



PROPOSED NEW EAST STAND REDEVELOPMENT
FOR TOTTENHAM HOTSPUR FOOTBALL CLUB

**STATEMENT IN SUPPORT OF
PLANNING APPLICATION**

June 2001



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Introduction

An application was submitted by Igal Yawetz & Associates on behalf of Tottenham Hotspur Football Club to the London Borough of Haringey in April 2000. The proposal seeks the redevelopment of the existing East Stand to create a new 3-tier stand with increased seating capacity and improved facilities for spectators. Igal Yawetz & Associates were the architects who designed the North and South Stands.

Discussions have been ongoing for some months regarding the issues raised by the proposed development. Detailed information has been submitted regarding highways, design and landscape treatment. This statement seeks to draw together a number of key issues to summarise the supporting planning case.

This statement has been prepared by Tottenham Hotspur FC and Hephher Dixon Town Planning Consultants, in association with other members of the development team, including:

Igal Yawetz & Associates – Architects
Boreham Consulting Engineers – Transport Advisors
The Landscape Partnership – Landscaping Consultants





Background

Tottenham Hotspur Football Club was founded in 1882. Known in their early years as the Hotspurs, the Club were based at Northumberland Park before moving to White Hart Lane in 1899. The capacity for the first game at the ground on 4th September 1899 was 30,000. Before the First World War it was generally referred to as the "High Road Ground".

By 1920 the capacity had increased to 40,000 shortly afterwards rising to 52,000. The capacity at the ground increased throughout the inter war period to a record highest crowd of 75,038 in the 1938/9 season and a total capacity estimated at 78,000.



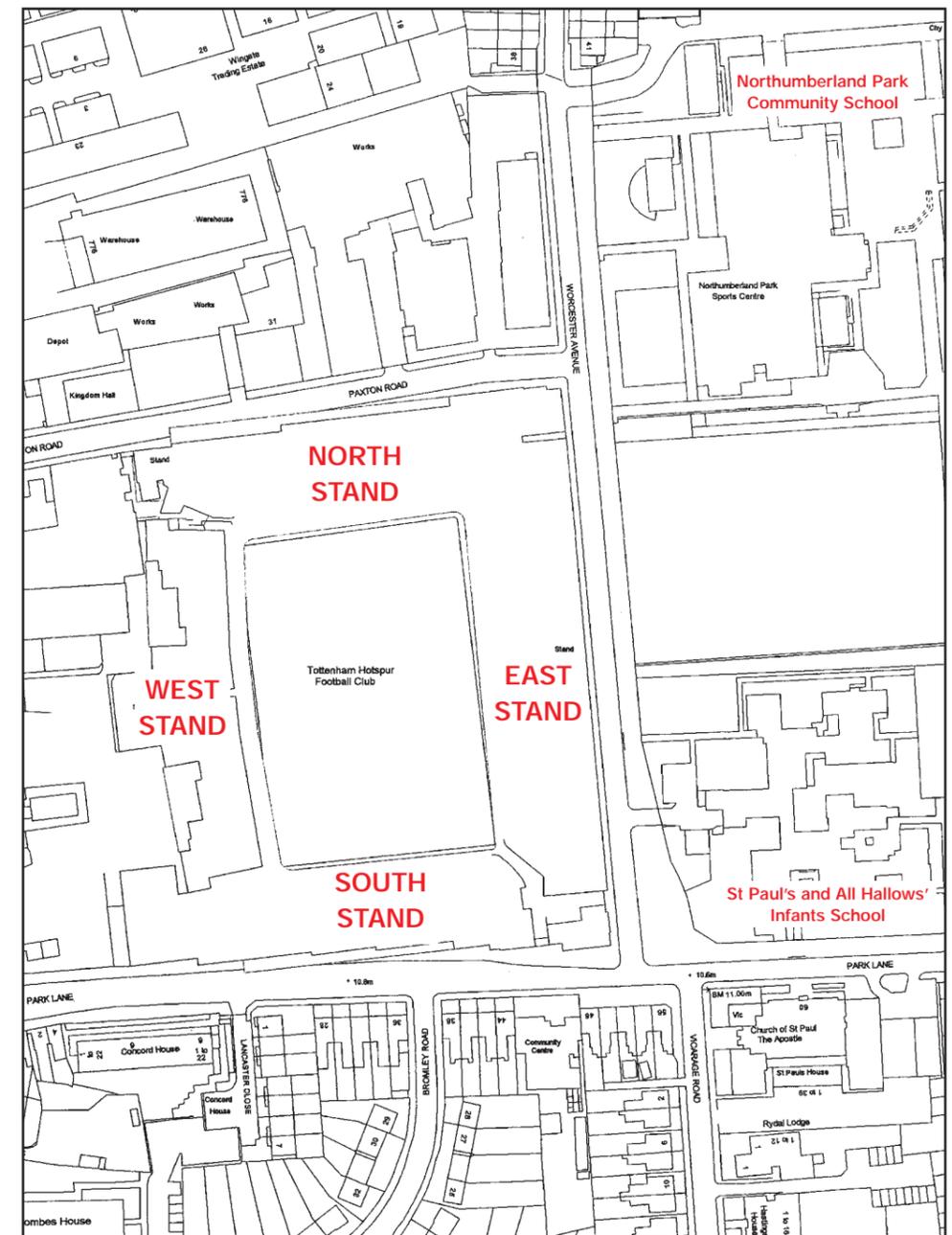
In the post war period, attendances regularly remained in excess of 50,000. During the "double winning" 1960/61 season, the most successful in the Club's history, Tottenham Hotspur were the best supported side in the country with an average home gate of 47,948 and a highest gate of 64,365.

