

FORMER WHITEWEBBS PARK GOLF COURSE

ENFIELD, LONDON

SECTION NINE: ACCESS

DESIGN AND ACCESS STATEMENT



9.1 TRANSPORT ASSESSMENT

Executive Summary to be read with the full Transport Assessment report by ARUP:

Ove Arup and Partners Ltd (Arup) has been appointed by Tottenham Hotspur Football Co. Ltd (THFC) to provide transport planning advice in support of an application for new training facilities (Proposed Development) at the former Whitewebbs Golf Course, Whitewebbs Lane. LBE is the local planning and highway authority.

The Site is located in Whitewebbs Park, just off Whitewebbs Lane in the LBE and is currently owned by the Enfield Council. The Site's PTAL currently is 0 (worst). The Site does not benefit from bus or rail services in the immediate vicinity so those using public transport need to walk or get a taxi/shuttle to Turkey Street in order to make an onward journey.

The proposal includes the provision of 30 cycle parking for the training facility and public park, and it further includes the provision of 87no. car parking spaces for the training facility of which 6no. will be wheelchair accessible. Electric vehicle charging will be provided in line with the London Plan (2021) policies. A draft Travel Plan has been prepared and included in the report. A full Travel Plan will be secured through planning conditions.

A link between the training centres is considered essential and a route for vehicles is proposed using the unused, blocked off lay-by by Dickens Trough Meadow to create that access for vehicles without impact on the meadow. Occasional grounds maintenance vehicles and staff golf buggies would use this route thereby reducing the implications of such traffic on the highway.

The amenity and safety of pedestrians and equestrians is paramount and therefore access control gates are proposed so that drivers stop and give way to any users of the footpaths/bridleway and that vehicles progress only at walking pace.

The existing car park on Whitewebbs Lane just South of its junction with Whitewebbs Road will also be retained for use by leisure walkers.

Access to the private property of 'The Limes' will remain as existing although with convenient priority access through the security gates.

The Southern Clubhouse will see a modest change to the café there and is not expected to result in any notable change in traffic or parking demands and the access will remain as existing.

The proposals will change the intensively managed golf course to the south to an enhanced parkland landscape for public recreation and extend the network of informal tracks and footpaths road accesses. Alongside the extensive ecological and landscape enhancements that will be made across the whole site, the proposal also includes upgrades to and investment in the statutory footpaths and bridleways for use by walkers, cyclists and horse riders.

There will be a slight increase in vehicle traffic at both northern and southern access point to the Site when compared to the existing trip generation. A trip generation exercise and impact assessment have been undertaken and included in the TA. Mitigation measures embedded in the design of the scheme, such as improved access and footpaths, bridleway across the Site will increase the Site's permeability.

An Outline CLP has been prepared. Direct access to the site from the strategic network is proposed to minimise the impact on local streets. Full CLPs will be produced and secured through the RMA of each individual phase of the Proposed Development.

Full Delivery and Servicing Plan will be produced and secured through planning conditions.

The Proposed Development will significantly improve pedestrian and cycle connections and permeability across the golf course to the South as well as providing a high-quality public realm within the Site.

9.2 OVERVIEW

Vehicular access to the training facility and academy will be via the existing route which currently provides access to The Limes, the Toby Carvery (Whitewebbs House) and the car park for the Northern Clubhouse. This vehicular access point is proposed to be equipped with manned security on approach from Whitewebbs Lane; 24/7, access will be provided to 'The Limes' private dwelling. A turning head is proposed to be introduced at this location for users and visitors who cannot progress further.

Vehicular and pedestrian access to Toby Carvery will be diverted through the proposed restored historic carriageway.

A link between the Site and the existing Men's training facility to the East is also proposed. This would serve to provide walking, cycling and grounds maintenance vehicle operational access between the two facilities.

