadium Development to prepare and submit the Stadium Development Air Quality Monitoring Proposals Report to the Council for approval.
- 7.6. To amend the Major Event Day Stadium Travel Plan and/or Minor Event Day Stadium Travel to incorporate any mitigation measures proposed within the Stadium Development Air Quality Monitoring Proposals Report as approved by the Council.

8. MODAL SPLIT TARGETS

- 8.1. To use all reasonable endeavours to achieve the THFC Modal Split Target within the first full season of operation of the Completed Stadium and thereafter for each season that the Completed Stadium is in operation.
- 8.2. To use all reasonable endeavours to achieve the NFL Modal Split Target within the first full season during which NFL Events are held at the Completed Stadium and thereafter for each season that NFL Events are held in the Completed Stadium.
- 8.3. To use all reason endeavours to achieve the Concert Modal Split Target within the first full season during which concerts are held at the Completed Stadium and thereafter for each concert held at the Completed Stadium.

9. MAJOR EVENT DAY MONITORING PROGRAMME

- 9.1. To fund procure and comply with the Major Event Day Monitoring Programme and Major Event Day Monitoring Review from the opening of the Completed Stadium.
- 9.2. In the event that a Modal Split Target is not achieved during the first full season of operation of the Completed Stadium (and subject to paragraph 9.4 of this Schedule each subsequent season):

- 9.2.1. The Major Event Day Monitoring Programme will identify the reasons why the relevant Modal Split Target has not been achieved; and
- 9.2.2. The Owner will undertake the Major Event Day Monitoring Review; and
- 9.2.3. By 30 June following the end of the relevant season the Owner shall provide to the Council the Major Event Day Monitoring Proposals Report.
- 9.3. The Council in consultation with TfL shall have eight weeks from receipt to review and approve the Major Event Day Monitoring Proposals Report.
- 9.4. The Major Event Day Monitoring Programme and Major Event Day Monitoring Proposals Report shall continue every season until such time as the Council is satisfied that the Modal Split Targets have been consistently achieved for a period of 5 consecutive years.
- 9.5. In the event that the Major Event Day Monitoring Proposals Report recommends the implementation of an MEDCPZ Extension (and such recommendation is accepted by the Council pursuant to paragraph 9.3 of this Schedule) the Council may request and the Owner shall pay within three months of the date of that request the MEDCPZ Design and Consultation Costs.
- 9.6. At such time as the Council is in a position to implement the MEDCPZ Extension it may request and the Owner shall pay the MEDCPZ Implementation Costs.
- 9.7. The Council shall use reasonable endeavours to operate any MEDCPZ Extension for all Major Events at the Completed Stadium and to apply the MEDCPZ Code of Enforcement to the MEDCPZ Extension.
10. **SHUTTLE BUS SERVICE**
- 10.1. To implement and operate at no cost to the Council the Shuttle Bus Services for each Major Event at the Completed Stadium at the service capacity, frequency, location and duration to be agreed with the Council and TfL and at a fare structure to be agreed with TfL as part of the Major Event Day Stadium Development Travel Plan.

- 10.2. Not to hold or permit to be held any Major Event at the Completed Stadium without procuring the provision of the Shuttle Bus Services other than due to a Force Majeure Event.
- 10.3. In the event that the Major Event Day Monitoring Proposals Report proposes an extension to the Shuttle Bus Services and such recommendation is accepted by the Council and TfL pursuant to paragraph 9.3 of this Schedule to implement such extension for all subsequent Major Events at the Completed Stadium at a service capacity frequency location and duration to be agreed with the Council and at a fare structure to be agreed with TfL.
- 10.4. For the avoidance of doubt all fare revenues from the Shuttle Bus Service shall be retained by the Owner.
- 10.5. The Council covenants to identify and provide as far as reasonable practicable appropriate access arrangements on adopted public highways including the use of bus lanes to encourage the use of the Shuttle Bus Services.

11. STADIUM DEVELOPMENT SERVICING AND DELIVERY PLAN

- 11.1. Prior to the Occupation of the Completed Stadium to prepare and submit the Stadium Development Servicing and Delivery Plan to the Council for approval.
- 11.2. To amend and re-submit the Stadium Development Servicing and Delivery Plan to the Council until such time as it has been approved by the Council.
- 11.3. Not to Occupy or permit Occupation of the Completed Stadium other than in compliance with the Stadium Development Servicing and Delivery Plan approved by the Council pursuant to paragraph 11.1 and 11.2 of this Schedule.

12. PODIUM AND PUBLIC ACCESS AREA

- 12.1. Prior to the first Major Event at the Completed Stadium to prepare and resubmit the Public Access Management Plan to the Council for approval.
- 12.2. To amend and re-submit the Public Access Management Plan to the Council for approval until such time as it is approved by the Council.

- 12.3. Not to hold or permit to be held any events on the Podium and Public Access Space other than in accordance with the Public Access Management Plan approved by the Council pursuant to paragraphs 12.1 and 12.2 of this Schedule.
- 12.4. To be responsible for the management and maintenance of the Podium and Public Access Space in accordance with the Public Access Management Plan approved by the Council pursuant to paragraphs 12.1 and 12.2 of this Schedule.
- 12.5. Prior to the first Major Event at the Completed Stadium to submit to the Council a Schedule of Podium Events to be held on the Podium during the following year and thereafter prior to the beginning of each football season to agree the Schedule of Podium Events with the Council for the following year.
- 12.6. To procure and arrange that as part of the agreed Schedule of Podium Events the Foundation shall arrange and fund a minimum of 12 community or cultural events on the Podium each year for 6 years from the date of the first Major Event at the Completed Stadium.
- 12.7. To allow public pedestrian access to the Podium and Public Access Space in accordance with the approved Public Access Management Plan 24 hours per day on all days save one each year (and to provide the Council not less than 14 days prior notice of the intended day on which public access to the Podium and Public Access Area will be restricted).
- 12.8. Prior to the first Major Event at the Completed Stadium to provide and operate at least two lifts to access the Podium from street level in accordance with the approved Public Access Management Plan.
- 12.9. To provide public access to at least 3 public toilets (for males, females and people with disabilities) from the Podium and Public Access Space on all days save one each year between 8am and 8pm (and for such longer periods as may be reasonably necessary before and after Major Events) unless requested to cease to provide such access by the Metropolitan Police.
- 12.10. Where the Owner grants permissive use to the public of any part of the Podium and Public Access Space such use shall be in accordance with all reasonable management and security arrangements considered necessary including in the

event of emergency the right temporarily to exclude public access and for the avoidance of doubt emergency for this purpose shall mean circumstances causing danger and identified as such by the Metropolitan Police or other emergency services of causing danger to life or limb.

- 12.11. For the avoidance of doubt the Owner has no intention to dedicate a right of way to the public over any part of the Site.

13. EMPLOYMENT, TRAINING, BUSINESS AND SKILLS

- 13.1. Within 2 months of the date of the Planning Permission and Listed Building Consent to submit to the Council the Stadium Development Construction Phase Employment and Skills Strategy.
- 13.2. To amend and re-submit the Stadium Development Construction Phase Employment and Skills Strategy to the Council until such time as it is approved by the Council.
- 13.3. Once approved by the Council the Owner covenants to comply with the Stadium Development Construction Phase Employment and Skills Strategy throughout the construction phase of the Stadium Development.
- 13.4. Prior to the Occupation of the Stadium to submit the Stadium Development Occupation Phase Employment and Skills Strategy to the Council for approval.
- 13.5. To amend and re-submit the Stadium Development Occupation Phase Employment and Skills Strategy to the Council until such time as it is approved by the Council.
- 13.6. Not to Occupy or permit the Occupation of the Stadium other than in accordance with the Stadium Development Occupation Phase Employment and Skills Strategy as approved by the Council pursuant to paragraph 13.4 or 13.5 of this Schedule.
- 14. BUSINESS OPPORTUNITIES**
- 14.1. To work with the Council to support measures that promote the Tottenham Area as an area for business and the services provided by local businesses.

14.2. To advertise supply chain opportunities arising from the Stadium Development to local businesses (through the use of online channels) in the boroughs of Haringey and Enfield.

14.3. To hold a minimum of 4 workshops per year for 5 years from the date of this Deed in accordance with an annual programme to be agreed with the Council to advertise and inform local businesses on how to obtain contracts arising from the Stadium Development.

15. **WARMINGTON HOUSE WORKS**

15.1. To commence the Warmington House Works no later than one year after demolition of 746 748 and 750 High Road and to have completed the Warmington House Works within 12 months of the First Major Event at the Completed Stadium and to have opened the Tottenham Experience (and not to open the Tottenham Experience until the Warmington House Works have been completed).

15.2. From the date of the Planning Permission and Listed Building Consent to work with the Council and Bruce Castle Museum to agree a strategy to ensure the co-ordination of functions between the Bruce Castle Museum and Tottenham Experience.

16. **ENERGY**

16.1. From the date of the Planning Permission and Listed Building Consent to work with the Council and support its consultants to explore the feasibility and deliverability of a District Energy Network to serve the Development.

16.2. To procure that the Stadium Development Energy Centre is provided within the Stadium Development such that it is capable of meeting the heating and hot water requirements of the Stadium Development, the Tottenham Experience and the Health Centre Development.

16.3. To procure that the Stadium Development and the Tottenham Experience are connected to the Stadium Development Energy Centre.

- 16.4. To procure that the Stadium Development and the Tottenham Experience are capable of being connected to the District Energy Network such that all the heating and hot water requirements of the Stadium Development the Tottenham Experience and the Health Centre Development can be met by that connection,
- 16.5. To procure that the Stadium Development and the Tottenham Experience are capable of being connected to the District Energy Network through a single connection point,
- 16.6. Subject to technical and financial feasibility to covenant to connect the Stadium Development and the Tottenham Experience to the District Energy Network within 12 months of it becoming operational (or if the District Energy Network is operational prior to Occupation of the Stadium Development to connect straight into the District Energy Network) unless the Stadium Development and the Tottenham Experience have previously been connected to the NDP Energy Centre,
- 16.7. In the event that the Stadium Development and the Tottenham Experience are connected to the District Energy Network to disconnect and decommission the Stadium Development Energy Centre.
- 16.8. In the event that the NDP Energy Centre is provided within the Residential Development to procure that the Stadium Development and the Tottenham Experience are connected to the NDP Energy Centre within 12 months of it becoming operational and to disconnect and decommission the Stadium Development Energy Centre.
- 16.9. The Owner shall procure that all stages of the Stadium Development Energy Centre and distribution heat network for all heating and hot water requirements shall follow the Greater London Authority District Heating Manual for London 2014 (or its replacement) and the ADE/CIBSE Heat Networks Code of Practice for the UK or other standard approved by the Council.
- 16.10 Prior to commencement of any above ground works the Owner will demonstrate to the Council how the Stadium Development the Tottenham Experience and the Health Centre Development will connect to the single site wide energy network, and how this has been designed to connect into the District Energy Network and

the NDP Energy Centre, such that all heating and hot water requirements can be met by that connection.

**17. THFC FOOTBALL SEASON TICKETS AND OTHER MAJOR EVENT DAY
TICKETS FOR LOCAL PEOPLE**

- 17.1. In addition to offering existing season ticket holders the opportunity to renew their season tickets and fulfilling its commitment to offer season tickets to individuals on the season ticket waiting list as at the date of this Deed the Owner will offer the opportunity to purchase season tickets for first team football events for the first full season at the Completed Stadium to 2500 residents of the London Borough of Haringey and 2500 residents of the London Borough of Enfield (inclusive of residents of the London Borough of Haringey and the London Borough of Enfield on the season ticket waiting list as at the date of this Deed).
- 17.2. The Owner will establish and operate a new system of priority booking for Premier League football matchday tickets at the Completed Stadium in respect of:
- 17.2.1. 2500 matchday tickets to residents of the London Borough of Haringey; and
- 17.2.2. 2500 matchday tickets to residents of the London Borough of Enfield.
- 17.3. The matchday ticket priority system to be operated in accordance with paragraph 17.2 shall allow each qualifying resident free entry to the base ticket accessing benefit of the current THFC membership scheme which will enable them to apply for matchday tickets during a designated priority period (with a minimum priority period of 48 hours subject to there being at least a 10 day period between a fixture being confirmed and played) before wider sale to members of the general public.
- 17.4. The matchday priority booking system to be operated in accordance with paragraph 17.2 shall be provided subject to any requirements by relevant authorities on the grounds of safety or security and shall be reviewed by the Owner and the Council after 5 years to assess take up levels and to ensure it complies with the evolving membership programmes.
- 17.5. No waiting list or priority booking charges shall be levied on:

- 17.5.1. qualifying residents who seek to purchase a season ticket in accordance with paragraph 17.1; or
- 17.5.2. qualifying residents who are entitled to apply for priority matchday tickets in accordance with paragraph 17.2.
- 17.6. Both the schemes referred to in paragraphs 17.1 and 17.2 above will be advertised at least one year before the first season at the Completed Stadium and such advertising will include:
- on site hoardings where a community notice board will be placed This would detail the postcodes of those that are eligible
 - Residents newsletter/leaflet drop
 - Local Press/magazines
 - Websites serving communities/selected social media
 - Tottenham Hotspur Foundation channels
 - THFC channels targeting fans in the London Borough of Haringey and London Borough of Enfield
- or such other methods and timescales as are agreed with the Council
- 17.7. The Owner will consult with the Council before any alterations are made to its membership structure in relation to local residents.
- 17.8. The Owner will continue the existing scheme of making available tickets free of charge to local children through achievement attained on Foundation programmes
- 17.9. Any tickets issued under the schemes referred to in this obligation will be:
- 17.9.1. subject to THFC's standard ticketing terms and conditions; and
- 17.9.2. strictly non-transferable and for use only by the named individuals to whom they are issued.

18. CONSIDERATE CONSTRUCTORS SCHEME

- 18.1 To use all reasonable endeavours to procure that the Considerate Constructors Scheme is implemented and complied with in the construction of the Stadium Development.

19. ELECTRIC VEHICLE CAR PARKING SPACES

- 19.1 Prior to the first Major Event at the Completed Stadium to agree with the Council the percentage of the total number of car parking spaces to be provided as actual electric parking spaces in the Stadium Development in line with the London Plan 2015 (Further Alterations London Plan) and to procure that the agreed number of electric car parking spaces and associated electric recharge points are provided as part of the Stadium Development.

20. EDUCATIONAL AND COMMUNITY VISITS

- 20.1 From Commencement of the Stadium Development to offer and host free educational visits to the Stadium at appropriate times both during construction and following completion to Participating Schools and other community groups as approved by the Owner and agreed with the Council

21. TELEVISION RECEPTION MITIGATION

- 21.1 Upon completion of the Stadium Development to carry out a further television reception survey to determine whether the Stadium Development has resulted in any adverse impacts on licence holders' reception and forthwith on completion of the survey to use reasonable endeavours to ensure that such adverse impacts are mitigated as far as possible.

SCHEDULE FIVE

STADIUM DEVELOPMENT CYCLING STRATEGY

Purpose: The Stadium Development Cycling Strategy for the Stadium Development Site relates to both Major Events and Minor Events. The purpose of the Stadium Development Cycling Strategy is to identify measures to be taken by the Owner to maximise the extent of cycling to the Completed Stadium area.

Measures: The Owner shall liaise with all relevant bodies, including the Council (Planning & Transportation functions), TfL, London Underground Limited, relevant train operating companies, the Metropolitan Police and British Transport Police to ensure that the purposes of the Major Event Day Stadium Development Travel Plan and Minor Event Day Stadium Development Travel Plan are achieved and implement such reasonable measures as may be required to achieve those purposes following consultation with Local Ward Councillors.

The cycling modal split target for all Major Events is set at 1% of all travel. It is acknowledged that with time this percentage could be higher for a number of the Major Event types.

The Stadium Development Cycling Strategy will apply to all Major Events. However, the Stadium Development Cycling Strategy may also identify additional measures that may apply to the specific circumstances of THFC fixtures, or certain types of fixture, NFL games and concerts.