Attendances at the stadium exceeded 50,000 for the last time in 1979. Since then ground capacity has gradually decreased, mainly as a result of the safety improvements undertaken following the Taylor Report which imposed a requirement for "all seater" stadia.

The original East Stand was refurbished in 1989 but not comprehensively redeveloped. The original west grandstand was redeveloped in the early 1980s, the south stand in 1994/95 and the north stand in 1996/97. The current capacity at White Hart Lane is 36,000.

Since locating at White Hart Lane in 1899 Tottenham Hotspur have remained one of the largest clubs in the country in terms of support base, capacity and honours/success. Apart from the historic 1961 double of FA Cup and Championship, the most recent honours include the 1981, 1982 and 1991 FA Cup wins and the 1983 UEFA Cup. The last major trophy was the Worthington League Cup in 1999.

The proposal to increase capacity from 36,000 to 44,000 must be placed in the context of the approaches of the other clubs within the Premiership. Figure 1 is a summary of the schemes recently implemented or in preparation.





Historically, Tottenham Hotspur have been one of the country's "big" clubs with cup success and a strong supporter base. White Hart Lane's current capacity of 36,000 is now significantly below that of most Premier League Clubs which limits the potential for increased gate receipts and the opportunity for supporters to watch the team "live". An additional 8,000 spectators will make a significant improvement for the Club and create better quality facilities for spectators. If the East Stand proposal is unsuccessful and the capacity remains at 36,000, then it is highly unlikely that the Club and supporter aspirations could be met at White Hart Lane with relocation the only realistic option.

Retaining the current limit on spectators would mean Tottenham Hotspur had one of the smallest ground capacities in the Premiership which is inconsistent with the Club's history and ambition.

Tottenham Hotspur's history and success throughout the 20th Century is synonymous with White Hart Lane. The Club currently wish to remain at the ground rather than search for alternative sites. Achieving the redevelopment of the East Stand and increasing capacity from 36,000 to 44,000, represents a fundamental influence in the Club remaining at White Hart Lane.