KEY

- Application Boundary
- Proposed TH Women Training Centre Operational Boundary
- A** Whitewebbs House (Toby Carvery)
- B** Northern Clubhouse (Proposed TH Women Training Centre)
- C** North Lodge (Grade II Listed)
- Tottenham Hotspur Women Training Centre Entrance Road, The Limes Access & Toby Carvery Commercial Vehicle Access
- Toby carvery Customer Vehicular & pedestrian Entrance Road
- Southern Café Entrance Road
- Operational Link



Not to scale

FIGURE 119. Proposed Vehicular Access

9.3 HISTORIC CARRIAGEWAY OVERVIEW

The proposals will reinstate the historic access to Whitewebbs House via the North Lodge to provide a separate access for visitors and customers of the Toby Carvery. This access route will have new hoggin surfacing, replacement kerb edging, and low-level lighting where required.

Throughout this process a key fundamental design principle is to minimise significant adverse impact on the sensitive trees alongside the route, given the Ancient Woodland designation of the area. The reinstated historic carriageway will therefore use a no-dig solution.

The Historic access is partly used as a footpath link from the North Lodge to Whitewebbs House. Towards its Southern end it turns South Eastwards towards Whitewebbs House and here there is a corridor between the major trees. There is some new tree growth in that section and a belt of rhododendrons that form the boundary of the Whitewebbs House Car Park which will be removed by the reinstatement of the historic route.

The reinstatement of the drive from North Lodge to Whitewebbs House, making it a functional drive again, is viewed as a heritage enhancement, as it is restoring a route separate to that of the Northern Clubhouse. This was historically the main access to the Whitewebbs House building, however, this became overgrown and was abandoned over time, leading to the house being accessed only by the Northern Clubhouse access road.

KEY

- Application Boundary
- Adjoining Land Under Ownership of the Applicant
- Proposed TH Women Training Centre Operational Boundary
- A** Whitewebbs House (Toby Carvery)
- B** Northern Clubhouse (Proposed TH Women Training Centre) and Security Lodge
- C** North Lodge (Grade II Listed)
- Proposed Toby Carvery customer pedestrian and vehicular access
- Proposed TH Women Training Centre, Toby Carvery service vehicle & The Limes' access