Stage 1 will entail a detailed audit of the cycle infrastructure in the north Tottenham area. This will relate to designated cycle routes and other routes used by cyclists. The extent of existing on-street and off-street cycle parking will be determined.

Stage 2 will relate to the provision of Major Event day cycle parking in the stadium area. The objective will be to define sufficient cycle parking, in convenient locations, such that the minimum cycle modal split target is achieved. That target is 1% of all travel for all types of Major Event. The success of the Stadium Development Cycling Strategy will be monitored and reviewed as part of the Major Event Day Monitoring Programme.

Stage 3 will relate to the planning of cycling facilities to serve the needs of Minor Events and day to day activities in the Stadium Development Site. The Stadium Development Cycling Strategy will relate to both staff and visitors.

These activities that would also need to be considered as part of the Stadium Development Cycling Strategy include the following:

- Conferencing/Banqueting and other commercial activities within the stadium building
- The Sky Walk
- The Tottenham Experience including stadium tours, the museum, THFC megastore, café, cinema and ticket office

The cycle modal split target for these activities is a minimum average of 2% of all travel to the Completed Stadium area.

Key considerations will include the following:

- The location of cycle parking for each group of staff or visitors
- The type of cycle parking
- The provision of security measures
- The maintenance arrangements
- An assessment of how publicly accessible cycling will be shared by different visitor groups through the assessment of cumulative demands.

The staff assessment will consider each of the above in addition to provision of private off-street cycle parking and other building facilities including shower and changing rooms.

SCHEDULE SIX

STADIUM DEVELOPMENT SIGNAGE STRATEGY

Purpose: The Stadium Development Signage Strategy relates to the Stadium Development and relates to both Major Events Minor Events and day to day activities at the Completed Stadium. The purpose of the Stadium Development Signage Strategy is to identify measures to be taken by the Owner to maximise the legibility of the Completed Stadium area.

Measures: The Owner shall liaise with all relevant bodies, including the Council (Planning & Transportation functions), TfL, London Underground Limited, relevant train operating companies, the Metropolitan Police and British Transport Police to ensure that the purposes of the Major Event Day Stadium Development Travel Plan and Minor Event Day Stadium Development Travel Plan are achieved and implement such reasonable measures as may be required to achieve those purposes following consultation with Local Ward Councillors.

The Stadium Development Signage Strategy will apply to all Major Events. However, the Stadium Development Signage Strategy will also identify any additional measures that shall apply to the specific circumstances of THFC fixtures, or certain types of fixture, NFL games and concerts.

The Stadium Development Signage Strategy is being separately considered because it is an 'integration' measure that sits between the Major Event Day Local Area Management Plan and the Major Event Day Stadium Development Travel Plan. It is also equally relevant to the other Travel Plans.

The lack of signage has been recognized as a deficiency in the local stadium area. However, at present the vast majority of the existing stadium visitors, mostly THFC supporters, are very familiar with the area and need no significant assistance. That will not be the case in the future when large numbers of visitors will not be familiar with the local area.

The Stadium Development Signage Strategy will need to operate consistently across a number of geographic levels. The naming rights sponsor will be the primary destination reference with regard to the Completed Stadium and immediate vicinity – in line with the recent Allianz Park precedent.

In the wider area there will be a need to identify and replace the road traffic signage within TfL, Haringey and Enfield streets as a minimum. This will relate to 'Brown' tourist signs and other ad hoc directional signage for traffic.

The preferred pedestrian routes from and to each of the local transport destinations, stations, coach parking etc. will need a comprehensive upgrade. The specific detailed typology of the signage may require Department for Transport approval.

Locally, the Stadium Development Signage Strategy will need to contain more detailed information about building locations, entry points and advanced route advice/guidance.

In the immediate vicinity of the Completed Stadium there will a quantum leap in terms of the detail of the information that will need to be supplied. This is likely to use 'Legible London' type map-based information.

There will also be a need to provide 'behavioural' guidance in more sensitive locations.

There will also be a need to set out the security measures that are in place in the Completed Stadium vicinity.

This needs to be captured as a standalone strategy that will also inform the preparation of the Travel Plans.

The cost of monitoring the Major Event Day Local Area Management Plan and Major Event Day Stadium Development Travel Plan will be borne by the Owner. The monitoring of the relevant Major Event Day Local Area Management Plan and Travel Plans, the associated Stadium Development Coach Strategy, Stadium Development Cycling Strategy and the Stadium Development Servicing and Deliveries Plan will be undertaken under the auspices of the relevant Travel Plan. The monitoring of the Travel Plans, and associated strategies, will be coordinated such that survey observations e.g. traffic surveys, can relate to each of the separate Travel Plans.

SCHEDULE SEVEN

NORTHERN TERRACE OBLIGATIONS

Subject to the provisions contained in clause 9.2 of this Deed the Northern Terrace Owners covenant to undertake for themselves and their successors in title to the Northern Terrace Site as follows:

- 1. CONSERVATION MANAGEMENT PLAN**
 - 1.1. Within 6 months of the date of the Planning Permission and Listed Building Consent to update and submit the Conservation Management Plan to the Council for approval
 - 1.2. To amend and re-submit the Conservation Management Plan to the Council until such time as it is approved by the Council
 - 1.3. To implement or procure the implementation of the Conservation Management Plan (as approved by the Council in accordance with paragraphs 1.1 or 1.2 of this Schedule) in accordance with the terms of this Schedule
- 2. HIGH ROAD LISTED BUILDINGS – 796, 810 and 812 High Road**
 - 2.1. To complete the 796 High Road Works within 2 years of the date of the Planning Permission and Listed Building Consent
 - 2.2. To occupy or procure the occupation of 796 High Road by the Foundation within 2 years of the date of the Planning Permission and Listed Building Consent
 - 2.3. To procure that the Foundation shall operate the Skills and Delivery Hub from 796 High Road
 - 2.4. From the date of Planning Permission and Listed Building Consent to use all reasonable endeavours to market 810 and 812 High Road to prospective tenants
 - 2.5. Within 12 months of the date of the Planning Permission and Listed Building Consent to prepare and submit, if necessary, any application for listed building

consent or planning permission in respect of any repairs and internal works to 810 and 812 High Road necessary to meet the identified tenant's requirements

- 2.6. Subject to the grant of any necessary listed building consent and or planning permission in accordance with paragraph 2.5 of this Schedule to complete the necessary works to 810 and 812 High Road within 3 years of the date of the Planning Permission and Listed Building Consent
- 2.7. If within 3 years of the date of the Planning Permission and Listed Building Consent no appropriate tenant has been secured for 810 and 812 High Road to carry out and complete all repairs and internal works required to adapt the buildings to the Northern Terrace Owners' requirements (subject to the grant of any necessary listed building consent or planning permission) and to occupy 810 and 812 High Road not leased at that stage upon completion of the works
- 2.8. To use reasonable endeavours to secure the removal of 810 and 812 High Road from the Historic England "at risk" register and to ensure that both buildings are occupied within 3 years of the date of the Planning Permission and Listed Building Consent
3. **HIGH ROAD THFC BUILDINGS**
 - 3.1. Within 3 months of the date of the Planning Permission and Listed Building Consent to undertake and submit to the Council a survey of the High Road THFC Buildings identifying a scope and timetable for the High Road THFC Buildings Works for the Council's approval
 - 3.2. Upon obtaining the Council's approval in accordance with paragraph 3.1 of this Schedule to apply for such planning permissions and or listed buildings consent as may be necessary to carry out the High Road THFC Buildings Works
 - 3.3. Subject to obtaining any necessary planning permissions and or listed buildings consents to carry out the High Road THFC Buildings Works and use reasonable endeavours to lease all the High Road THFC Buildings to an appropriate tenant within 5 years of the date of the Planning Permission and Listed Building Consent

SCHEDULE EIGHT

HEALTH CENTRE DEVELOPMENT OBLIGATIONS

Subject to the provisions contained in clause 9.2 of this Deed the Owner covenants to undertake for itself and its successors in title to the Health Centre Development Site as follows:

1. HEALTH CENTRE DEVELOPMENT TRAVEL PLAN

- 1.1. Prior to the Occupation of the Health Centre Development to submit the Health Centre Development Travel Plan to the Council for approval
- 1.2. To amend and resubmit the Health Centre Development Travel Plan to the Council until such time as it is approved by the Council
- 1.3. Not to Occupy or permit Occupation of the Health Centre other than in accordance with the provisions of the Health Centre Development Travel Plan as approved by the Council in accordance with paragraphs 1.1 or 1.2 of this Schedule

2. HEALTH CENTRE DEVELOPMENT CYCLING STRATEGY

- 2.1. Prior to the Occupation of the Health Centre Development to submit the Health Centre Development Cycling Strategy to the Council for approval
- 2.2. To amend and re-submit the Health Centre Development Cycling Strategy to the Council until such time as it is approved by the Council
- 2.3. Not to Occupy or permit Occupation of the Health Centre Development other than in compliance with the Health Centre Development Cycling Strategy as approved by the Council in accordance with paragraphs 2.1 or 2.2 of this Schedule

3. ENERGY

- 3.1. |From the date of the Planning Permission and Listed Building Consent to work with the Council and support its consultants to explore the feasibility and deliverability of a District Energy Network to serve the Health Centre Development

- 3.2. To procure that the Health Centre Development shall be connected to the Stadium Development Energy Centre such that all the heating and hot water requirements of the Health Centre Development can be met by that connection
- 3.3. To procure that the Health Centre Development is capable of being connected to the District Energy Network through the same single connection point as the Stadium Development
- 3.4. Subject to technical and financial feasibility to connect the Health Centre Development to the District Energy Network within 12 months of it becoming operational (or if the District Energy Network is operational prior to Occupation of the Health Centre Development to connect straight into the District Energy Network) through the same connection point as the Stadium Development unless the Health Centre Development has previously been connected to the NDP Energy Centre
- 3.5. In the event that the NDP Energy Centre is provided within the Residential Development to procure that the Health Centre Development is connected to the NDP Energy Centre within 12 months of it becoming operational
- 3.6. The Owner shall prior to the Commencement of the Health Centre Development submit the Health Centre Development Energy Statement to the Council
- 3.7. Prior to the Commencement of the Health Centre Development the Owner will demonstrate to the Council how the Health Centre Development will connect to the site wide energy network, and how this has been designed to connect into the District Energy Network and NDP Energy Centre, such that all heating and hot water requirements can be met by that connection.

4. EMPLOYMENT AND TRAINING

- 4.1. Prior to the Commencement of the Health Centre Development to submit the Health Centre Development Construction Phase Employment and Skills Strategy to the Council for approval

- 4.2. To amend and re-submit the Health Centre Development Construction Phase Employment and Skills Strategy to the Council until such time as it is approved by the Council
- 4.3. Once approved by the Council to ensure that the Health Centre Development Construction Phase Employment and Skills Strategy is complied with throughout the construction phase of the Health Centre Development
- 4.4. Prior to Occupation of the Health Centre Development to submit the Health Centre Occupation Phase Employment and Skills Strategy to the Council for approval
- 4.5. To amend and re-submit the Health Centre Development Occupation Phase Employment and Skills Strategy to the Council until such time as it is approved by the Council
- 4.6. Not to Occupy or permit the Occupation of the Health Centre Development other than in compliance with the Health Centre Development Occupation Phase Employment and Skills Strategy approved by the Council pursuant to paragraph 4.4 or 4.5 of this Schedule
- 5. **BUSINESS OPPORTUNITIES**
 - 5.1. To work with the Council to support measures that promote the Tottenham Area as an area for business and the services provided by local businesses
 - 5.2. To advertise supply chain opportunities arising from the Health Centre Development to local businesses (including through online channels) in the boroughs of Haringey and Enfield
 - 5.3. To hold 4 workshops per year for 3 years from the Commencement of the Health Centre Development in accordance with an annual programme to be agreed with the Council to advertise and inform local businesses on how to obtain contracts arising from the Health Centre Development

6. CONSIDERATE CONSTRUCTORS

- 6.1. To use all reasonable endeavours to procure that the Considerate Constructors Scheme is implemented and complied with in the construction of the Health Centre Development

7. HEALTH CENTRE DEVELOPMENT SERVICING AND DELIVERY PLAN

- 7.1. Prior to the Occupation of the Health Centre Development to prepare and submit the Health Centre Development Servicing and Delivery Plan to the Council for approval
- 7.2. To amend and re-submit the Health Centre Development Servicing and Delivery Plan to the Council until such time as it is approved by the Council
- 7.3. Not to Occupy or permit Occupation of the Health Centre Development other than in accordance with the Health Centre Development Servicing and Delivery Plan approved by the Council pursuant to paragraph 7.1 or 7.2 of this Schedule

SCHEDULE NINE

HOTEL DEVELOPMENT OBLIGATIONS

Subject to the provisions contained in clause 9.2 of this Deed the Owner covenants to undertake for itself and its successors in title to the Hotel Development Site as follows:

1. HOTEL DEVELOPMENT TRAVEL PLAN

- 1.1. Prior to the Occupation of the Hotel Development to submit the Hotel Development Travel Plan to the Council for approval
- 1.2. To amend and resubmit the Hotel Development Travel Plan to the Council until such time as it is approved by the Council
- 1.3. Not to Occupy or permit Occupation of the Hotel Development other than in accordance with the provisions of the Hotel Development Travel Plan as approved by the Council in accordance with paragraphs 1.1 or 1.2 of this Schedule

2. HOTEL DEVELOPMENT CYCLING STRATEGY

- 2.1. Prior to the Occupation of the Hotel Development to submit the Hotel Development Cycling Strategy to the Council for approval
- 2.2. To amend and re-submit the Hotel Development Cycling Strategy to the Council until such time as it is approved by the Council
- 2.3. Not to Occupy or permit the Occupation of the Hotel Development other than in compliance with the provisions of the Cycling Strategy as approved by the Council in accordance with paragraphs 2.1 or 2.2 of this Schedule

3. ENERGY

- 3.1 From the Date of the Planning Permission and Listed Building Consent to work with the Council and support its consultants to explore the feasibility and deliverability of a District Energy Network to serve the Hotel Development

- 3.2. To procure that the Hotel Development is capable of being connected to the District Energy Network such that all the heating and hot water requirements of the Hotel Development can be met by that connection
- 3.3. To procure that the Hotel Development is capable of being connected to the District Energy Network through the same single connection point as the Stadium Development
- 3.4. Subject to technical and financial feasibility to connect the Hotel Development to the District Energy Network within 12 months of it becoming operational (or if the District Energy Network is operational prior to the Occupation of the Hotel Development to connect straight into the District Energy Network) through the same connection point as the Stadium Development and to disconnect and decommission the energy centre within the Hotel Development unless the Hotel Development has previously been connected to the NDP Energy Centre
- 3.5. In the event that the NDP Energy Centre is provided within the Residential Development to procure that the Hotel Development is connected to the NDP Energy Centre within 12 months of it becoming operational and to disconnect and decommission the Hotel Development Energy Centre
- 3.6. The Owner shall prior to the Commencement of the Hotel Development submit the Hotel Development Energy Statement to the Council
- 3.7. The Owner shall procure that all stages of the NDP Energy Centre and distribution heat network for all heating and hot water requirements shall follow the GLA District Heating Manual for London 2014 (or its replacement) and the ADE/CIBSE Heat Networks Code of Practice for the UK or other standard approved by the Council
- 3.8. Prior to Commencement of the Hotel Development the Owner will demonstrate to the Council how the Hotel Development will connect to the site wide energy network, and how this has been designed to connect into the District Energy Network and NDP Energy Centre, such that all heating and hot water requirements can be met by that connection.