Based at White Hart Lane since 1899

Capacity	-	1899	:	30,000
	-	1920	:	52,000
	-	1938	:	78,000
	-	1979	:	50,000
	-	Today	:	36,000

Figure 1: Recent / Proposed Schemes at Other Premiership Grounds

Club	Proposal	Projected Capacity
Arsenal	New stadium and associated facilities	60,000
Aston Villa	Permission granted for redevelopment of the Trinity Road Stand	43,000
Blackburn Rovers	Redevelop Walker Steel Stand	42,000
Bolton Wanderers	Moved to New Reebok Stadium in 1997	32,000
Chelsea	Permission granted for redevelopment of West Stand	42,000
Coventry City	Relocation to edge of city new ground	45,000
Derby County	Moved to New Pride Park Stadium in 1998	40,000
Everton	Considering a relocation to secure larger capacity	
Fulham	Permission granted to redevelopment ground	30,000
Ipswich Town	Permission granted for new North Stand	30,000
Leeds Utd	Permission granted to redevelop the West Stand. May also be considering a relocation to secure larger capacity	45,000
Leicester City	Permission granted for new city centre stadium	32,000
Liverpool	Redevelop Anfield Main Stand. May also be considering a relocation to secure larger capacity	56,000
Manchester Utd	Redevelop the Main Stand	79,000
Middlesbrough	Moved to new Riverside Stadium in 1998	44,000
Southampton	New edge of city stadium	32,000
Sunderland	Additional tier to the Metro Stand	55,000
West Ham Utd	Redevelopment of East and West Stands	43,000





The Proposed East Stand

Requirement for the New East Stand

Following the Taylor Report which imposed a requirement on the leading clubs to provide all seater stadia, and the increased interest generated in football by the Premier League, Tottenham Hotspur sought to redevelop the ground in phases to conform with the necessary safety regulations, upgrade facilities for supporters whilst maintaining a level of capacity associated with a leading English Club.

The first phase of the upgrading was the conversion of the stadium to an all seater covered arena (Phase I). The main west grandstand was then redeveloped in the 1980s (Phase II). This was followed by the redevelopment of the south and north stands in the mid 1990s (Phases III and IV), which are high quality stands with a full range of modern facilities.

The East Stand had been refurbished in 1989 and still houses the relic of the old structure. For instance, the stand is covered with the original corrugated iron panels which only allows 2 tiers of seating, whilst the need for supporting columns restricts views from large sections of the stand. The circulation space within the stand is cramped and the ancillary facilities such as toilets and catering are unsatisfactory. The constraints of the original structure restrict the number and quality of corporate boxes.

The East Stand does not contain the level of facilities associated with the other recently developed stands at the ground. In design terms

the East Stand is readily distinguishable from the north and south stands with a blank frontage facing Worcester Avenue. This contrasts markedly with the cantilevered north and south stands including a range of modern materials. In physical and functional terms the East Stand is "incomplete" in terms of the redevelopment of each of the original stands.

The new stand is an obvious opportunity to increase capacity whilst also addressing many of the shortcomings of the existing structure and facilities.

Proposed New East Stand

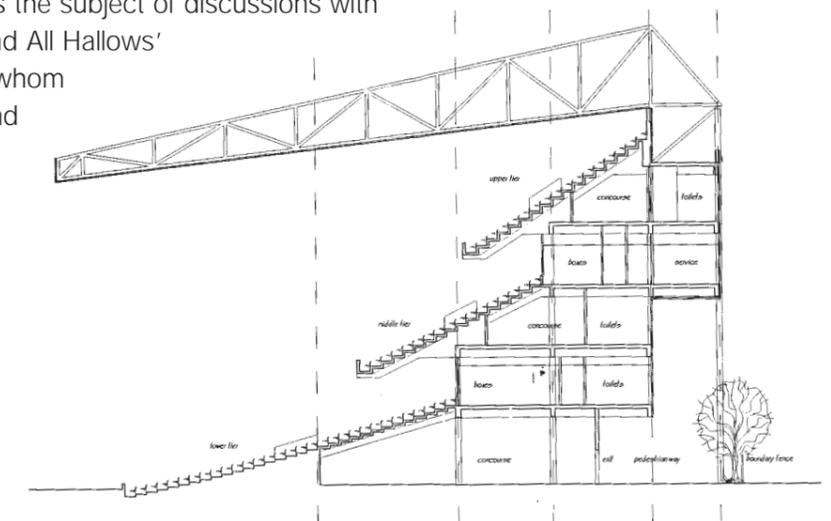
The proposed stand is similar in scale and design to the recently constructed north and south stands and will represent the comprehensive redevelopment of all 4 stands following the Taylor Report.

