

Enfield Transport Observation - 25/03859/VAR

25/03859/VAR Variation of condition 01 of Ref: 23/02199/FUL to allow an extension of the temporary use for multi-purpose use (Sui Generis) as a cultural and creative events and entertainment space until 20th December 2026 with a reduced operational framework from the period 23rd November to 20th December including a reduced capacity from 15,000 to 10,000, streamlined events schedule restricted to Saturdays and Sundays with curfews of 22:30 and 22:00 respectively, reconfiguration of external operational areas and reduced hours of operation of the loading bay from 07:00-22:30 for this period only.

LBH Observation

The following observation from LBH is in relation to 25/03859/VAR. In principle, there is no objection to the proposed variation of the condition to allow an extension of temporary use for multi-purpose (Sui Generis) as a cultural and creative events and entertainment space until 20/12/26. This specific observation considers the following submitted documents:

- (a) Transport Assessment.
- (b) Travel Plan Statement.
- (c) Car Park Management Plan.
- (d) Servicing and Delivery Plan.

(a) Transport Assessment

The Transport Assessment is comprehensive. The following observations are made regarding this document:

S3.4 On and Off-Street Parking

The applicant notes that the adjacent Tesco Superstore Car Park (capacity 627 spaces) affords chargeable parking spaces for non-supermarket use. Given the intended use of the venue up until 20/12/26, in the run up to Christmas, concern has to be raised as to the availability of parking opportunities as this is the peak period for Christmas shopping. Some indication of an indicative parking availability should be provided.

Of particular concern to Haringey Council is any substantial reduced parking availability at this site will see an increased volume of parking in residential roads within the borough within walking distance of the venue. An indication of parking stress at the Tesco Superstore Car Park in the pre-Christmas period at the times when events would be scheduled should be provided (subject to available data being recorded).

S3.5 Transport Network – Event Day Train Service

It is stated that an event day rail service to Meridian Water would be provided when train services are operational on the West Anglia Main Line. An indicative event timetable and associated capacity should be provided to demonstrate capacity will be provided commensurate with envisaged rail demand for the venue. This is particularly important given the 22:00 Sunday and 22:30 Saturday curfews of the venue in the run up to Christmas.

It is noted that when rail services are unable to be provided or are curtailed (planned) the venue will pay for buses to provide a shuttle service to Tottenham Hale. Some indication should be given as to arrangements as to the capacity aimed to be provided. Additionally, it is unclear as to whether or not the venue will provide standby buses in the event of suspension of rail services from Meridian Water to facilitate visitor access to Tottenham Hale station.

S3.8 Transport Network – Buses

Of particular concern to LBH is the fact that 4 out of the 5 routes adjacent to the site are intended not to be promoted due to capacity or accessibility of the bus stop issues. This appears to go against the whole overarching principle of encouraging sustainable transport usage to/from the venue and risks encouraging vehicular usage by guests to the venue and seeking parking opportunities in neighbouring residential roads.

S3.10 Site Access

In addressing site access there needs to be some coverage as to site access arrangements for mobility impaired and disabled visitors to the site.

S3.11 Servicing

It is stated that between 23/11/26 and 20/12/26 usage of the loading bay / service yard will be restricted to between the hours of 07:00 - 22:30. The loading bay / service yard will also not be in use when events are taking place. In the interests of visitor pedestrian safety servicing activity should be excluded immediately prior and after events as well as when events are occurring.

S3.12 Parking

It is noted that 45 of the 50 accessible parking spaces are pre-bookable with 5 available to accommodate blue badge holders who may arrive on the day not having pre-booked. Flexibility surely has to be applied so if not all pre-bookable accessible parking spaces are booked, then un-booked spaces are made available for blue badge holders in addition to the dedicated 5 spaces.

Of the staff parking (55 spaces) it is unclear how many are accessible spaces.

S3.13 Cycles

From an equality and accessibility perspective, it is important that both mobility impaired/disabled persons have the option to be able to cycle to/from the venue for work and visiting purposes. It is unclear what level of bespoke, enlarged cycle stands are being provided for this purpose.

S5 London wide network & trip generation

An event schedule has been provided highlighting 8 events occurring between 23/11/26 and 20/12/26. The events are occurring on the last 4 weekends before Christmas. The modal share forecasts need some explanation as to the assumptions that are underpinning the forecasts of 70% rail mode share to/from Meridian Water, 15% taxi/drop-off and pick-up and 15% other (including local hotels and busses). Particular areas of concern relate to:

- Assumptions regarding availability of rail services through Meridian Water (i.e. engineering works).
- The number of events that will be on the same day/at the same time as an event at the Tottenham Hotspur Stadium (of particular concern being a 1st team men's football match).
- How the modal splits will change and impact upon the vehicular mode share in the event of restricted/no rail service at Meridian Water.

S6 Impact Assessment

Table 24: Impact assessment – event day usage needs to specifically consider for both rail access at Meridian Water and for buses how mobility impaired and disabled persons will be safely accommodated after events.

(b) Travel Plan Statement

S3.9 Transport issues identified in the Transport Assessment

A mitigation measure identified in the Transport Assessment included an access only road closure of Leaside Road at the junction with Meridian Way may be implemented, subject to consultation. The road closure would be staffed at all times that it is in place in order to facilitate and control access to residents, businesses and the emergency services. Further details of the hours of operation, wider network impact on Haringey and whether or not this would be envisaged for all the 8 events over the period should be considered.

S6 Measures

Table 11 Measures states that usage of the TfL bus network will not be promoted, due to the limited capacity of services in the area. This is unacceptable as it is a

sustainable transport mode. In promotional material, information about local bus service options should be included but with a caveat that there is limited capacity.

(c) Car Park Management Plan

The Car Park Management Plan should consider the specific timing of the events and the impact that this will have on visitor behaviour. The proposed extension of use between the period 23/11/26 and 20/12/26 (the last 4 weekends before Christmas) is a period in which peak demand for parking in residential areas and at supermarkets. This will result in increased parking stress and less potential on-street/supermarket parking opportunities for visitors to the site. This needs to be acknowledged and some consideration given to this.

Some flexibility should be afforded to the 50 on-site accessible parking bays, in respect of blue badge holders who may arrive without having booked an accessible parking space. This is of course subject to not all the pre-bookable accessible bays being reserved (45) and assuming that there are none of the 5 blue badge bays available for use.

(d) Servicing and Delivery Plan

S2.3 Servicing and Delivery Areas states that between 23/11/26 and 20/12/26 usage of the loading bay/.service yard will be restricted to between the hours of 07:00 and 22:30 and will not be used when events are occurring. In the interests of pedestrian safety this should be extended to immediately before the event, since there will be large volumes of pedestrians accessing the site.

Summary

The above, represents LBH's observation on this case. There are no objections to the proposals. There are several points of clarity requiring attention to ensure that there is no adverse impact on the wider highway and transport network of LBH.