4. EMPLOYMENT AND TRAINING

- 4.1. Prior to the Commencement of the Hotel Development to submit the Hotel Construction Phase Employment and Skills Strategy to the Council for approval
- 4.2. To amend and re-submit the Hotel Construction Phase Employment and Skills Strategy to the Council until such time as it is approved by the Council
- 4.3. Once approved by the Council to ensure that the Hotel Construction Phase Employment and Skills Strategy is complied with throughout the Construction Phase of the Hotel Development
- 4.4. Prior to Occupation of the Hotel Development to submit the Hotel Development Occupation Phase Employment and Skills Strategy to the Council for approval
- 4.5. To amend and re-submit the Hotel Development Occupation Phase Employment and Skills Strategy to the Council until such time as it is approved by the Council
- 4.6. Not to Occupy or permit the Occupation of the Hotel Development other than in compliance with the Hotel Development Occupation Phase Employment and Skills Strategy approved by the Council pursuant to paragraph 4.4 or 4.5 of this Schedule

5. BUSINESS OPPORTUNITIES

- 5.1. To work with the Council to support measures that promote the Tottenham Area as an area for business and the services provided by local businesses
- 5.2. To advertise supply chain opportunities arising from the Hotel Development to local businesses (including through online channels) in the boroughs of Haringey and Enfield
- 5.3. To hold 4 workshops per year for 3 years from the Commencement of the Hotel Centre Development in accordance with an annual programme to be agreed with the Council to advertise and inform local businesses on how to obtain contracts arising from the Hotel Development

6. CONSIDERATE CONSTRUCTORS

- 6.1. To use all reasonable endeavours to procure that the Considerate Constructors Scheme is implemented and complied with in the construction of the Hotel Development

7. ELECTRIC VEHICLE CAR PARKING SPACES

- 7.1. Prior to the Occupation of the Hotel Development to agree with the Council the percentage of the total number of car parking spaces to be provided as actual electric parking spaces in the Hotel Development in line with the London Plan 2015 (Further Alterations London Plan) and to procure that the agreed number of electric car parking spaces and associated electric recharge points are provided as part of the Hotel Development

8. TELEVISION RECEPTION MITIGATION

- 8.1. Upon completion of the Hotel Development to carry out a further television reception survey to determine whether the Hotel Development has resulted in any adverse impacts on licence holders' reception and forthwith on completion of the survey to use reasonable endeavours to ensure that such adverse impacts are mitigated as far as possible

9. HOTEL DEVELOPMENT SERVICING AND DELIVERY PLAN

- 9.1. Prior to the Occupation of the Hotel Development to prepare and submit the Hotel Delivery and Servicing Plan to the Council for approval
- 9.2. To amend and re-submit the Hotel Delivery and Servicing Plan to the Council until such time as it is approved by the Council
- 9.3. Not to Occupy or permit the Occupation of the Hotel Development other than in accordance with the Hotel Delivery and Servicing Plan approved by the Council pursuant to paragraph 9.1 or 9.2 of this Schedule

SCHEDULE TEN

RESIDENTIAL DEVELOPMENT OBLIGATIONS

Subject to the provisions contained in clause 9.2 of this Deed the Owner covenants to undertake for itself and its successors in title to the Residential Development Site as follows:

1. VIABILITY ASSESSMENT

- 1.1 Within 3 months of the Viability Assessment Trigger Date to prepare and submit the Viability Assessment to the Council for approval
- 1.2 The Viability Assessment shall calculate and set out:
 - 1.2.1. The Residential Development Costs;
 - 1.2.2. The Residential Development Revenue;
 - 1.2.3. The Residential Development Residual Land Value;
 - 1.2.4. The Residential Development Gross Development Value;
 - 1.2.5. The Residential Development Benchmark Land Value;
 - 1.2.6. Whether there is a Residential Development Surplus; and
 - 1.2.7. If there is a Residential Development Surplus the amount of the Residential Development Surplus
- 1.3 The Owner shall not Commence the Residential Development nor permit the Commencement of the Residential Development unless and until it has submitted the Viability Assessment to the Council
- 1.4 In agreeing the Viability Assessment the Owner and the Council shall owe each other a duty of good faith

- 1.5. The Council shall have six weeks from receipt of the Viability Assessment to either approve the Viability Assessment or to make a reasonable and proper request for further information
- 1.6. If the Council makes a request for further information pursuant to paragraph 1.5 of this Schedule the Owner shall within 4 weeks of receipt of such request provide such information to the Council
- 1.7. Within four weeks of receipt of any further information provided the Council shall confirm whether or not it approves the Viability Assessment
- 1.8. In the event that the Council has not approved the Viability Assessment within three months of the date of its initial receipt pursuant to paragraph 1.6 of this Schedule either party may refer the matter to be determined by the Expert pursuant to clause 21 of this Deed

2. DEFERRED AFFORDABLE HOUSING CONTRIBUTION

- 2.1. In the event that the Viability Assessment as approved either by the Council (pursuant to paragraph 1.5 or 1.7 of this Schedule) or by the Expert (pursuant to paragraph 1.8 of this Schedule) predicts a Residential Development Surplus then the Owner shall pay the Deferred Affordable Housing Contribution to the Council
- 2.2. Unless the Viability Assessment as approved by the Council (pursuant to paragraphs 1.5 or 1.7 of this Schedule) or by the Expert (pursuant to paragraph 1.8 of this Schedule) predicts that there will be no Residential Development Surplus:
 - 2.2.1. The Owner shall not Occupy nor permit the Occupation of any of the Residential Development Units until either it has paid 25% of the Deferred Affordable Housing Contribution to the Council:
 - 2.2.2. The Owner shall not Occupy or permit Occupation of more than 100 Residential Units until it has paid a further 50% of the Deferred Affordable Housing Contribution to the Council (in addition to the sum paid pursuant to paragraph 2.2.1)

2.2.3. The Owner shall not Occupy or permit Occupation of more than 200 Residential Units until it has paid the final 25% of the Deferred Affordable Housing Contribution to the Council (in addition to the sums paid pursuant to paragraphs 2.2.1 and 2.2.2)

2.3. The Council covenants that it shall only use or apply the Deferred Affordable Housing Contribution for Affordable Housing Purposes

3. **RESIDENTIAL DEVELOPMENT TRAVEL PLAN**

3.1. Prior to the Occupation of the Residential Development to submit the Residential Development Travel Plan to the Council for approval

3.2. To amend and resubmit the Residential Development Travel Plan to the Council until such time as it is approved by the Council

3.3. Not to Occupy or permit Occupation of the Residential Development other than in compliance with the provisions of the Residential Development Travel Plan as approved by the Council in accordance with paragraphs 3.1 or 3.2 of this Schedule

3.4. Prior to the Occupation of the Community/Commercial Space to submit the Community/Commercial Space Travel Plan to the Council for approval

3.5. To amend and re-submit the Community/Commercial Space Travel Plan to the Council until such time as it is approved by the Council

3.6. Not to Occupy or permit Occupation the Community/Commercial Space other than in compliance with the provisions of the Community/Commercial Space Travel Plan as approved by the Council in accordance with paragraphs 3.4 or 3.5 of this Schedule

4. **RESIDENTIAL DEVELOPMENT CYCLING STRATEGY**

4.1. Prior to the Occupation of the Residential Development to submit the Residential Development Cycling Strategy to the Council for approval

4.2. To amend and re-submit the Residential Development Cycling Strategy to the Council until such time as it is approved by the Council

4.3. Not to Occupy or permit Occupation of the Residential Development other than in accordance with the Residential Development Cycling Strategy as approved by the Council in accordance with paragraphs 4.1 or 4.2 of this Schedule

5. **ENERGY**

5.1. From the date of the Planning Permission and Listed Building Consent to work with the Council and support its consultants to explore the feasibility and deliverability of a District Energy Network to serve the Residential Development

5.2. To procure that the Residential Development is capable of being connected to the District Energy Network such that all the heating and hot water requirements of the Residential Development can be met by that connection

5.3. To procure that the Residential Development is capable of being connected to the District Energy Network through the same single connection point as the Stadium Development

5.4. Subject to technical and financial feasibility to connect the Residential Development to the District Energy Network within 12 months of it becoming operational (or if the District Energy Network is operational prior to Occupation of the Residential Development to connect straight into the District Energy Network) through the same connection point as the Stadium Development unless the NDP Energy Centre is provided as part of the Residential Development

5.5. In the event that at any stage prior to the submission of reserved matters application for the Residential Development or the first Major Event at the Completed Stadium (whichever is the later) the Council notifies the Owner that it has abandoned the delivery of the District Energy Network the Owner shall:

5.5.1. Use all reasonable endeavours to examine and investigate the feasibility and viability of the delivery of the NDP Energy Centre within the Residential Development Site to meet the heating and hot water requirements of each phase of the Development

- 5.5.2. If the Owner considers it is not feasible and or viable to deliver the NDP Energy Centre within the Residential Development it shall issue a written report to the Council with all supporting evidence and material to substantiate that conclusion together with an alternative energy strategy to provide for a Site wide energy network for approval by the Council in writing
- 5.5.3. If the Owner considers it is feasible and viable to deliver the NDP Energy Centre the Owner shall:
 - 5.5.3.1. make any necessary planning application to amend the Planning Permission so as to provide for the NDP Energy Centre within the Residential Development prior to the Commencement of the Residential Development
 - 5.5.3.2. Subject to the grant of planning permission (if necessary) to provide the NDP Energy Centre within the Residential Development prior to the Occupation of the Residential Development
- 5.6. For the avoidance of doubt the NDP Energy Centre shall be required to meet the needs of the Development only
- 5.7. At the same time as the submission of the first reserved matters application for the Residential Development to submit the Residential Development Energy Statement to the Council
- 5.8. Unless the Owner has demonstrated to the Council's satisfaction that the payment of the Residential Development Carbon Offsetting Contribution would materially impact on the viability of the Residential Development to pay to the Council the Residential Development Carbon Offsetting Contribution upon first Occupation of the Residential Development
- 5.9. The Owner shall procure that all stages of the NDP Energy Centre and distribution heat network for all heating and hot water requirements shall follow the GLA District Heating Manual for London 2014 (or its replacement) and the ADE/CIBSE Heat Networks Code of Practice for the UK or other standard approved by the Council

- 5.10 Prior to Commencement of the Residential Development the Owner will demonstrate to the Council how the Residential Development will connect to the site wide energy network, and how this has been designed to connect to into the District Energy Network and the NDP Energy such that all heating and hot water requirements can be met by that connection.

6. EMPLOYMENT AND TRAINING

- 6.1. Prior to the Commencement of the Residential Development to submit the Residential Development Construction Phase Employment and Skills Strategy to the Council for approval
- 6.2. To amend and re-submit the Residential Development Construction Phase Employment and Skills Strategy to the Council until such time as it is approved by the Council
- 6.3. Once approved by the Council to ensure that the Residential Development Construction Phase Employment and Skills Strategy is complied with throughout the Construction Phase of the Residential Development

7. BUSINESS OPPORTUNITIES

- 7.1. To work with the Council to support measures that promote the Tottenham Area as an area for business and the services provided by local businesses
- 7.2. To advertise supply chain opportunities arising from the Residential Development to local businesses (including through online channels) in the boroughs of Haringey and Enfield
- 7.3. To hold 4 workshops per year for 3 years from the Commencement of the Residential Development in accordance with an annual programme to be agreed with the Council to advertise and inform local businesses on how to obtain contracts arising from the Residential Development

8. CONSIDERATE CONSTRUCTORS

- 8.1. To use all reasonable endeavours to procure that the Considerate Constructors Scheme is implemented and complied with in the construction of the Residential Development

9. ELECTRIC VEHICLE CAR PARKING SPACES

- 9.1. Prior to the Occupation of the Residential Development to agree with the Council the percentage of the total number of car parking spaces to be provided as actual electric parking spaces in the Residential Development in line with the London Plan 2015 (Further Alterations London Plan) and to procure that the agreed number of electric car parking spaces and associated electric recharge points are provided as part of the Residential Development

10. PARKING PERMIT RESTRICTION

- 10.1. Not to apply to the Council or permit any owner or occupier of any Residential Unit to apply to the Council for a Parking Permit
- 10.2. That all material used for the advertising or marketing of any Residential Development Unit for letting or sale will notify prospective owners and occupiers that they will not be entitled to apply for a Parking Permit in respect of the Residential Development Unit
- 10.3. That in respect of every freehold transfer or lease granted assigned transferred or otherwise provided in respect of any Residential Unit a covenant shall be imposed whereby the transferee or lessee as appropriate shall covenant not to apply or knowingly permit an application to be made by any person residing in that Residential Development Unit for a Parking Permit (save for a disabled person's "purple badge" issued pursuant to section 21 of the Chronically Sick and Disabled Persons Act 1970)

11. TELEVISION RECEPTION MITIGATION

- 11.1. Upon completion of the Residential Development to carry out a further television reception survey to determine whether the Residential Development has resulted

in any adverse impacts on licence holders' reception and forthwith on completion of the survey to use reasonable endeavours to ensure that such adverse impacts are mitigated as far as possible

12. CAR CLUB

- 12.1. Prior to the Occupation of any Residential Unit to fund the implementation of a number of car parking spaces (the number of spaces to be agreed with the Council as part of the reserved matters approval for the Residential Development) on the public highway as Car Club spaces for a minimum of three years
- 12.2. To provide marketing literature on an annual basis for three years from the date of first Occupation of any Residential Development Unit which publicises the Car Club cars and in the case of first occupiers this marketing literature shall include the incentive that the Owner shall pay the cost of membership of the Car Club for two years and pay a £50 driving credit for all first residential Occupiers living in the Residential Development who elect to join the Car Club

13. RESIDENTIAL DEVELOPMENT SERVICING AND DELIVERY PLAN

- 13.1. Prior to the Occupation of the Residential Development to prepare and submit the Residential Development Servicing and Delivery Plan to the Council for approval
- 13.2. To amend and re-submit the Residential Development Servicing and Delivery Plan to the Council until such time as it is approved by the Council
- 13.3. Not to Occupy or permit the Occupation of the Residential Development other than in accordance with the Residential Development Servicing and Delivery Plan approved by the Council pursuant to paragraphs 13.1 or 13.2 of this Schedule

SCHEDULE ELEVEN

EXTREME SPORTS CENTRE DEVELOPMENT OBLIGATIONS

Subject to the provisions contained in Clause 9.2 of this Deed the Owner covenants to undertake for itself and its successors in title to the Extreme Sports Development Site as follows:

1. EXTREME SPORTS CENTRE DEVELOPMENT TRAVEL PLAN

- 1.1 Prior to the Occupation of the Extreme Sports Centre Development to submit the Extreme Sports Centre Development Travel Plan to the Council for approval
- 1.2. To amend and resubmit the Extreme Sports Centre Development Travel Plan to the Council until such time as it is approved by the Council
- 1.3. Not to Occupy or permit Occupation of the Extreme Sports Centre Development other than in compliance with the provisions of the Extreme Sports Centre Development Travel Plan as approved by the Council in accordance with paragraphs 1.1 or 1.2 of this Schedule

2. EXTREME SPORTS CENTRE DEVELOPMENT CYCLING STRATEGY

- 2.1. Prior to the Occupation of the Extreme Sports Centre to submit the Extreme Sports Centre Development Cycling Strategy to the Council for approval
- 2.2. To amend and resubmit the Extreme Sports Centre Development Cycling Strategy to the Council until such time as it is approved by the Council
- 2.3. Not to Occupy or permit Occupation of the Extreme Sports Centre Development other than in compliance with the provisions of the Extreme Sports Centre Development Cycling Strategy as approved by the Council in accordance with paragraphs 2.1 or 2.1 of this Schedule

3. ENERGY

- 3.1. From the date of the Planning Permission and Listed Building Consent to work with the Council and support its consultants to explore the feasibility and deliverability of a District Energy Network to serve the Extreme Sports Centre Development
- 3.2. To procure that the Extreme Sports Centre Development is capable of being connected to the District Energy Network to be brought forward by the Council such that all the heating and hot water requirements of the Extreme Sports Centre Development can be met by that connection
- 3.3. To procure that the Extreme Sports Centre Development is capable of being connected to the District Energy Network through the same single connection point as the Stadium Development
- 3.4. Subject to technical and financial feasibility to connect the Extreme Sports Centre Development to the District Energy Network within 12 months of it becoming operational (or if the District Energy Network is operational prior to Occupation of the Extreme Sports Centre Development to connect straight into the District Energy Network) unless the Extreme Sports Centre Development has previously been connected to the NDP Energy Centre through the same connection point as the Stadium Development and to disconnect and decommission the energy centre within the Extreme Sports Centre Development
- 3.5. In the event that the NDP Energy Centre is provided within the Residential Development to procure that the Extreme Sports Centre Development is connected to the NDP Energy Centre within 12 months of it becoming operational and to disconnect and decommission the Extreme Sports Centre Development Energy Centre within the
- 3.6. At the same time as the submission of the first reserved matters application for the Extreme Sports Centre Development to submit the Extreme Sports Centre Development Energy Statement to the Council
- 3.7. Unless the Owner has demonstrated to the Council's satisfaction that the payment of the Extreme Sports Centre Development Carbon Off-setting Contribution would

materially impact upon the viability of the Extreme Sports Centre Development to pay to the Council the Extreme Sports Centre Carbon Off-Setting Contribution upon first Occupation of the Extreme Sports Centre Development