The proposal is for the stand to cantilever above Worcester Avenue. This is a similar approach to the north and south stands which are cantilevered above the pavement level. It is intended that Worcester Avenue will be closed to vehicular traffic to improve the streetscape and local environment.

An additional capacity of 8,000 would be provided through three enlarged tiers of seating. Corporate boxes are provided between the lower-middle and middle-upper tiers to provide enhanced facilities for corporate visitors, which are currently limited at the ground. Enhanced toilet facilities are provided at the ground floor and middle tier and plant will be located above the stair core at the upper most part of the stand. The overhanging roof is made from galvanised steel to match the north and south stands' roofs.

The proposed eastern elevation comprises modern design and materials. The design approach is similar to that at the north and south stands (which were also designed by Igal Yawetz & Associates) with the main circulation cores, including stairways, breaking up the mass of the building. Metallic silver finished cladding panels and coloured polished concrete blockwork is proposed throughout the elevation to provide interest in the building with the galvanised steel roof above to match the north and south stands. The cantilevered section extends across Worcester Avenue but will provide sufficient height for emergency vehicles, sunlight and daylight and a safe environment during the day and evening.

It is proposed to close Worcester Avenue to vehicular traffic through Traffic Regulation Orders and for this area to only be used by pedestrians, cyclists and emergency service vehicles. Additional planting and high quality landscaping/surface treatment is proposed along Worcester Avenue. This issue is the subject of discussions with St Paul's and All Hallows' School for whom vehicular and pedestrian access currently exists.





View North Along Worcester Avenue



View South Along Worcester Avenue



Transport Implications

Details of the transport implications are contained within the supporting traffic statement submitted by Boreham Consulting Engineers.

The supporting statement addresses the two principal transport issues; traffic on the local highway network and the sustainability of the proposal.

The Local Highway Network

The High Road is a very busy strategic commercial road carrying high levels of traffic. Paxton Road is a predominantly commercial road with limited levels of traffic, whereas Park Lane is a predominantly residential road. Through route restrictions make the residential area south of the stadium a large cul-de-sac. Worcester Avenue is a through route between Paxton Road and Park Lane and is very lightly trafficked but acts as a means of access to St Paul's and All Hallows' Infants School and Northumberland Park Secondary School.

During match days the congestion on the High Road and surrounding roads noticeably increases. A limited match day parking zone provides the main control on parking on the main roads in the vicinity of the ground.

Road closures are proposed on Worcester Avenue to allow access only for pedestrians, cyclists and emergency vehicles. This would be secured through the necessary Traffic Regulation Orders.

The East Stand redevelopment does not require the closure of Worcester Avenue but closure will bring about a number of advantages including;

- Prevent the conflict between pedestrians (notably fans and school children) and traffic on Worcester Avenue;
- Provide an enhanced streetscape on Worcester Avenue.

Sustainability

The Stadium is reasonably well served by public transport with WAGN train services stopping at White Hart Lane (200m distance) and Northumberland Park (800m distance). Bus services are numerous and frequent along the High Road with services to central London and further north. The nearest tube station is Tottenham Hale 1.5km to the south of the site.

The existing travel patterns to the Stadium are highlighted within the traffic statement. In summary, from the survey work undertaken, 54% of supporters arrive by car and park nearby, 19% use the underground and walk, 18% use the WAGN services, 3% use the bus and 1% walk. 5% use public transport having first used their car.

In order to improve the accessibility and attractiveness of travel by public transport, a range of initiatives are proposed with the application and these are set out in a Green Travel Plan. Details of the travel plan are included within the transport statement.

Extended Controlled Parking Zone

The long-term objective of the Club and the Council is to reduce the attractiveness of travel to the Stadium by private car. It is therefore proposed to extend the controlled parking zone on match days in conjunction with the Borough Council to discourage supporters from travelling by car.

It is important that the additional control does not result in inconvenience to local shopkeepers and residents. The Borough Council will consult residents and businesses regarding the proposed extended controlled parking zone to agree a suitable scheme.