FIGURE 120. Existing View of Historic Carriageway

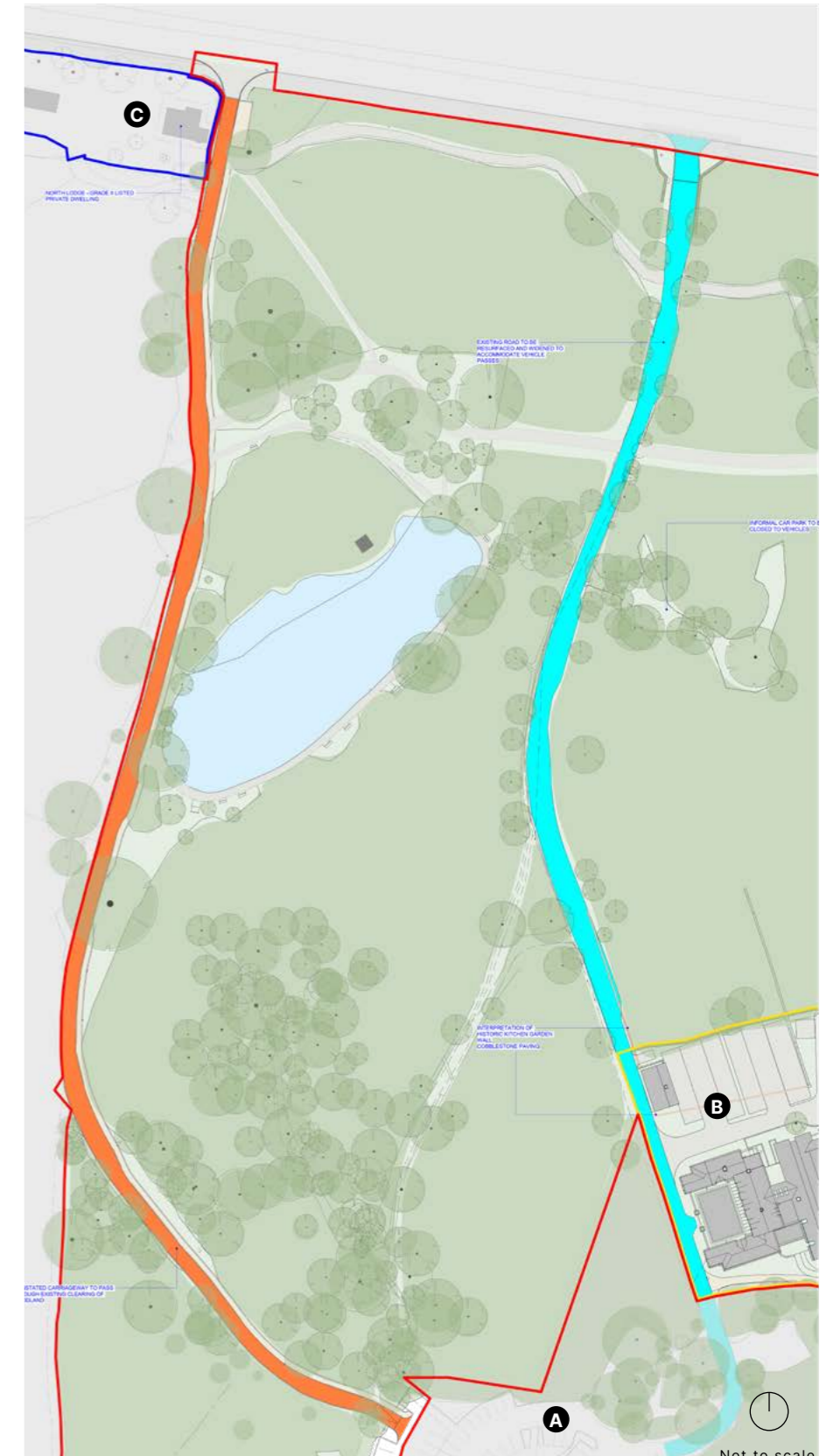


FIGURE 121. Proposed Northern Vehicular Access

9.4 HISTORIC CARRIAGEWAY PROPOSALS

The proposals for the Reinstated Historic Driveway have been considered against the following: Arboriculture, Heritage, Ecology, Transport

The existing route North/ South, is being used for pedestrian access to the park. The route turns South East into an existing clearing of woodland where previously disturbed soil is not supporting woodland habitats. There is an existing pathway base with fine grit along the route within the woodland, which would accommodate a no-dig solution for the road finish.

Working with the existing pathway base, no widening is proposed except in carefully selected localised vehicular passes only, in areas of previously disturbed soil. The proposed finish would be a fine grit, similar to the existing, so to be sensitive to the context and setting of the reinstated access.

The existing access route will require minor widening in sensitively selected locations where self sown brush has been observed. This will not result in any tree loss.

A minor widening of the bell mouth on the existing entrance is required so it's suitable for both vehicular and commercial vehicles.

The intent is to maintain the existing character of the existing lane-way with no loss to trees.

The existing tarmac finish is in a state of disrepair, which will be replaced new. The vehicular passing points are proposed with a no dig solution and grit finish.

KEY

- Category A Tree Crown Spread
- - - Category A Tree Root Protection Area
- - - Historic Carriageway Path
- Proposed No Dig Road Build-up - Hoggin
- New Tarmac to Match Existing
- Proposed Lighting Bollard
- Signage / Wayfinding