- 3.8 The Owner shall procure that all stages of the NDP Energy Centre and distribution heat network for all heating and hot water requirements shall follow the GLA District Heating Manual for London 2014 (or its replacement) and the ADE/CIBSE Heat Networks Code of Practice for the UK or other standard approved by the Council

- 3.9 Prior to Commencement of the Extreme Sports Centre Development the Owner will demonstrate to the Council how the Extreme Sports Centre Development will connect to the site wide energy network, and how this has been designed to connect into the District Energy Network and the NDP Energy Centre such that all heating and hot water requirements can be met by that connection

4. EMPLOYMENT AND TRAINING

- 4.1. Prior to the Commencement of the Extreme Sports Centre Development to submit the Extreme Sports Centre Development Construction Phase Employment and Skills Strategy to the Council for approval
- 4.2. To amend and re-submit the Extreme Sports Centre Development Construction Phase Employment and Skills Strategy to the Council until such time as it is approved by the Council
- 4.3. Once approved by the Council to ensure that the Extreme Sports Centre Development Construction Phase Employment and Skills Strategy is complied with throughout the construction phase of the Extreme Sports Centre Development
- 4.4. Prior to Occupation of the Extreme Sports Centre Development to submit the Extreme Sports Centre Development Occupation Phase Employment and Skills Strategy to the Council for approval

- 4.5. To amend and re-submit the Extreme Sports Centre Development Occupation Phase Employment and Skills Strategy to the Council until such time as it is approved by the Council
- 4.6. Not to Occupy or permit the Occupation of the Extreme Sports Centre Development other than in compliance with the Extreme Sports Centre Development Occupation Phase Employment and Skills Strategy approved by the Council pursuant to paragraph 4.4 or 4.5 of this Schedule

5. BUSINESS OPPORTUNITIES

- 5.1. To work with the Council to support measures that promote the Tottenham Area as an area for business and the services provided by local businesses
- 5.2. To advertise supply chain opportunities arising from the Extreme Sports Centre Development to local businesses (including through online channels) in the boroughs of Haringey and Enfield
- 5.3. To hold 4 workshops per year for 3 years from the Commencement of the Extreme Sports Centre Development in accordance with an annual programme to be agreed with the Council to advertise and inform local businesses on how to obtain contracts arising from the Extreme Sports Centre Development

6. CONSIDERATE CONSTRUCTORS

- 6.1. To use all reasonable endeavours to procure that the Considerate Constructors Scheme is implemented and complied with in the construction of the Extreme Sports Centre Development

7. ELECTRIC VEHICLE CAR PARKING SPACES

- 7.1. Prior to the Occupation of the Extreme Sports Centre Development to agree with the Council the percentage of the total number of car parking spaces to be provided as actual electric parking spaces in the Extreme Sports Centre Development in line with the London Plan 2015 (Further Alterations London Plan) and to procure that the agreed number of electric car parking spaces and

associated electric recharge points are provided as part of the Extreme Sports Centre Development

8. TELEVISION RECEPTION MITIGATION

- 8.1. Upon completion of the Extreme Sports Centre Development to carry out a further television reception survey to determine whether the Extreme Sports Centre Development has resulted in any adverse impacts on licence holders' reception and forthwith on completion of the survey to use reasonable endeavours to ensure that such adverse impacts are mitigated as far as possible

9. EXTREME SPORTS CENTRE DEVELOPMENT COMMUNITY USE STRATEGY

- 9.1. Prior to Occupation of the Extreme Sports Centre Development to prepare and submit the Extreme Sports Centre Development Community Use Strategy to the Council for approval
- 9.2. To amend and resubmit the Extreme Sports Centre Development Community Use Strategy to the Council until such time as it is approved by the Council
- 9.3. Not to Occupy or permit Occupation of the Extreme Sports Centre Development other than in accordance with the Extreme Sports Centre Community Use Strategy as approved by the Council in accordance with paragraphs 9.1 or 9.2 of this Schedule

10. EXTREME SPORTS CENTRE DEVELOPMENT SERVICING AND DELIVERY PLAN

- 10.1. Prior to the Occupation of the Extremes Sports Centre Development to prepare and submit the Extreme Sports Development Centre Servicing and Delivery Plan to the Council for approval
- 10.2. To amend and re-submit the Extreme Sports Centre Development Servicing and Delivery Plan to the Council until such time as it is approved by the Council
- 10.3. Not to Occupy or permit the Occupation of the Extreme Sports Centre Development other than in accordance with the Extreme Sports Development

Centre Servicing and Delivery Plan approved by the Council pursuant to paragraphs 10.1 or 10.2 of this Schedule

SCHEDULE TWELVE

HIGHWAYS WORKS AND CONTROLLED PARKING ZONE

Subject to the provisions contained in Clause 9.2 of this Deed the parties covenant to undertake for themselves and their successors in title in respect of the Stadium Development Site as follows:

1. HIGHWAYS WORKS

- 1.1. Upon completion of this Deed the parties shall convene a working group consisting of the Council's highway officers and consultants of the Owner to progress the detailed design and implementation of the Highways Works which shall meet no less frequently than once a month until completion of all the Highways Works
- 1.2. The Council covenants to actively consult the Owner over the detailed design of each component part of the Highways Works
- 1.3. As soon as practicable following the completion of this Deed the Owner shall provide the Council with a detailed construction timetable for the Stadium Development and the Council and the Owner will thereafter use all reasonable endeavours to agree a mutually acceptable date for the commencement of the Highways Works ("the Agreed Start Date") and a preliminary timetable for the progression of each of the components of the Highways Works with the intention that the all the Highways Works shall be completed within 18 months of agreeing the detailed design in respect thereof and receiving the Highways Works Contribution ("the Agreed Timetable") and with the aspiration that each of the components of the Highways Works are completed prior to the first Major Event at the Completed Stadium
- 1.4. The Council covenants that it will by itself or by its contractor carry out the Highways Works with the intention that it will co-ordinate manage and supervise the Highways Works in accordance with the Agreed Start Date and Agreed Timetable

- 1.5. The Council will use all reasonable endeavours to commence each element of the Highways Works by the relevant Agreed Start Date and complete each element of the Highways Works within the Agreed Timetable provided that the obligation will not be deemed to be contravened by any delay caused by the provision of services by statutory authorities or statutory undertakers or arising from circumstances relating to the physical nature of the land being developed or the Highways Works which were not reasonably foreseen by the parties at the commencement of the works
- 1.6. The Owner will permit the Council and its contractors, workmen and agents (upon giving reasonable notice) to have access to the Site as necessary to enable the carrying out of the Highways Works or any part thereof and it is agreed that the Council and its contractor will maintain reasonable access for the Owner and its connection with operations to construct the Development in accordance with the Planning Permission
- 1.7. Prior to the commencement of any of the Highways Works the Owner will give the necessary notices to statutory undertakers of the Development, and at no costs to the Council, carry out or procure the carrying out of any works or measures as are required by statutory undertakers in consequence of the Highways Works, to carry out the works to the plant and equipment of statutory undertakers on the site of the Highways Works including the payment of the costs of any diversions or new installations necessary for their completion and those works will not be deemed to have been completed until the costs of any such diversions or new installations has been paid by the Owner and appropriate written certification of the completion of the works has been provided to the Council PROVIDED THAT in the event that any requirement made by any statutory undertaker is manifestly unreasonable the Council will at the reasonable request of the Owner join with the Owner in resisting such a requirement
- 1.8. The Owner will cause all highway or other drains or sewers gas and water mains pipes electric cables (if any) or telephone cables (if any) which are to be laid by the Owner under the Highways Works together with all necessary connections from the boundary of the Site to be laid in so far as is practicable under the Highways Works before the foundations of the Highways Works are laid and will

also insofar as is practicable cause the connections from electric cables to any street lamps to be laid before the paving of any footways comprised in the Highways Works is carried out

- 1.9. The Owner and the Council will liaise with TfL Traffic Directorate Forward Planning Team to procure the agreement and installation and operation to agreed specification and signal timings of all necessary traffic signal equipment needed for each element of the Stadium Development Highways Works

2. FUNDING OF THE HIGHWAYS WORKS

- 2.1. The Council covenants to actively consult with the Owner over the detailed design of each component part of the Highways Works and the parties shall work together to agree the detailed design of each component part of the Highways Works
- 2.2. Once the detailed design of each component part of the Highways Works has been agreed between the Parties the Parties shall procure a detailed costing for each component part of the Highways Works
- 2.3. In the event that the cumulative sum of the detailed costings of all the component parts of the Highways Works (as agreed pursuant to paragraph 2.2 of this Schedule) exceeds the Highways Works Allocated Funding the Council may request and the Owner shall pay to the Council any shortfall between the Highways Works Allocated Funding and the cumulative sum of the detailed costings of all the component parts of the Highways Works (as agreed pursuant to paragraph 2.2 of this Schedule) ("the Highways Works Contribution") no later than 3 months prior to the Agreed Start Date
- 2.4. The Highways Works Contribution shall be requested and paid on a phased basis linked to the Agreed Start Date for each component part of the Highway Works
- 2.5. The Council shall not use or apply the Highways Works Contribution other than towards the provision of the Highways Works

3. WHITE HART LANE STATION ACCESS IMPROVEMENTS

- 3.1. Upon completion of this Deed the parties shall work together to progress and agree the detailed design of the WHLSAI
- 3.2. Once the detailed design of the WHLSAI has been finalised the parties shall procure and agree the WHLSAI Costing
- 3.3. When the Council is in a position to undertake the WHLSAI and the WHLSAIW Costing has been agreed, the Council may request and the Owner shall pay the WHLSAI Contribution no later than 3 months prior to the Agreed Start Date
- 3.4. The Council not to use or apply the WHLSAIW Contribution other than towards the provision of the WHLSAI

4. WORCESTER AVENUE ACCESS PLAN

- 4.1. Prior to the first Major Event at the Completed Stadium the parties shall work together to agree the Worcester Avenue Access Plan
- 4.2. The Council shall at the Owner's cost implement any Traffic Regulation Orders necessary to implement the Worcester Avenue Access Plan
- 4.3. Not to hold or permit to be held any Major Event at the Completed Stadium other than in accordance with the agreed Worcester Avenue Access Plan

5. MAJOR EVENT DAY CPZ

- 5.1. As soon as practicable following completion of this Deed the Council covenants to progress the detailed design of the Major Event Day CPZ and to convene a working group consisting of the highways, transport and parking officers from the Council and the Owner's consultants to agree a timetable for the remaining required design, consultation and implementation of the Major Event Day CPZ
- 5.2. The Council covenants to use reasonable endeavours to undertake all necessary works or design, consultation and implementation in respect of the CPZ in order to implement the Major Event Day CPZ for all Major Events at the Completed Stadium

- 5.3. The Council covenants to use reasonable endeavours to operate the MEDCPZ Code of Enforcement and the Owner covenants to undertake its obligations under the MEDCPZ Code of Enforcement

SCHEDULE THIRTEEN

CONSIDERATE CONSTRUCTORS' SCHEME

Consideration:

All work is to be carried out with positive consideration to the needs of traders and businesses, site personnel and visitors, pedestrians, shoppers and general public. Special attention is to be given to the needs of those with sight, hearing and mobility difficulties.

Environment:

Noise from construction operations and all other sources is to be kept to a minimum at all times. Consideration should be given to the selection and use of resources, using local wherever possible. Attention should be paid to waste management and the avoidance of pollution - recycling of surplus materials is encouraged.

Cleanliness:

The working site is to be kept clean and in good order at all times. Temporary safety barriers, lights and warning signs are to be maintained in a clean and safe condition. Surplus materials and rubbish shall not be allowed to accumulate on the site or spill over on to the surrounding environment. Dust from construction operations shall be kept to a minimum.

Neighbourliness:

General information regarding the scheme shall be provided for all neighbours affected by the work. Full and regular communications with neighbours, including adjacent traders and businesses, regarding programming and site activities shall be maintained from pre-start to completion.

Respect:

Respectable and safe standards of dress shall be maintained at all times. Lewd or derogatory behaviour and language should not be tolerated, under threat of severe disciplinary action. Pride in the management and appearance of the site and the

surrounding environment is to be shown at all times. Operatives shall be instructed in dealing with the general public.

Safety:

Construction operations and site vehicle movements are to be carried out with care and consideration for the safety of the general public, traders, shoppers as well as site personnel. No building activity shall be a security risk to others.

Responsibility:

All site personnel, specialist sub-contractors, drivers and any other persons working on the site shall understand and implement the obligations of this Code, and will monitor their compliance with it.

Accountability:

Posters are to be displayed around the site, giving names and telephone numbers of staff who can be contacted in response to issues raised by the general public, traders, shoppers and others affected by the site operations.

Complaints:

Complaints received from any source will be recorded giving name, telephone number, the nature of the complaint together with the site concerned.

Nature of complaint headings:

- Noise
- Abusive language
- Road conditions
- Dirt/Dust
- Other Safety
- Parking
- Inconsiderate

The site manager will be informed of the nature of the complaint and will be advised of the name and details of the complainant together with any suggested manner to deal with the complaint. The complainant will be contacted by the site manager after approximately two days and asked if the complaint has been properly dealt with.

SCHEDULE FOURTEEN

TRAVEL PLAN GENERAL PRINCIPLES

GENERAL PRINCIPLES OF FURTHER TRAVEL PLAN DEVELOPMENT

Purpose: To identify measures to be taken by the Owner to achieve the objectives of the seven agreed Travel Plans. Each Travel Plan relates to a specific phase of the Development.

Measures: The Owner shall liaise with all relevant bodies, including the Council and London Borough of Enfield (Planning & Transportation functions), TfL, London Underground Limited, relevant train operating companies, the Metropolitan Police and British Transport Police to ensure that the purposes of the Travel Plans are achieved and implement such reasonable measures as may be required to achieve those purposes.

1. There are seven Travel Plans (TPs) which comprise the following:
 - Major Event Day Stadium Development Travel Plan;
 - Minor Event Day Stadium Development Travel Plan;
 - Residential Development Travel Plan;
 - Extreme Sports Centre Development Travel Plan
 - The Health Centre Development Travel Plan
 - Community/Commercial Space Travel Plan
 - Hotel Development Travel Plan; and ^{m.s.} 
2. These documents will set out measures that are to be delivered for each phase of the Development and establish who will be responsible for the delivery of these initiatives. They also set out future actions for travel plan development and refinement, along with targets and appropriate timescales that will also be delivered as part of the Travel Plans. The detailed content of all the Travel Plans, including the Major Event Day Stadium Travel Plan, was submitted as part of the transport assessment forming part of the Planning Application

3. The Council recommends using TfL's Best Practice Travel Plan Guidance for writing travel plans which provides a list of contents which a Travel Plan should seek to include:
 - Setting objectives and targets;
 - Measures to promote and facilitate public transport use, walking and cycling;
 - Car parking restraint;
 - Promoting car sharing and reducing the need to travel;
 - Monitoring and review processes;
 - Travel Plan Coordinator; and
 - Travel information and marketing.
4. In terms of setting objectives and targets this guidance notes that targets need to be related to timescales, be measurable and be specific.
5. Key considerations will relate to the following issue;
 - The operation of the two schools that are accessed by way of Park Lane and Worcester Avenue. This will relate to vehicle and pedestrian access including buses, coaches and community transport vehicles.
 - The location of any further Car Club spaces possibly in addition to those provided for the benefit of the Residential Development.
 - The Travel Plan Co-Ordinator will need to work closely with the stadium facility management team who will control access in the Worcester Avenue area.
 - The Travel Plan Co-Ordinator will work together to ensure that no excess demand is placed on the on-street visitor car parking capacity in the local area including the priority consideration of wheelchair accessible car parking and other Blue Badge users.