It would not be appropriate for the Football Club to lead the extended zone, as this requires use of the highway authority's powers. The Club therefore propose to agree a financial contribution towards establishing and maintaining the extended controlled parking zone which could be controlled through a Section 106 Legal Agreement.





Green Travel Plan

In accordance with government guidance in PPG13, the Club are keen to promote travel by alternative modes of transport to the private car. A Green Travel Plan has therefore been submitted which contains a number of initiatives to achieve these objectives.

The Club's traffic consultants have attended meetings with WAGN regarding the possibility of a number of match day incentives. The proposed initiatives include additional trains to White Hart Lane and Northumberland Park stations and subsidised fares for those in possession of match day tickets. The Club are able to publicise such initiatives through their website, match programme and Stadium advertising. Further initiatives including selling travel tickets through the Club ticketline and shops are also being considered.

These initiatives could also be extended to London Buses and London Underground to influence travel patterns by public transport. Negotiations are continuing with the operators and the local authority.

The potential for the management of offsite parking is also being considered by the Club, which could involve remote parking in locations suitable for travel by foot to the Stadium. The Club would work jointly with the Police and highway authority to agree areas where the traffic could be well managed and reduce any impact upon the local residential areas.

Summary

The proposed highway measures will remove conflict between pedestrians and traffic on Worcester Avenue improving the situation in safety and environmental terms. The controlled parking zone extension and off site parking initiatives as part of the Green Travel Plan will further alleviate traffic congestion and safety problems in the vicinity of the ground on match days. The public transport initiatives will promote travel by alternative modes of travel to the private car in accordance with the objectives of PPG13.





Streetscape/Urban design Implications

The existing streetscape on Worcester Avenue is stark and of poor visual quality characterised by tarmac and concrete paving. The wide road and pavement and sparse vegetation contribute to an undistinguished environment.

On the eastern side of the street the 2.5 metre high concrete wall obstructs all views to and from the street to the surrounding area. At the southern end, adjacent to St Paul's and All Hallows' School the streetscape is more open in character with a limited amount of vegetation. Other than match days and school opening and closing hours Worcester Avenue is quiet with low traffic flows.

The proposed stand will have a strongly articulated elevation constructed from blockwork and steel cladding and will cantilever above the pavement and Worcester Avenue. The overhang will be at varying heights and will incorporate lighting to the road beneath. The cantilevered nature of the new stand will reduce the feeling of separation between the existing stand and the adjacent land uses to the east, whilst providing adequate space/height to ensure that pedestrians feel safe during the day and night. Lighting and CCTV will be included under the canopy of the stand over the road.

As stated earlier, it is proposed that Worcester Avenue will be closed except for cyclists, pedestrians and emergency vehicles. The works to Worcester Avenue following the road closure will enhance the character of the streetscape including high quality paving materials and additional planting.

High quality robust materials will be used including concrete block paving to provide a bold pattern effect on the road and granite sets at either side of the closed off area to distinguish the boundary between vehicular and pedestrianised areas. Collapsible bollards would be incorporated at either end of the street and signage, seating and artwork will be incorporated within the street scene.

Limited planting will be provided to create a softer edge to the street. Semi mature trees are proposed on the boundary with Park Lane to create a strong landscape feature. The Club are also investigating possible works to the wall on the eastern side of the road to create a visual link between the stand and the school sports pitches and create a sense of openness. The proposed new stand will act as an attractive prominent feature when viewed from the east. The design of the building and steel roof significantly enhance the character of the local area and will introduce interest into the street scene.





Planning Policy

(A) CENTRAL GOVERNMENT GUIDANCE – PPG 13 “TRANSPORT” (MARCH 2001)

PPG 13 seeks to promote more sustainable transport choices and reduce the need to travel, especially by the car. The guidance requires the submission of travel plans alongside planning applications which are likely to have significant transport implications in order to reduce car usage and increase the use of public transport, cycling and walking. Such plans should be worked up in consultation with the local authority and local transport providers. Maximum parking standards are specified to reduce travel by private car.