6. Such targets could either be to reduce single occupancy car commuting or to increase the use of public transport, walking and cycling to get to work. The targets will be agreed from the outset as part of the travel plan process.
7. The cost of monitoring the Travel Plans will be borne by the Owner. The monitoring of the relevant Travel Plan, the associated cycling strategy and the servicing and deliveries plan will be undertaken under the auspices of the relevant Travel Plan for each phase of the Development. The monitoring of the Travel Plans, and associated plans and strategies, will be coordinated such that survey observations e.g. traffic surveys, can relate to each of the separate Travel Plans. Visitor surveys will also be undertaken in a comprehensive fashion and be jointly managed by the Travel Plan coordinators.
8. The timescale for collecting data and monitoring is to be agreed between the Council and the Owner prior to Occupation of each phase of the Development. It is generally accepted that monitoring over a three year period would be expected. However, this would possibly be longer as this is a major development proposal to be implemented in distinct phases.
9. A Travel Plan management group will be established to assist with the Travel Plan integration, further development, management and implementation of the the Travel Plans. The management group will comprise a range of stakeholders as the Travel Plans will have wide-reaching effects and strategies may span across many areas of interest. The group offers an opportunity for the sharing of knowledge, experiences, valuable information and contacts in order to deliver the Travel Plans and to help meet the targets for each phase of the Development.
10. After the initial monitoring the appropriate Travel Plan Coordinator will meet with TfL and the Council to discuss further monitoring arrangements. A progress report will be completed by the Travel Plan Coordinator and submitted to the Council after data collection, which may then become supplementary to the Travel Plan.
11. The report will present the results of the monitoring surveys and clearly identify if the targets for modal shift are being met. This report will also note how well initiatives to promote sustainable travel have been taken up and will provide suggestions by the

Travel Plan Coordinator on necessary changes or improvements to the Travel Plan measures.

12. The 'Next Steps' are as follows:

- Minor Event Day Stadium Development Travel Plan; the responsibility for this Travel Plan will remain with the Owner who will bind in any major occupiers or operators whenever a lease is signed. The Owner will then update the Travel Plan in advance of the occupation of each stage of the phased development and re-submit the document to the Council for approval. The first monitoring will commence 6 months after the commencement of the first use. Amendments to the agreed Travel Plan can then be agreed at that time, if necessary. The Travel Plan will include a Car Park Management Plan for Minor Events which will identify the permitted users of the basement car park and the numbers of spaces to be allocated to each category. Junction modelling will be undertaken in advance of occupation to ensure that the use of the car park will not result in any local traffic congestion in the local area. This will be undertaken in tandem with the detailed consideration and approval of highway works within the adopted streets. The permitted use of the Stadium Development car parking in the first instance should not result in any more than 219 AM peak hour trips either into or out of the basement car park.
- Major Event Day Stadium Development Travel Plan – see Schedule Fifteen.
- Residential Development Travel Plan; the responsibility for this Travel Plan will transfer to the developer of the Residential Development Site when the lease is signed. The developer will then update the Travel Plan in advance of the occupation of the completed development and submit the document to the Council. The first monitoring will occur 6 months after the first occupation of the Residential Development. Amendments to the agreed Travel Plan can then be agreed at that time, if necessary. The Travel Plan will include a Car Park Management Plan for the Residential Development. The Residential Development Travel Plan will set out measures to facilitate a Car Club for residents. New residents will be provided with an induction pack that will contain all the relevant transport information and management controls that will

apply when living in the development. The information pack will be submitted to LBH for prior approval before it is first issued. Residents will not be permitted to apply for on-street parking permits.

- Hotel Development Travel Plan - the responsibility for this Travel Plan will transfer to the operator of the Hotel when the lease is signed. The operator will then update the Travel Plan in advance of the occupation of the completed development and submit the document to the Council. The first monitoring will occur 6 months after the commencement of the use. Amendments to the agreed Travel Plan can then be agreed at that time, if necessary. The Travel Plan will include a Car Park Management Plan for the Hotel Development which will identify the permitted users of the basement car park and the numbers of spaces to be allocated to each category i.e. residents in the serviced apartments, hotel guests, staff and key suppliers.
- Extreme Sports Centre Travel Plan - the responsibility for this Travel Plan will transfer to the operator of the Extreme Sports Centre Development when the lease is signed. The operator will then update the Travel Plan in advance of the occupation of the completed development and submit the document to the Council. The first monitoring will occur 6 months after the commencement of the use. Amendments to the agreed Travel Plan can then be agreed at that time, if necessary. There will be no off-street car parking associated with this phase of the Development.
- The Health Centre Travel Plan - the responsibility for this Travel Plan will transfer to the operator of the Health Centre Development when the lease is signed. The operator will then update the Travel Plan in advance of the occupation of the completed development and submit the document to the Council. The first monitoring will occur 6 months after the commencement of the use. Amendments to the agreed Travel Plan can then be agreed at that time, if necessary. There will be no off-street car parking associated with this phase of the Development.
- Community/Commercial Space Travel Plan - the responsibility for this Travel Plan will transfer to the operator of the Community/Commercial Space when

the lease is signed. The operator will then update the Travel Plan in advance of the occupation of the completed development and submit the document to the Council. The first monitoring will occur 6 months after the commencement of the use. Amendments to the agreed Travel Plan can then be agreed at that time, if necessary. There will be no off-street car parking associated with this phase of the Development.

GENERAL PRINCIPLES OF FURTHER SERVICING AND DELIVERIES PLAN DEVELOPMENT

Purpose: To identify measures to be taken by the Owner to achieve the objectives of the five agreed Servicing and deliveries plans. Each servicing and deliveries plan relates to a specific phase of the Development.

Measures: The Owner shall liaise with all relevant bodies, including and the Council and London Borough of Enfield (Planning & Transportation functions), TfL, London Underground Limited, relevant Train Operating Companies, the Metropolitan Police and British Transport Police to ensure that the purposes of the seven agreed servicing and deliveries plans are achieved and implement such reasonable measures as may be required to achieve those purposes.

13. There are five Servicing and Deliveries Plans (SDPs) which comprise the following:

- Stadium Development Servicing and Deliveries Plan;
- Residential Development Servicing and Deliveries Plan;
- Extreme Sports Centre Development Servicing and Deliveries Plan
- Health Centre Development Servicing and Deliveries Plan
- Hotel Development Servicing and Deliveries Plan
- Construction Management Plans for each Development area which are secured by way of condition.

14. These documents will set out measures that are to be delivered for each phase of the Development and establish who will be responsible for the delivery of these initiatives. They will also set out future actions for servicing and deliveries plan development and refinement, along with targets and appropriate timescales that will be delivered as part of the servicing and deliveries plan. The detailed content of all the servicing and deliveries plans, including the Stadium Development Servicing and Deliveries Plan, formed part of the transport assessment which accompanied the Planning Application.
15. In terms of setting objectives and targets the general guidance notes that targets need to be related to timescales, be measurable and be specific. The targets will be agreed from the outset as part of the servicing and deliveries plan process.
16. The key objective will be to minimise the disruption that might be caused by servicing and delivery activities. A general measure will be to avoid activities during the AM and PM peak hours particularly from the A1010 High Road and other important bus routes.
17. The cost of monitoring the servicing and deliveries plan will be borne by the Owner.
18. The timescale for collecting data and monitoring is to be agreed between the Council and the Owner prior to Occupation of each phase of the Development. It is generally accepted that monitoring over a three year period would be expected. However, this would possibly be longer as this is a major development proposal to be implemented in distinct phases
19. A travel plan management group will be established to assist with the servicing and deliveries plans integration, further development, management and implementation of the servicing and deliveries plans. The management group will comprise a range of stakeholders as the servicing and deliveries plans will have wide-reaching effects and strategies may span across many areas of interest. The group offers an opportunity for the sharing of knowledge, experiences, valuable information and contacts in order to deliver the servicing and deliveries plan to help meet the targets being for each phase of the Development

20. After the initial monitoring the appropriate Travel Plan Coordinator will meet with TfL and the Council to discuss further monitoring arrangements. A progress report will be completed by the Travel Plan Coordinator and submitted to the Council after data collection, which may become supplementary to the servicing and deliveries plan
21. The report will present the results of the monitoring surveys and clearly identify if targets are being met. This report will also note on how well initiatives to promote sustainable deliveries have been taken up and will provide suggestions by the Travel Plan Coordinator on necessary changes or improvements to the servicing and delivery plan measures.
22. The 'Next Steps' are as follows:
 - Construction management plans (CMPs) which are required pursuant to conditions attached to the Planning Permission – after the letting of any main construction contract the lead contractor will be required by the Owner to take responsibility for the further development of the servicing and deliveries plan component of the CMP. The servicing and deliveries plan will be updated to take account of the specific construction programme and will be submitted to the Council within 2 months of the letting of the contract. The outcomes will then be monitored and reviewed after 4 months of construction activity. Amendments to the agreed CMP can then be agreed at that time, if necessary.
 - Stadium Development Servicing and Deliveries Plan; the responsibility for the Stadium Development Servicing and Deliveries Plan will remain with the Owner who will bind in any major occupiers or operators whenever a lease is signed. The Owner will then update the Stadium Development Servicing and Deliveries Plan in advance of the Occupation of the Stadium Development and re-submit the document to the Council. The first monitoring will commence 6 months after the commencement of the first use. Amendments to the agreed Stadium Servicing and Deliveries Plan can then be agreed at that time, if necessary. The Stadium Development Servicing and Deliveries Plan will relate to each type of Major Event, Minor Event and day to day activity at the Completed Stadium. The key facility for the Stadium Development is the large off-street service area that is located to the north of the building and is accessed by way

of the Sainsburys' service yard which is in turn accessed by way of Northumberland Park. This facility has been designed to satisfy the requirements of Major Events Minor Events and day to day activity at the Completed Stadium. The detailed planning of how this facility will be used will be fully set out in the Stadium Development Servicing and Deliveries Plan. Swept path analyses will be undertaken to demonstrate the operational capacity of the service yard in all circumstances.

- Residential Development Servicing and Deliveries Plan; the responsibility for this servicing and deliveries plan will transfer to the developer of the Residential Development when the lease is signed. The Residential Development Servicing and Deliveries Plan will also address the requirements of the Commercial/Community Space. The Developer will then update the Servicing and Deliveries Plan in advance of the Occupation of the Residential Development and submit the document to the Council. The first monitoring will occur 6 months after the first Occupation of the Residential Development. Amendments to the agreed Residential Development Servicing and Deliveries Plan can then be agreed at that time, if necessary.
- Hotel Development Servicing and Deliveries Plan - the responsibility for this servicing and deliveries plan will transfer to the operator of the Hotel Development when the lease is signed. The operator will then update the Hotel Development Servicing and Deliveries Plan in advance of the Occupation of the Hotel Development and submit the document to the Council. The first monitoring will occur 6 months after the Occupation of the Hotel Development.. Amendments to the agreed Hotel Development Servicing and Deliveries Plan can then be agreed at that time, if necessary.
- Extreme Sports Centre Development Servicing and Deliveries Plan - the responsibility for this servicing and deliveries plan will transfer to the operator of the Extreme Sports Centre Development when the lease is signed. The operator will then update the Extreme Sports Centre Development Servicing and Deliveries Plan in advance of the Occupation of the Extreme Sports Centre Development and submit the document to the Council. The first monitoring will occur 6 months after the Occupation of the Extreme Sports Centre

Development. Amendments to the agreed Extreme Sports Centre Development Servicing and Deliveries Plan can then be agreed at that time, if necessary

- Health Centre Development Servicing and Deliveries Plan - the responsibility for this servicing and deliveries plan will transfer to the operator when the lease of the Health Centre Development is signed. The operator of the Health Centre Development will then update the Health Centre Development Servicing and Deliveries Plan in advance of the Occupation of the Health Centre Development and submit the document to the Council. The first monitoring will occur 6 months after the Occupation of the Health Centre Development. Amendments to the agreed Health Centre Servicing and Deliveries Plan can then be agreed at that time, if necessary.

GENERAL PRINCIPLES OF FURTHER CYCLING STRATEGY DEVELOPMENT

Purpose: To identify measures to be taken by the Owner to achieve the objectives of the five agreed cycling strategies. Each cycling strategy relates to a specific phase of the Development.

Measures: The Owner shall liaise with all relevant bodies, including the Council and London Borough of Enfield (Planning & Transportation functions), TfL, London Underground Limited, relevant train operating companies, the Metropolitan Police and British Transport Police to ensure that the purposes of the six agreed cycling strategies are achieved and implement such reasonable measures as may be required to achieve those purposes.

23. There are five cycling strategies (CSs) which comprise the following:

- Stadium Development Cycling Strategy;
- Residential Development Cycling Strategy;
- Extreme Sports Centre Development Cycling Strategy
- The Health Centre Development Cycling Strategy, and

- Hotel Development Cycling Strategy

24. These documents will set out measures that are to be delivered for each phase of the Development area and establish who will be responsible for the delivery of these initiatives. The main responsibility will lie with the nominated Travel Plan Coordinators. They will set out future actions for cycling strategy development and refinement, along with targets and appropriate timescales that will be delivered as part of the Travel Plans. The detailed content of all the cycling strategies formed part of the transport assessment which accompanied the Planning Application.
25. In terms of setting objectives and targets the general guidance notes that targets need to be related to timescales, be measurable and be specific.
26. The key objective of the cycling strategies will be to ensure that each phase of the Development has sufficient cycle parking and related facilities including showers and lockers such that there is no cumulative impact – particularly with regard to on-street cycle parking for general visitors.
27. The cost of monitoring the cycling strategies will be borne by the Owner. The monitoring of the relevant Travel Plan, the associated cycling strategy and the servicing and deliveries Plan will be undertaken under the auspices of the Travel Plan for each phase. The monitoring of the Travel Plans, and associated plans and strategies, will be coordinated such that survey observations e.g. traffic surveys, can relate to each of the separate Travel Plans.
28. The timescale for collecting data and monitoring is to be agreed between the Council and the Owner prior to Occupation of each phase of the Development. It is generally accepted that monitoring over a three year period would be expected. However, this would possibly be longer as this is a major development proposal to be implemented in distinct phases.
29. A travel plan management group will be established to assist with the cycling strategies integration, further development, management and implementation of the cycling strategies. The management group will comprise a range of stakeholders as the cycling strategies will have wide-reaching effects and strategies may span across many areas of interest. The group offers an opportunity for the sharing of knowledge,

experiences, valuable information and contacts in order to deliver the cycling strategies and to help meet the targets being for each phase of the Development.

30. After the initial monitoring the appropriate Travel Plan Coordinator will meet with TfL and the Council to discuss further monitoring arrangements. A progress report will be completed by the Travel Plan Coordinator and submitted to the Council after data collection, which may become supplementary to the cycling strategy.
31. The report will present the results of the monitoring surveys and clearly identify if targets for modal shift are being met. This report will also note on how well initiatives to promote sustainable travel have been taken up and will provide suggestions by the Travel Plan Coordinator on necessary changes or improvements to the cycling strategy measures.
32. The 'Next Steps' are as follows:
 - Stadium Development Cycling Strategy – see Schedule Five.
 - Residential Development Cycling Strategy; the responsibility for this cycling strategy will transfer to the developer of the Residential Development when the lease is signed. The Residential Development Cycling Strategy will also address the requirements of the Commercial/Community Space. The developer will then update the Residential Development Cycling Strategy in advance of the occupation of the Residential Development and submit the document to the Council. The first monitoring will occur 6 months after the Occupation of the Residential Development. Amendments to the agreed Residential Development Cycling Strategy can then be agreed at that time, if necessary.
 - Hotel Development Cycling Strategy - the responsibility for this cycling strategy will transfer to the operator of the Hotel Development when the lease is signed. The operator will then update the Hotel Development Cycling Strategy in advance of the Occupation of the Hotel Development and submit the document to the Council. The first monitoring will occur 6 months after the Occupation of the Hotel Development. Amendments to the agreed Hotel Development Cycling Strategy can then be agreed at that time, if necessary.