With regard to design, PPG 13 states that new development should help to create places that connect with each other in a sustainable manner and provide the right conditions to encourage walking, cycling and public transport and that people should come before traffic. The guidance promotes road and pedestrian safety through new developments.

(B) HARINGEY UNITARY DEVELOPMENT PLAN (ADOPTED 1998)

There are a number of policies within the UDP which are relevant to the proposed new stand.

(i) Tourist Facilities

With regard to the principle of the development, strategic policy LRE 2 states that the Council will seek to;

“Maintain and promote tourist facilities on suitable sites and in appropriate premises”

The supporting text states that the diverse range of leisure and tourism activities identified forms an important sector of economic activity and one which provides a significant number of jobs. Policy LEI 2.2 states that;

“The Council will encourage the improvement of existing tourist facilities, consistent with other policies of the Plan, job creation and environmental improvement”

The supporting text refers specifically to Tottenham Hotspur and states that improvements to tourist attractions will be treated favourably as long as jobs are created or sustained, local amenity not adversely affected and the environment enhanced. Consultations with the local community will be essential. There is a positive presumption in favour of the expansion of the ground within the UDP.





(ii) Design

Strategic Design policy DES 1 states that the Council will seek to;

“Encourage good design of new buildings, alterations and extensions contributing character to the local environment in order to enhance the overall quality of the built environment, the attractiveness of the area for investment, economic regeneration and the amenity of residents.”

The detailed design policies within the Plan seek to ensure that the design of alterations and extensions should have due regard to the height, form, style and characteristics of the original building. With regard to urban design, policy DES 1.5 states that new development should seek to enhance the streetscape and the character of the locality including public spaces through enhancing public spaces, corners, safety and security and promoting pedestrian and cycle routes, street furniture and landscaping. Policy DES 1.6 promotes appropriate landscaping in development schemes to enhance the visual aspects of the development.

Policy DES 1.7A relates to the enclosure, height and scale of new buildings and states that such development should be designed to reflect the height, bulk, scale and massing of adjoining buildings, in accordance with government guidance in PPG1. Policy DES 1.9 seeks to ensure that development protects neighbours reasonable amenity and allows adequate sunlight and daylight.

(iii) Transport

Strategic Policy TSP 6 seeks to encourage travel by modes other than the private car in accordance with the objectives of PPG13. Policy TSP 8 seeks to achieve a balance between parking policies and traffic restraint giving priority to essential users, local accessibility, environmental improvements and road safety.

Strategic policies TSP 2 and 3 seek to prioritise the needs and safety of pedestrians and improve conditions and facilities for cyclists. Policy TSP1.2 states that;

“The Council will seek to ensure the design of a development takes account of transport issues so that provision is made for public transport access and a safe and attractive environment for pedestrians and cyclists”





(C) COMPLIANCE WITH POLICY

(i) Principle

The UDP policies promote the extension of identified tourist facilities on suitable sites to encourage investment, job creation and environmental improvement subject to complying with the other policies of the Plan. White Hart Lane is identified as a suitable site and there is a presumption in favour of redevelopment.

(ii) Design

As set out in sections 3 and 5 above, the design of the new stand reflects that of the north and south stands in terms of the scale, bulk and massing, fenestration, use of modern materials and cantilevered elevation. The stand reflects the design of the surrounding buildings in accordance with Policies DES 1 and DES 1.7A and represents a significant visual improvement compared with the existing building. The design and materials were obviously acceptable to the Council in relation to the north and south stands.

The proposed stand and improvements to Worcester Avenue will enhance the character of the streetscape and local environment through closing off the road to vehicular traffic and through the use of high quality robust materials including concrete block paving and granite sets, in accordance with policy DES 1.5. In accordance with policy DES 1.6 additional soft landscaping is proposed.

The design has been developed to ensure that there is no unacceptable impact upon the adjacent schools. The Club are offering to provide replacement buildings for St Paul's and All Hallows' School to reduce any impact of the new stand. Northumberland Park School should not be detrimentally affected as the stand is adjacent to the school playing fields. The proposal therefore respects neighbouring uses' amenity and allows adequate sunlight and daylight in accordance with Policy DES 1.9.