- Extreme Sports Centre Development Cycling Strategy - the responsibility for this cycling strategy will transfer to the operator of the Extreme Sports Centre Development when the lease is signed. The operator will then update the Extreme Sports Centre Development Cycling Strategy in advance of the Occupation of the Extreme Sports Centre Development and submit the document to Council. The first monitoring will occur 6 months after the Occupation of the Extreme Sports Centre Development. Amendments to the agreed Extreme Sports Centre Development Cycling Strategy can then be agreed at that time, if necessary. There is no off-street cycle parking proposed for the Extreme Sports Centre Development.
- The Health Centre Cycling Strategy - the responsibility for this cycling strategy will transfer to the operator of the Health Centre Development when the lease is signed. The operator will then update the Health Centre Cycling Strategy in advance of the Occupation of the Health Centre Development and submit the document to the Council. The first monitoring will occur 6 months after the Occupation of the Health Centre Development. Amendments to the agreed Health Centre Development Cycling Strategy can then be agreed at that time, if necessary. There is no off-street cycle parking proposed for the Health Centre Development.

SCHEDULE FIFTEEN

MAJOR EVENT DAY STADIUM DEVELOPMENT TRAVEL PLAN

Purpose: To identify measures to be taken by the Owner to achieve the Modal Split Target for Major Events and to ensure that the Attraction of Visitor Measures and the Retention of Visitors Measures are effective.

Measures: The Owner shall liaise with all relevant bodies, including the Council (Planning & Transportation functions), TfL, London Underground Limited, relevant train operating companies, the Metropolitan Police and British Transport Police to ensure that the purposes of the Major Event Day Stadium Travel Plan are achieved and implement such reasonable measures as may be required to achieve those purposes following consultation with Local Ward Councillors.

In addition to the Major Event Day CPZ such measures may include:

- (a) Modal Split Target and associated Major Event Day Stadium Development Travel Plan to move car use for weekend and public holiday THFC match-days to 23% of all spectator journeys to the Completed Stadium for the final mode of travel to the Completed Stadium area.

Modal Split Target and associated Major Event Day Stadium Development Travel Plan to move car use for weeknight THFC match-days to 20% of all spectator journeys to the Completed Stadium for the final mode of travel to the Completed Stadium area.

Modal Split Target and associated Major Event Day Stadium Development Travel Plan to move car use for weekend NFL match-days to 15% of all spectator journeys to the Completed Stadium for the final mode of travel to the Completed Stadium area.

Modal Split Target and associated Major Event Day Stadium Development Travel Plan to move car use for all concerts to 10% of all spectator journeys to the Completed Stadium for the final mode of travel to the Completed Stadium stadium area.

- (b) an approved Car Park Management Plan for the stadium car park on Major Events;
- (c) an approved Stadium Development Cycling Strategy;
- (d) an approved Stadium Development Coach Strategy including special Major Event Day coach and other group travel arrangements including a home supporter coach initiative for THFC matches that will target THFC supporter groups/clubs;
- (e) an approved Stadium Development Signage Strategy including agreed signs in the areas around the stadium building;
- (f) an approved public transport plan including identified capacity enhancements including shuttle bus and shuttle coach services, station and service improvements by the public transport operators, a reduced impact scheduled Major Event day bus diversion strategy and the minimum duration High Road closure (at 40 minutes). The public transport plan will propose specific measures for each type and scale of Major Events
- (g) an approved 'Transport and Communications Strategy', including travel details, advertising, joint marketing initiatives, use of THFC's web site, publicity in THFC match programmes and on screens within the Completed Stadium, directional signage, advice on spectator behaviour and real time information utilising variable message
- (h) an approved Attraction of Visitors Measures which may include those items set out in Annex 1 to this Schedule to attract spectators to the Completed Stadium for a Major Event. Similar measures will apply for NFL fixtures and all concerts to achieve the respective targets.
- (i) an approved Retention of Visitors Measures which may include those items set out in Annex 2 to this Schedule to retain THFC spectators within vicinity of the Completed Stadium after Major Events. Similar measures will apply for NFL fixtures and all concerts to achieve the respective targets.
- (j) a plan for the offering of advice and guidance to car and coach drivers;

- (k) an approved 'travel contingencies plan', setting out contingency arrangements for the break down in public transport services;

A chart explaining the proposed relationship between the Stadium Travel Plan and other relevant documents is attached as Plan 19.

ANNEX 1: Attraction of Visitors Measures for Major Events

Purpose: The main objective of the obligation is to maximize the extent to which spectators arrive early in the local area and then enter the Completed Stadium well before the staging of the Major Event. The purpose of the obligation will be to reduce the volume of travel to the local area in the hour before the commencement of the Major Event.

Measures: The primary attraction measure will be the scale and quality of the new stadium facilities for both general admission and premium ticket holders in all respects. The premium level facilities will be state-of-the-art and a key part of the premium membership packages will be pre-match food and beverage of the highest quality for a Major Event venue.

The additional general admission measures below have been identified by recent spectator research and generally relate to over-coming deficiencies within the existing stadium and include the following;

- More choices in the food and drink retailed in the stadium including higher quality options
- Efficient service points with short waiting times
- Some seating areas available for less mobile spectators
- A calendar of themed special events advertised in advance
- Exclusive interactive (online) entertainment
- Exclusive TV preview shows including manager, coach and player interviews
- Early bird price incentives
- Linked tickets for museum access and other Tottenham Experience attractions

The success of the above measures will be judged by the number of supporters present in the Completed Stadium more than one hour before the commencement of the Major Event.

Annex 2: Retention of Visitors Measures for THFC Football and NFL American Football Matches

Measures: may include the following post-match entertainment programme and other initiatives designed to maximise the number of spectators who stay on within the Completed Stadium and as a minimum to retain the agreed numbers of THFC match attendees at 15,000 for a minimum of 45 minutes in the vicinity of the Completed Stadium and within the local area in combination.

THFC propose to screen a 30 minute post-match entertainment programme. The programme will be capable of being viewed throughout the ground as follows:

- individual TVs within all boxes;
- TVs and larger screens in corporate hospitality areas;
- Jumbotron screens within the main auditorium;
- large and small screens throughout the upper and lower concourse areas;

The entertainment programme will consist of the following:

- THFC Man of the Match presentation;
- post-match player interviews;
- post-match manager interviews;
- highlights of the game;
- Sky final score/interviews/highlights/programme from other key Premier League and Champions/Europa League matches.

In addition a pre match entertainment and interview package may be proposed and will consist of training ground interviews and profiles of past players.

Retention of Visitors Measures for NFL matches

The target set within the transport assessment accompanying the Planning Application is to retain 20% of spectators in the vicinity of the Completed Stadium and local area, inclusive of any NFL fan parks. The NFL fan parks will also play an important role in encouraging early arrivals to the vicinity of the Completed Stadium. The early arrival target is 40% of attendees spending time in the local area before entering the Completed

Stadium.

A key part of the NFL Retention of Visitor Measures will also focus on a post-match entertainment programme which is likely to include the broadcast of subsequent NFL games in the USA.

Retention of Visitors Measures for Concerts

The target set within the Major Event Day Transport Assessment is to retain 15% of attendees in the vicinity of the Completed Stadium and local area until such time as the queues at the local tube and railway station have subsided – which will be for a period of 60 minutes. The key focus for the Retention of Visitor Measures will relate to the facilities in the club and box levels of the Completed Stadium.

Annex to both the Major Event Day Local Area Management Plan and Major Event Day Stadium Development Travel Plan to integrate the planning obligations

Action: To minimise any adverse environmental impacts and nuisance for residents and businesses that are otherwise likely to be adversely affected by the use of the Completed Stadium for Major Events the Owner will undertake to provide a bi-monthly status report that will set out the progress to date and the likely implementation timescales. The Owner will also set out and track the inter-dependencies between the Major Event Day Local Area Management Plan, the Major Event Day Stadium Development Travel Plan and the individual transport improvement projects. The Owner shall liaise with all relevant bodies, including the Council and London Borough of Enfield (Planning, Transportation and Licensing), the Metropolitan Police, British Transport Police, London Fire and Emergency Planning Authority, London Ambulance Service and the Football Licensing Authority, to ensure that the purposes of the Major Event Day Stadium Development Travel Plan and Major Event Day Local Area Management Plan are achieved and implement such reasonable measures as may be required to achieve those purposes.

Such projects to be tracked to ensure integration may include;

- (a) Major Events and day-to-day controlled parking zones
- (b) Any street and building works that may influence the four Major Event station management plans – in particular the access routes to White Hart Lane railway station where the applicant may need to implement some improvements to ensure the safe passage of spectator flows. These works are defined in Schedule

Seventeen.

- (c) Temporary and permanent route guidance and signage for pedestrians and car drivers in the area around the Completed Stadium
- (d) Coach and car parking and any associated management plans
- (e) The Bus Priority and Diversion Measures and any local bus stops improvements
- (f) The cycling strategy for each phase of the Development, the associated cycle parking provision and TfL CS1 Cycle Superhighway.
- (g) Any form of physical works, including demolition, related to the local area regeneration projects.

SCHEDULE SIXTEEN

STADIUM DEVELOPMENT COACH STRATEGY

Purpose: The Stadium Development Coach Strategy relates to the Stadium Development and relates to both Major Events and Minor Events. The purpose of the strategy is to identify measures to be taken by the Owner to maximise the extent of coach travel to the vicinity of the Completed Stadium.

Measures: The Owner shall liaise with all relevant bodies, including the Council (Planning & Transportation functions), TfL, London Underground Limited, relevant train operating companies, the Metropolitan Police and British Transport Police to ensure that the purposes of the Major Event Day Stadium Development Travel Plan and Minor Event Day Stadium Development Travel Plan are achieved and implement such reasonable measures as may be required to achieve those purposes following consultation with Local Ward Councillors.

The Stadium Development Coach Strategy will apply to all Major Events. However, the Stadium Development Coach Strategy will also identify additional measures that shall apply to the specific circumstances of THFC fixtures, or certain types of fixture, NFL games and full capacity concerts.

The coach travel modal split targets to be incorporated into the Major Event Day Stadium Development Travel Plan will be quite variable for different types of Major Events.

Coach use by away football team supporters, using the 3,000 seat Premier League allocation, will vary from zero to up to 25 coaches depending on the location of the away team i.e. 0% to 30%+. The home supporter modal split targets for THFC football events is set at 1.5% for a weeknight fixture and 2% for a weekend or public holiday fixture. Occasionally the timing of the game may also influence the degree of coach use.

Coach use for certain football cup games can occasionally be much higher – particularly for smaller clubs that rarely get to play in major stadiums.

Similarly, coach use for concerts will be influenced by the type of the Major Event and the audience age profile. The transport assessment modal split target for coaches is 1.5% of all travel.

A relatively high level of coach use has been forecast for NFL games at 5% of all travel. This is based on a dispersed Great Britain catchment with high concentrations of supporters in all the major urban areas – many of which can be cost-effectively served by coach services.

The Stadium Development Coach Strategy will need to fully investigate the dynamics of the potential demand for a range of Major Event types and establish attractive services, with operating partners, to attract the largest number of coach users.

The cost of monitoring the Stadium Development Coach Strategy will be borne by the Owner. The monitoring of the relevant Travel Plan, the associated coach strategy, cycling strategy and the servicing and deliveries plan will be undertaken under the auspices of the Travel Plan for each phase of the Development. The monitoring of the Travel Plans, and associated plans and strategies, will be coordinated such that survey observations e.g. traffic surveys, can relate to each of the separate Travel Plans.

SCHEDULE SEVENTEEN

WHITE HART LANE STATION ACCESS IMPROVEMENTS (WHLSAI)

Purpose: The access improvements relate to the street level approaches to the station to/from the Completed Stadium that lie on the west side of the A1010 High Road and south of White Hart Lane (street). The White Hart Lane station layout may or may not have been modified in advance of the first use of the Completed Stadium.

The improvements shall also be designed to complement the comprehensive street improvement works to be undertaken by the Council with regard to White Hart Lane (street) and Love Lane.

Measures: The exact necessary measures will be agreed 6 months in advance of the first Major Event at the Completed Stadium. The measures are likely to include the following;

- The temporary closure of Moselle Street and Moselle Place, from the High Road to Love Lane, for spectator pedestrian movements before and after games at the new stadium in advance of the proposed regeneration of the area to the west of the A1010 High Road. Temporary barriers and stewards will facilitate the closure of the street until such time as the local area is redeveloped.
- Street lighting improvements in Whitehall Street by way of either temporary or permanent works.
- The prevention of car parking on the south side of Whitehall Street in its current form before and after events at the new stadium. The Council will finalise the approval process for the traffic management orders to secure the temporary Whitehall Street car parking restrictions at least 4 months in advance of the first Major Event at the Completed Stadium
- The removal of six bollards and associated remedial surface improvement works within the footways at the junction of Whitehall Street and the High Road.
- Minor remedial surface works in Whitehall Street to make the street safe for higher intensity pedestrian use with the first major event at the Completed Stadium.

Background Information: The likely WHLSAI works were agreed at a site visit that occurred on 11th February 2016 attended by Council officers and a representative of the

Owner. The Owner has recorded a photographic record of the circumstances at that time within the local street network which has been copied to the Council.

In 2016 it is not possible to accurately anticipate the exact circumstances that will prevail in the local street network west of the A1010 High Road in advance of the first Major Event in the Completed Stadium.

The Council will supply details of the phasing arrangements for street works to the Owner so that the WHLSAI works can be finalized and agreed 6 months in advance of the first Major Event at the Completed Stadium. This will include information about programmed works that will occur in the 6 months leading up to the first Major Event at the Completed Stadium and the subsequent 6-monthly periods until the completion of all works and development.

The WHLSAI works to be funded by the Owner shall not exceed £50,000 in cost.

SCHEDULE EIGHTEEN

MAJOR EVENT DAY LOCAL AREA MANAGEMENT PLAN (LAMP)

Purpose: To minimise adverse environmental impacts and nuisance for residents and businesses that are otherwise likely to be adversely affected by the use of the Completed Stadium for Major Events.

Measures: The Owner shall liaise with all relevant bodies, including the Council and London Borough of Enfield (Planning, Transportation and Licensing), TfL, the Metropolitan Police, British Transport Police, London Fire and Emergency Planning Authority, London Ambulance Service and the Football Licensing Authority (or successor body), to ensure that the purposes of the LAMP are achieved and to implement such reasonable measures as may be required to achieve those purposes following consultation with the Local Ward Councillors. The LAMP will be fully integrated with the associated Major Event Day Stadium Development Travel Plan.

The LAMP will apply to all Major Events. However, the LAMP will also identify additional measures that shall apply to the specific circumstances of THFC fixtures, or certain types of fixture, NFL games and full capacity concerts.