(iii) Transport

As set out in Section 4, the proposal includes a range of initiatives including a Green Travel Plan submitted with this application to encourage travel by modes other than the private car. The Club's consultants have met with the public transport operators and the local authority to seek to agree initiatives including additional trains, subsidised fares and an extended controlled parking zone. The proposed travel plan complies with the objectives of the UDP and Government Guidance contained within PPG13.

The proposed closure of Worcester Avenue to through traffic will alleviate the existing traffic problems in the vicinity including highway safety issues and open up the road for use by cyclists and pedestrians.

The extended controlled parking zone, in consultation with the local authority will similarly reduce traffic congestion in the area. The cantilevered design of the stand provides for a safe environment during the day and night for pedestrians and cyclists using Worcester Avenue.

As such, the proposal fully complies with the objectives of PPG13 and UDP policies TSP 2, 3 and 1.2 taking full account of transport issues and providing a safe and attractive environment for pedestrians and cyclists.





(iv) St Paul's and All Hallows' Schools

The Club have been in discussions with the schools about the potential for reducing the impact upon the Junior and Infant Schools. Whilst such works to the Schools do not form part of the planning submission, the Club have agreed to fund a number of measures relating to the layout and operation of the Schools. The proposals, which represent funding of some £500,000 include;

- relocated school keepers house
- new nursery attached to main building
- new library attached to main building
- additional classroom space
- closure of Worcester Avenue accesses and relocation to Park Lane

Clearly the Schools may reject such changes in any event, preferring to leave their operation as it currently stands. The relocation of Tottenham Hotspur, which is a possibility if the scheme fails, would result in the loss of a tourist facility, employment and landmark building which will undermine a number of UDP objectives.

(D) SUMMARY

The proposed new East Stand is in compliance with the general thrust of the UDP subject to complying with various policies.

In urban design terms the proposal represents a significant improvement compared to the existing stand, respects the surrounding buildings and neighbouring uses, and will enhance the streetscape. The transport measures and initiatives encourage transport by other modes than the private car and takes full account of all other transport issues including providing a safe and attractive environment to pedestrians and cyclists.

The proposed development complies with relevant UDP policies and government guidance and is appropriate in principle and detail.





Conclusions

Tottenham Hotspur Football Club have been at White Hart Lane since 1899. Three of the four original stands have been redeveloped in the 1990s. The East Stand remains the missing element in terms of capacity, facilities and design.

The Club require the redevelopment of the East Stand to provide a three-tier stand with corporate boxes to increase capacity from 36,000 to 44,000 and improve facilities for spectators to remain one of the leading Premier League Clubs in the country. The overall capacity and levels of activity on match days will still be significantly less than the capacity at the ground in the 1960s and 70s.

The proposed design of the stand reflects that at the north and south stands in terms of the modern materials, fenestration and cantilevered nature of the stand. The north and south stands were both granted permission by the Council in the mid 1990s.

A Green Travel Plan is proposed within the transport statement which includes a range of initiatives to encourage travel by alternative modes to the car. The Club are prepared to make a contribution to the extension of the controlled parking zone which will be established by the local authority following consultation with local residents and businesses.

The closure of Worcester Avenue to vehicular traffic is proposed, together with a range of environmental improvements which will enhance the character of the streetscape and improve highway safety.

The new stand complies with relevant government guidance and UDP policies, will represent a significant visual improvement above the existing stand and contains a number of positive benefits to the local community.

The Club have been in discussions with the adjacent schools to ensure that their amenity is maintained and propose to enhance their facilities.

The redevelopment of the stand is fundamental to remain a leading Premier League Club in terms of capacity and facilities offered. If the Club cannot obtain permission for the redevelopment of the stand it could be forced to seek alternative sites for a new ground, breaking the history and relationships between the Club, White Hart Lane, Tottenham and Haringey Council which would be regrettable for all concerned.

The new owners of the Club are keen to return Tottenham Hotspur to its position of one of the country's best supported, popular and successful teams. To fulfil this ambition requires modern high quality facilities within an enlarged Stadium. The East Stand redevelopment is a key step towards this objective.