Such measures may include;

- (a) in parallel with the operations plan, the event management plan and the Major Event Day Stadium Development Travel Plan the effective supervision and stewarding of crowd flows to encourage crowds to use the primary pedestrian routes as outlined in Annex 1. The applicant will develop a scheme to address the recommendation of the 2015 Pedestrian Environment Review System (PERS) audit and will repeat the audit at least 6 months prior to the first Major Event at the Completed Stadium;
- (b) in parallel with the operations plan, the event management plan and Major Event Day Stadium Development Travel Plan to ensure the effective supervision of crowd flows to minimise the adverse environmental, nuisance and traffic impacts including assistance with stewarding and queue management at all key bus stops and rail and tube stations and their approaches and an appropriate increase in stewarding on all walking routes, estates and public open space to ensure agreed crowd supervision and to support the four rail/tube station management plans for

each type and scale of Major Event;

- (c) in parallel with the operations plan, the event management plan and the Major Event Day Stadium Development Travel Plan, ensuring that any temporary traffic management measures and restrictions of vehicular movements introduced for the area around the Completed Stadium before and after events fully takes account of the reasonable access requirements of residents and businesses based in the area affected by road and traffic management, pedestrian and public transport access/egress plans;
- (d) signage for pedestrians and car drivers, in the area around the Completed Stadium as set out in the agreed Stadium Development Signage Strategy;
- (e) litter collection and disposal and event and area wide cleaning and measures to prevent litter and anti-social behaviour and crime;
- (f) street cleaning to ensure streets are clean and safe to use;
- (g) managing any permitted street vending in the stadium vicinity;
- (h) monitoring of recorded video output through a protocol CCTV image access regime agreed between the Police, the Owner and the Council funded by the the Owner;
- (i) any other measures that are not listed above including the following;
 - The management of local coach parking and the stewarding of access routes as required by the agreed Stadium Development Coach Strategy
 - The management of the access routes to White Hart Lane station as affected by the local area regeneration project and related street and building works including demolition. This may require some improvements by way of remedial works to ensure the safe passage of visitors
 - The management of the access to local bus services and assistance with the bus diversion route in terms of the stewarding of crowds particularly in the vicinity of the Northumberland Park station approach
 - The management of the post-match High Road closure to minimise the duration to no more than 40 minutes after the end of the Major Event – The Owner to use all reasonable endeavours to ensure that this is achieved.

- The management of the implementation of the Car Parking Management Plans as set out in the Travel Plans for each phase of the Development including access restrictions to all off-street car parking areas at the agreed times
- The management of Worcester Avenue rising bollards to ensure no conflicts between vehicle movement and busy crowd flows to be defined as part of the Worcester Avenue Access Plan between the Owner and the Council
- The management of Worcester Avenue to ensure no conflicts between car parking, and vehicle waiting and loading, and crowd flow movements including access from the coach parking areas to the north of Northumberland Park
- The management of Blue Badge car parking in the local area
- The management of the west stand VIP car and team coach drop off
- The management of identified taxi meeting points
- The management of cycle routes and cycle parking in line with the agreed Stadium Development Cycling Strategy
- The management of the Major Event day 'Green Team' of stewards to assist all of the transport operators as required and agreed
- The management of the Owner's contractors responsible for provision and placement of temporary crowd barriers and signage bad barriers for the local traffic management measures

A chart explaining the proposed relationship between the Local Area Management Plan and other relevant documents is attached as Plan 19.

The agreed LAMP measures will be widely publicized using all possible communication channels. The main information source will be a brochure that will be printed and be available online. A series of local area maps will be produced that will be used in day-to-day communications by the Owner, other event organizers and local residents and businesses.

ANNEX 1: Pedestrian Routes

Pedestrian Routes referred to in LAMP and the Major Event Day Stadium Development

Travel Plan: Those routes that crowds should be encouraged to use may include the following:

Main Routes

- High Road
- Chestnut Road
- Hale Road
- Park Lane
- Marsh Lane
- Moselle Place
- Moselle Street
- Whitehall Street
- Love Lane
- Worcester Avenue
- White Hart Lane
- Pretoria Road
- Northumberland Park
- Tariff Road

Annex to both the LAMP/Major Event Day Stadium Development Travel Plan to integrate the planning obligations

Action: To minimise any adverse environmental impacts and nuisance for residents and businesses that are otherwise likely to be adversely affected by the use of the Completed Stadium for Major Events the Owner will undertake to provide a bi-monthly status report that will set out the progress to date and the likely implementation timescales. The Owner will also set out and track the inter-dependencies between the LAMP, the Major Event Day Stadium Development Travel Plan and the individual transport improvement projects. The

Owner shall liaise with all relevant bodies, including the Council and London Borough of Enfield (Planning, Transportation and Licensing), TfL, the Metropolitan Police, British Transport Police, London Fire and Emergency Planning Authority, London Ambulance Service and the Football Licensing Authority, to ensure that the purposes of the LAMP and Major Event Day Stadium Development Travel Plan are achieved and implement such reasonable measures as may be required to achieve those purposes.

Such projects to be tracked to ensure integration may include;

- (a) Major Events and day-to-day controlled parking zones
- (b) Any street and building works that may influence the four Major Event day station management plans – in particular the access routes to White Hart Lane railway station where the applicant may need to implement some improvements to ensure the safe passage of spectator flows. These works are defined in Schedule Seventeen.
- (c) Temporary and permanent route guidance and signage for pedestrians and car drivers in the area around the stadium
- (d) Coach and car parking and any associated management plans
- (e) The Bus Priority and Diversion Measures and any local bus stops improvements
- (f) The cycling strategy for each phase of the Development, the associated cycle parking provision and TfL CS1 Cycle Superhighway.
- (g) Any form of physical works, including demolition, related to the local area regeneration projects.

SCHEDULE NINETEEN

MAJOR EVENT DAY MONITORING PROGRAMME

Purpose: To monitor compliance with the Major Event Day Local Area Management Plan and Major Event Day Stadium Development Travel Plan in order to ensure that adverse environmental impacts are minimised, that the Modal Split Target is achieved and maintained and that the Retention of Visitors Measures are effective.

Measures: The Owner shall appoint an independent agent to be approved in writing in advance by Council to define, coordinate and verify all the required data collection and analysis. The scope and frequency of monitoring and the techniques and standards to be adopted will be approved by the Council on the basis of this Schedule and shall be varied following consultation with the Owner over time.

During the first 12 months of operation of the Completed Stadium, the Major Event type, frequency and characteristics to be monitored shall be as set out in 'A' below. The dates of the proposed Major Event day, non-event day control monitoring and the techniques and standards to be adopted shall be approved in writing by the Council in advance of the monitoring taking place, as set out in 'D' below.

At the beginning of each subsequent football season and following consultation with the Owner, the Council shall specify the event type, frequency and characteristics to be monitored during the coming year, together with the dates (if confirmed) of the proposed event and the date of control monitoring and the techniques and standards to be adopted. In deciding on such a programme the Council shall only require monitoring that is reasonably necessary, taking account of the following: (i) the results of monitoring during the previous monitoring period (particularly progress in achieving and maintaining the Modal Split Target); (ii) the introduction of any changes to the Major Event Day CPZ and the need to monitor its effectiveness; (iii) the views of the Local Ward Councillors; (iv) any complaints received by local residents and businesses, and; (v) any unforeseen circumstances that warrant monitoring.

A. Event Type, Frequency and Characteristics during the first 12 months of stadium operation

- (a) One start-up or formal test event held in advance of the Completed Stadium being used for a Major Event for the first time (transport characteristics)

- (b) 2 x Minor Events where attendance of just under 10,000 is expected (transport characteristics) (if applicable)
- (c) 2 x Saturdays, 1 x Sunday and 2 x weekday evening football matches involving THFC's first team (Transport Characteristics)
- (d) 1 x non-THFC football Major Event (transport characteristics) (if applicable)
- (e) 1 x Friday, 1 x Saturday and 1 x Sunday or Public Holiday other Major Events (transport characteristics) (if applicable)
- (f) 1 x NFL Major Event (transport and environmental characteristics)
- (g) One equivalent control survey for each time period to be carried out before the event to be monitored (transport characteristics)
- (h) 2 x Saturdays, 1 x Sunday and 2 x weekday evening football matches involving THFC's first team (environmental characteristics)
- (i) 1 x Friday, 1 x Saturday and 1 x Sunday or Public Holiday other Major Events (environmental characteristics) (if applicable)

B. Transport Characteristics to be Monitored

- (a) Achievement and maintenance of the Modal Split Targets with regard to the Major Event Day Stadium Development Travel Plan.
- (b) Event parking within the Completed Stadium and on-street parking in an area up to 2 miles walking distance from the Completed Stadium, targeted at areas of known parking difficulties. Whenever the Major Event Day CPZ coverage is extended the extent of parking displacement to nearby uncontrolled streets should be examined
- (c) Pedestrian flow volumes and routing to and from the Completed Stadium
- (d) Public transport usage including the stations and stops being used by event goers before and after Major Events
- (e) The arrival and departure profiles for the Completed Stadium and the levels of post Major Event retention of spectators within the vicinity of the Completed Stadium after an event
- (f) The effects of crowd movements on the operation of the local highway network with particular emphasis on the A1010 High Road post-event road closure and associated local bus diversion routes.

C. Environmental Characteristics to be Monitored

- (a) Litter collection and disposal
- (b) Cleanliness of streets
- (c) Street vending patterns
- (d) Noise impacts at agreed noise sensitive facades
- (e) Light impacts at agreed locations
- (f) The effectiveness of CCTV cameras and results
- (g) The effectiveness of any new measures implemented as part of the Major Event Day Stadium Development Travel Plan

D. Monitoring Techniques and Standards to be applied

The dates of the proposed event and control monitoring and the techniques and standards to be adopted for this monitoring shall be approved in writing by Council in advance of the monitoring taking place.

SCHEDULE TWENTY

AIR QUALITY OBJECTIVES

Table 1.1 – Air Quality Objectives in England - LLAQM Pollutant	Objective	Averaging Period
Nitrogen dioxide (NO ₂)	200µg/m ³ not to be exceeded more than 18 times a year	1-hour mean
	40µg/m ³	Annual mean
Particulate Matter (PM ₁₀)	50µg/m ³ not to be exceeded more than 35 times a year	24-hour mean
	40µg/m ³	Annual mean
Particulate Matter (PM _{2.5})	Work towards reducing emissions/concentrations of fine particulate matter (PM _{2.5})	Annual mean

SCHEDULE TWENTY ONE

MEDCPZ CODE OF ENFORCEMENT

Purpose: To ensure the effective management of the Major Event Day CPZ to be implemented by the Council and London Borough of Enfield as part of the obligations in Schedule Twelve Paragraphs 5.1 to 5.3.

Measures: The Owner shall liaise with all relevant bodies, including the Council and London Borough of Enfield (Planning & Transportation functions), TfL and the Metropolitan Police to ensure that the purposes of the Major Event Day CPZ are achieved and implement such reasonable measures as may be required to achieve those purposes following consultation with the two local authorities.

The basic principles of the Major Event Day CPZ and MEDCPZ Code of Enforcement may include the following requirements:

- The enforcement of the parking and waiting restrictions for the Major Event Day CPZ shall be carried out at the agreed frequency during the Major Event Day. The first enforcement beat would be prior to commencement of the Major Event and a second beat would be during the staging of the Major Event.
- The Major Event Day CPZ i.e. signs (parking and waiting and loading restrictions) and road markings shall be maintained to a standard that is easily enforceable by parking attendants for the Major Event Day CPZ in each borough.
- All signs for Major Event day parking suspensions are to be flipped over on the evening (after 6:30) before the Major Event day, in order to become operational on the event day. After the Major Event the bays are to revert back to resident or paid parking bays. This should be carried out within 2 hours of the end of the event. Resident and shared use parking bays to be flipped over and suspended from parking at the same time as any marked Blue Badge parking bays for the Major Events.
- The sign plates will be secured by a padlock (no bigger than 75mm) at all times and the padlocks maintained in good working order

- Any defective signs are to be reported by the Owner to the Council, immediately in writing by fax/email and by post to, enforcement manager or alternative as appropriate. Any defects in Major Event Day CPZ signs lines and displayed information shall be rectified before the next Major Event day or as soon as reasonably practicable.

Indicative Respective Responsibilities.

Responsibilities for the Major Event Day CPZ are as follows:

LBH or their contractors

- Traffic Regulation Orders covering the Major Event Day CPZ.
- Receiving and processing applications for Major Event Day CPZ parking permits.
- Maintaining a database of valid Major Event Day CPZ permits.
- Collection of fines and dealing with appeals.
- Issuing of penalty charge notices for vehicles parked in contravention of the Major Event Day CPZ. The Council to supply a schedule of issued penalty charge notices to the Owner on a 3-monthly basis indicated the number of tickets issued in each street within the Major Event Day CPZ.
- The Owner, under the direction of the Metropolitan Police, to remove any vehicles causing dangerous obstructions in the area, as identified by the Match Day Commander.
- Informing TRACE (or successor system), London-wide tow-away and removals, to let vehicle owners know their vehicle has been relocated and to where.

LBH's approved contractors working under contract to the Owner

- Placement and removal of cones as required to reinforce the parking restrictions.

The Owner or its contractors

- Revealing and concealing event day information on special Major Event Day CPZ signs.
- The Owner or its contractors to inform the Council when they have revealed all the special Major Event Day CPZ signs before an event and concealed them again after an event at the appropriate times.

Indicative Operational Issues.

The extent of the Major Event Day CPZ as envisaged in 2010 is shown on plans 26, 27 and 28.

Both the Council and London Borough of Enfield are able to extend the geographic area of the Major Event Day CPZ controls on the basis of the detailed planning and public consultation.

The expected hours of operation of the Major Event Day CPZ operation are as follows:

- 5:30pm to 10:00pm for a weekday event for all zones within Major Event Day CPZ
- 10:00am to 7:00pm for a Saturday event for all zones within Major Event Day CPZ
- 10:00am to 7:00pm for events on Sundays and public holidays for all zones within Major Event Day CPZ.

Residents holding a valid parking permit for an existing controlled parking zone (CPZ) wholly within the area covered by the Major Event Day CPZ can park on residents' bays that haven't been suspended during the controlled hours on event days.

Residents that have an address within the area covered by the Major Event Day CPZ, but are not within an existing CPZ or subject to the above hours of control, will be able to apply to the Council or London Borough of Enfield for a free Major Event Day CPZ residents parking permit that will entitle them to park on-street during controlled hours on Major Event days.

Special signs are provided at the entrances to the Major Event Day CPZ zone that can be changed to indicate the date of the next event and the Major Event Day CPZ hours of operation.

The Council will ensure that its contractors provide sufficient parking wardens and vehicle removal units to enable adequate enforcement of the Major Event Day CPZ. The Council will place an absolute priority on the enforcement of the parking and waiting and loading controls on the north end of Worcester Avenue.

Indicative Implementation Issues

Before an event

- The Owner or its contractors will attach plates to parking bay suspension signs indicating the date of the next event at least 3 days prior to an event where possible.
- At least 3 days prior to an event, the Owner or its contractors will reveal the special signs at entrances to the Major Event Day CPZ zone indicating the date of the next event and the relevant Major Event Day CPZ hours of operation.
- One day before an event, the Owner or its contractors will reveal special signs indicating which parking bays are suspended.
- Approximately five hours in advance of the start of an event, the Council's approved contractor working under contract to the Owner will place cones in suspended parking bays and on yellow lines along other streets where parking cannot be permitted for operational and / or emergency access reasons to reinforce the major event day parking restrictions. All cones will be in place no later than three hours before the scheduled start of an event.

- In circumstances where vehicles with valid parking permits have been left in suspended residents' parking bays on event days, vehicles will be moved by the Council vehicle removal contractors to a residents' bay in a nearby street. The Council's vehicle removal contractors will inform TRACE, London-wide tow-away and removals, to let vehicle owners know their vehicle has been relocated and to where.
- On event days, the Council will ensure that their vehicle removal contractors will make at least one vehicle removal unit available for enforcement of the Major Event Day CPZ for the duration of the Major Event Day CPZ hours of operation.
- On event days, under the direction of the Metropolitan Police, the Council will remove any vehicles causing dangerous obstructions, or a hazard to public safety in the area, as identified by the match commander.

During an event

- The Council's contracted wardens and vehicle removal units will continue to enforce the Major Event Day CPZ.

After an event

- The Owner or its contractors will conceal the event details on all the special Major Event Day CPZ signs by midday on the day following an event.
- The Council's approved contractor working under contract to the Owner will remove all traffic cones used for reinforcement of parking restrictions within three hours of the end of an event.

SCHEDULE TWENTY TWO

SHUTTLE BUS SERVICES

Purpose: To identify measures to be taken by the Owner to achieve the planning obligation.

Measures: The Owner shall liaise with all relevant bodies, including the Council (Planning & Transportation functions), Transport for London, the Metropolitan Police and British Transport Police to ensure that the purposes of the shuttle bus and shuttle coach services are achieved and implement such reasonable measures as may be required.

The key objective of the shuttle bus/coach strategy is to implement services that have the operational capacity to attract the numbers of passengers as set out in the Major Event Day Transport Assessment (TA) and technical appendices including the detailed demand/capacity appraisals.

The TA demand forecasts anticipate between 2,200 and 3,300 passengers on each service before and after Major Events at the Completed Stadium.

The Owner undertake to enter into a commercial agreement with a recognised bus operator to satisfy the bus travel capacity requirement for the service between Alexandra Palace railway station, Wood Green underground station and the Completed Stadium local area.

The Owner undertakes to enter into a commercial agreement with a recognised coach operator to satisfy the bus travel capacity requirement for the service between Tottenham Hale station and the Completed Stadium local area.

Both services will be the subject of London service permit (LSP) applications. These applications require the operators to be approved and for the technical consideration and public consultation of the proposed services. The LSP applications, to TfL, should occur at the earliest opportunity in advance of the first Major Event at the Completed Stadium and a minimum of 6 months before the first Major Event.

The minimum service level agreement will be defined through the LSP application process. The operators would be required to produce and verify the operational timetables.

The outline specification is as follows;

- Two complementary shuttle bus and shuttle coach services will be provided.

- The first service will connect the Tottenham Hale Interchange with the Completed stadium area. This service will be operated to a standard consistent with the Club and Box Level supporter expectations. The service will be extended to all other supporters in the event that the Modal Shift Target is not achieved.
- The second service will connect between the Alexandra Palace railway services and the Piccadilly Line, to the west of Tottenham, and the Completed Stadium area. This Shuttle Bus Service is designed to augment the W3 service. The vehicles shall be London red double-decker buses or high capacity single-decker buses.
- An aggregate service frequency for both of the two services shall be agreed as part of the LSP application and will be averaged and monitored over each 30 minute interval period.
- Services shall start 3 hours before a game.
- Services shall cease no less than 2 hours after the Major Event completion.

This specification is subject to amendment as part of the Major Event Day Stadium Development Travel Plan review procedures particularly depending on the Owner's success, or otherwise, with respect to satisfying the private vehicle Modal Split Target obligation. If that Target, for any Major Event type, is not achieved the reason for the failure would be investigated in detail. One possible measure to overcome the problem would be to increase the vehicle resource deployment and/or change the service management regime to increase the level of use of the Shuttle Bus/ Service and thereby achieve the private vehicle Modal Split Target.

The stewarding of the boarding and alighting points would be undertaken by staff from the operating companies as supported by fully trained stewards from the Owner's 'Green Team'.

The agreed operational plans, including the boarding and alighting locations in the Completed Stadium area will be fully reflected in the approved Major Event Day Local Area Management Plan as defined for each Major Event type.

SCHEDULE TWENTY THREE

PUBLIC ACCESS MANAGEMENT PLAN

1. Introduction

- 1.1 One of the major community benefits arising from the Northumberland Development Project ("NDP") will be the provision of significant amounts of new public space around the proposed stadium and its enabling development to the north and south.
- 1.2. This Public Access Management Plan Framework (PAMPF) is intended to define the various forms of new public space across the Development, how it will be used and how it will be managed and maintained.
- 1.3. The requirement for the new public space to be controlled in this way is a planning obligation (Paragraph 12 of Schedule Four of this Deed)
- 1.4. There will be various demands placed upon the new open space, not least on Major Events) where the majority of the space will in effect be given over to crowd circulation. However, on Major Event days, THFC intends to actively manage parts of the new open space to provide a range of community events.
- 1.5. The design of the new public open space is contained in drawing nos. POP-4494-PLN-GA 8000, 8001, 8002, 8003, 8004, 8005, 8005, 8006, 8007, 8008, 8009, 8100, 8100, 8101 and 8102 in the Planning Application, supplemented by explanatory diagrams and text in the Design & Access Statement.
- 1.6. In summary, the NDP comprises the following elements. The Northern Development (already built, which includes a food store fronting Northumberland Park. University Technical College and THFC-related uses above. The stadium itself and public access space surrounding it including a podium area immediately to the north and south and the Tottenham Experience. The remainder of the Development comprises a community health centre, a hotel, extreme sports centre, residential development and flexible community/commercial space In addition, the public realm between the buildings that is the subject of this PAMPF.
- 1 7. The objectives of the Public Access Management Plan are to ensure that:

- the various types of Public Access Space are all clean and well-maintained;
- the various types of Public Access Space (temporary and permanent) are safe and secure at all times;
- the various types of Public Access Space are DDA compliant;
- the Owner fulfils its obligation to provide a minimum number of cultural and community events on the Podium ;
- the play space requirements associated with the Residential Development are achieved;
- the various uses to which the Public Access Space is to be put are co-ordinated and do not conflict with one another; and
- there is a sense of community ownership of the Public Access Space.

2. Types of public access space

2.1. There are two different types of public access space as defined on the Public Access Area Plan

- i) Public Access Space coloured yellow and pink on the Public Access Area Plan
- ii) Podium coloured green on the Public Access Area Plan

i). public access space

2.2. Public access space (PAS) is all publicly accessible areas of the Development,. It includes space around the stadium; areas between the stadium and the northern development and the component phases of the southern development; and space along the High Road, Worcester Avenue, Park Lane and Northumberland Park.

Use

2.3. On Major Event days (approximately 40-50 days of the year) and generally before and after the Major Event, the entire NDP area (including the PAS) is subject to the

provisions contained with the Major Event Day Local Area Management Plan ("LAMP"), which includes policing and stewarding arrangements. Although accessibility during these periods is not technically restricted it will in practice be restricted by crowd movements before and after a Major Event.

Accessibility

- 2.4. On non-Major Event days the PAS becomes space that is fully accessible to the public.
- 2.5. The PAS will be accessible 24 hours a day and for every day of the year except one, where the Owner has the right to close the space. The Owner does not intend to create any public Rights of Way.
- 2.6. The area fronting the players entrance to the Completed Stadium on the High Road will be closed to the public for a short period before and a short period after each football game to allow the drop-off and collection of players by coach. The area will otherwise be accessible 24 hours a day and every day of the year except one, where the Owner has the right to close the space.
- 2.7. The PAS will be directly accessible from the High Road, Park Lane and Worcester Avenue. The elevated podium levels can then be accessed either by ramps, stairs or one of six lifts (four south of the Stadium and two to the North). The Public Access Management Plan will address the requirement for the provision and operation of at least two lifts from street level to Podium Level from the First Major Event at the Completed Stadium.
- 2.8. The Owner is also obliged to provide access to three public toilets

Management and Maintenance

- 2.9. On Major Event Days, it will be the Owner's responsibility to manage the PAS in accordance with the provisions of the LAMP. It will also be the Owner's responsibility to manage the space on non-Major Event days. This will be achieved through the creation of a management company or other special purpose vehicle as appropriate.

2.10. It will be the management company's responsibility to ensure the security of the PAS through a series of measures either required by planning condition or provisions in the LAMP. The Owner will similarly need to agree an appropriate maintenance regime for the management company with the Council for the PAS.

2.11. It will be the management company's responsibility to ensure the installation of CCTV, lighting and erection of signage in accordance with these discharged conditions and thereafter to maintain and repair the CCTV, lighting and signage as necessary to achieve the stated objectives of this PAMPF.

ii) Podium

2.12. The southern Podium is an area between the Stadium and the Southern Development. The Podium is coloured green on the Public Access Area Plan.

Use

2.13. The Podium will be put to various uses.

2.14. The Podium will be used to host a series of cultural or community events throughout the year. This Deed requires a minimum of 12 cultural or community events to be held on the Podium each year for 6 years from the date of the first Major Event at the Completed Stadium. As part of this process the Owner will be required to submit a Schedule of Podium Events to the Council for approval prior to the start of each football season.

2.15. The Council shall approve or provide comments on the draft Schedule of Events within three weeks of receipt. Thereafter, the Owner shall implement the programme of activities and provide the Council with no less than one week's notice of any minor variations to the programme (significant variations will be submitted for specific approval).

Accessibility

2.16. The Podium will be accessible 24 hours a day and for every day of the year except one, where the Owner has the right to close the space. The Owner does not intend to create any public Rights of Way over the Podium.

- 2.17. Access during community/cultural and sporting events will be dependent upon the nature of the programmed event.

Management and Maintenance

- 2.18. On Major Event days, it will be the Owner's responsibility to manage the Podium in accordance with the provisions of the LAMP. It will also be the Owner's responsibility to manage the wider Podium space on non-Major Event days. It will be the management company's responsibility to ensure the security of the Podium through a series of measures either required by planning condition or provisions in the LAMP. The Owner will similarly need to agree an appropriate maintenance regime for the management company with the Council for the Podium.

SCHEDULE TWENTY FOUR

SUPPLEMENTAL DEED

THIS SUPPLEMENTAL DEED executed as a Deed is given this [] day of [] 2016

BY:-

- (1) **MELDENE LIMITED** of Lilywhite House 782 High Road, London N17 0BX ("the Owner")

AND

- (2) **THE MAYOR AND BURGESSES OF THE LONDON BOROUGH OF HARINGEY** of Civic Centre Wood Green London N22 4LE ("the Council")

WHEREAS:-

- (A) The Council is the local planning authority for the area in which the Site is situated and by whom the obligations contained in this Supplemental Deed are enforceable and is the local authority for the purposes of the Greater London Council (General Powers Act) 1974 and the Local Government Act 1972 and the Localism Act 2011.
- (B) On [] 2016 the parties hereto entered into the Principal Deed.
- (C) The Council having complied with all of its duties under the 1990 Act has resolved to exercise its powers under Section 227 and Section 233 of the 1990 Act and to enter into a sale and leaseback arrangement of the Site ("the Sale and Leaseback") with the Owner and thereby taking the benefit of the operation of Section 237 of the 1990 Act
- (D) The Council has acquired the freehold interest in the Site and has granted a lease of the Site to the Owner of even date both of which interests are capable of and will be subject to applications for registration thereof at HM Land Registry

- (E) This Supplemental Deed is entered into for the purpose of ensuring that the Owner's agreements, covenants, undertakings and obligations as freehold owner of the Site contained in the Principal Deed are binding on the Owner as lessee of the Site and the Site for the purposes of Section 106 of the Act.

OPERATIVE PROVISIONS

1. INTERPRETATION

- 1.1. Save where provided otherwise words and expressions used in this Supplemental Deed have the meaning assigned in the Principal Deed.
- 1.2. For the purposes of this Supplemental Deed the following words and expressions have the meanings assigned:-

"Principal Deed" means the agreement dated [] 2016 between Council and the Owner and other parties entered into pursuant to section 106 of the Act.

2. OPERATION OF THIS SUPPLEMENTAL DEED

- 2.1. This Supplemental Deed is supplemental to the Principal Deed and is made pursuant to Section 106 of the Act Section 111 of the Local Government Act 1972 and section 1 of the Localism Act 2011.
- 2.2. The obligations, covenants and undertakings contained in this Supplemental Deed given to the Council are planning obligations for the purposes of section 106 of the Act and are enforceable by the Council for the area within which the Interest is situated.
- 2.3. The Owner agrees that notwithstanding the effect of section 106(3)(b) of the 1990 Act from the date hereof the obligations, covenants and undertakings in the Principal Deed given by the Owner as freehold owner of the Site to the Council shall be binding on the Owner as lessee of the Site and the Site pursuant to section 106 of the Act as if the said obligations, covenants and undertakings in the Principal Deed were set out in this Supplemental Deed in full with the intent that, subject to clause 3, the said obligations, covenants and undertakings shall be enforceable by the Council

not only against the Owner but also against any successors in title to or assignees of the Owner and any person claiming through or under it an interest or estate in the Site.

2.4. This Supplemental Deed is a local land charge and shall be registered as such.

3. RELEASE

The Owner will upon disposing of its leasehold interest in the whole or part of the Site be released from all obligations and covenants under this Supplemental Deed in relation to the Site or the relevant part thereof (as the case may be) but without prejudice to the rights of the Council in relation to any subsisting breach of those obligations or covenants arising prior to it parting with such interest

IN WITNESS whereof the parties have executed this Deed the day and year first above written

The Common seal of The Mayor and)
Burgesses of the London Borough of)
Haringey was hereunto affixed in the)
presence of:)
)

Authorised Officer

Executed and Delivered as a Deed by)
MELDENE LIMITED acting by the)
signatures of:)
)

Director

Director / Secretary

SCHEDULE TWENTY FIVE

EMPLOYMENT AND SKILLS STRATEGY GENERAL PRINCIPLES

The Council is committed to improving the job opportunities for local residents. Its approach is to work collaboratively with the Developer and its appointed contractors to ensure the project maximises employment opportunities for the Council's residents (meaning residents living within the London Borough of Haringey) and is agreed within an Employment & Skills Strategy prior to commencement of work.

The Owner and the Developer covenant to use all reasonable endeavours to commit to the Employment & Training commitments set out in points 1-7 below which will require the following:

1. The Owner and Developer are required to state clearly in tender documentation, prior to selecting the main contractor, that they will instruct their contractor to engage with the Council or its appointed partner and provide:
 - Detailed programme
 - Procurement schedule
 - Labour histogram
2. The Owner and the Developer will instruct their contractors to produce an Employment and Skills Strategy with :
 - Opportunities for the Council's residents on the project of at least 20% of the workforce
 - Opportunities for the Council's residents for apprenticeships (new/safeguarded) of at least 5% of peak workforce (on the basis that such apprenticeship will be for at least 12 (cost) months and part of which will be on the Site
 - Opportunities for the Council's residents in work placements (unemployed and economically inactive)
 - Engagement with Participating Schools

3. The Owner and the Developer will meet with the Council or its appointed partner who will assess the information provided within the Employment & Skills Strategy which will inform the specific targets that will be in place for 2 above. The Council or its appointed partner will then agree the targets with the developer for all of the activities as outlined in 2 above.
4. The Owner and the Developer will instruct their contractors that they will divest the obligations as outlined within the Employment and Skills plan with their contracts with the sub-contractors. The main contractor will ask as the primary point of contact and will engage with the Council or its appointed partner and agree the approach to meeting the targets for apprentices and training opportunities on site for the Council's residents. The contractors are deemed to have included for the delivery of the apprentice number requirements outlined in section above within contract sum.
5. The Owner and the Developer will ensure that recruitment undertaken on the project has agreed recruitment protocols with the Council or its appointed partner. These protocols will be agreed following the creation of the Employment & Skills Strategy which will inform the most appropriate partners to work with.
6. The Owner and the Developer will inform the lease holder/end user of the Council's aspirations to secure employment opportunities for local residents in the occupation/operational phase of each component part of the Development and will agree an Employment & Skills Strategy with the business particularly if the building use involves the following occupational sectors: Hospitality; Leisure; Cultural/Creative; Health & Social Care; Retail; Finance and Business.
7. The Owner and the Developer will instruct their contractors to provide a monthly update on the targets as agreed in 2 above and the structure and content of this report will be agreed by the Council or its appointed partner prior to them being provided.

IN WITNESS whereof the parties hereto have executed this Deed on the day and year first before written.

THE COMMON SEAL OF)
THE MAYOR AND BURGESSES OF THE)
LONDON BOROUGH OF HARINGEY)
was affixed by Order :)

fil



484-70

M. W. Lee
Authorised officer:

Executed as a Deed by MELDENE LIMITED)
acting by a Director in the presence)
of :)

Director :

Signature of Witness:

AM Max

Name:

RICHARD MAX

Address:

*87 Chancery Lane
London WC2A 1ET*

Executed as a Deed by **TOTTENHAM**)
HOTSPUR PROPERTY COMPANY)
LIMITED acting by a Director in the)
Presence of :)

Director:

Signature of witness

All Max

Name

As above

Address

Executed as a Deed by **STARDARE**)
LIMITED acting by a Director in the)
Presence of :)

Director:

Signature of witness

All Max

Name

As Above

Address

Executed as a Deed by **STAR**)
FURNISHING COMPANY LIMITED)
acting by a Director in the presence of :)

Director:

Signature of witness

AMNax

Name

AS ABOVE

Address