FIGURE 122. Proposed Access from Whitewebbs Road

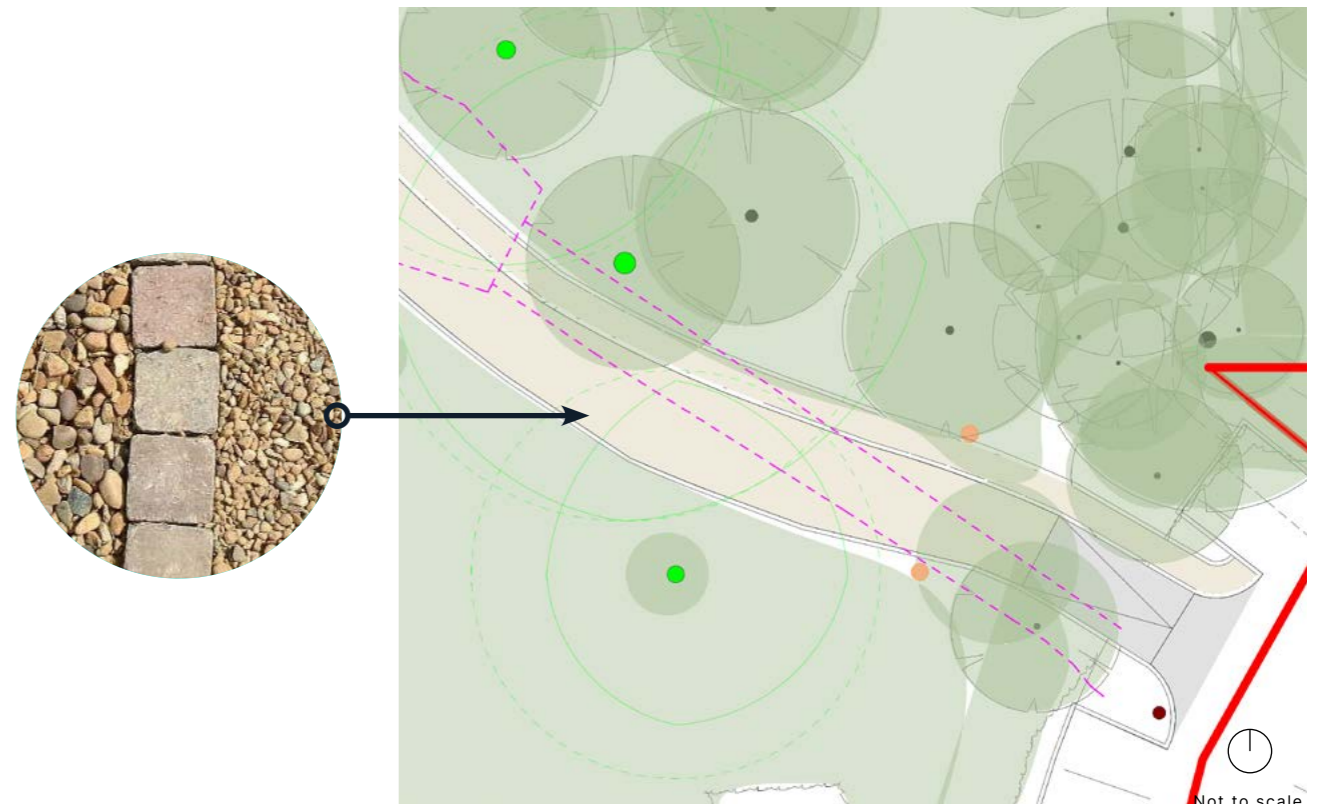


FIGURE 123. Proposed Approach to Whitewebbs House

9.4 HISTORIC CARRIAGEWAY PROPOSALS

HERITAGE



FIGURE 124. Historic Map of Whitewebbs Park c. 1888-1913

The proposal to reinstate the entrance by the North Lodge will have no negative impact or harm. The effect of a development on the cultural heritage resource is not considered significant when the impact does not substantially diminish or enhance the heritage interest of the cultural heritage resource.

The North Lodge is a Grade II listed building, which is a small Victorian Gothic stuccoed Lodge cottage of one storey and an attic, with a steep-pitched roof of fish scale holes with barge-boarded gable ends. Generally high level of significance, with some negative elements (C20 extension and alterations, park entrance barrier, poor quality outbuildings). On Historic England's Building at Risk Register. There is an intention to reinstate entrance and gateway.

TREE IMPLICATIONS

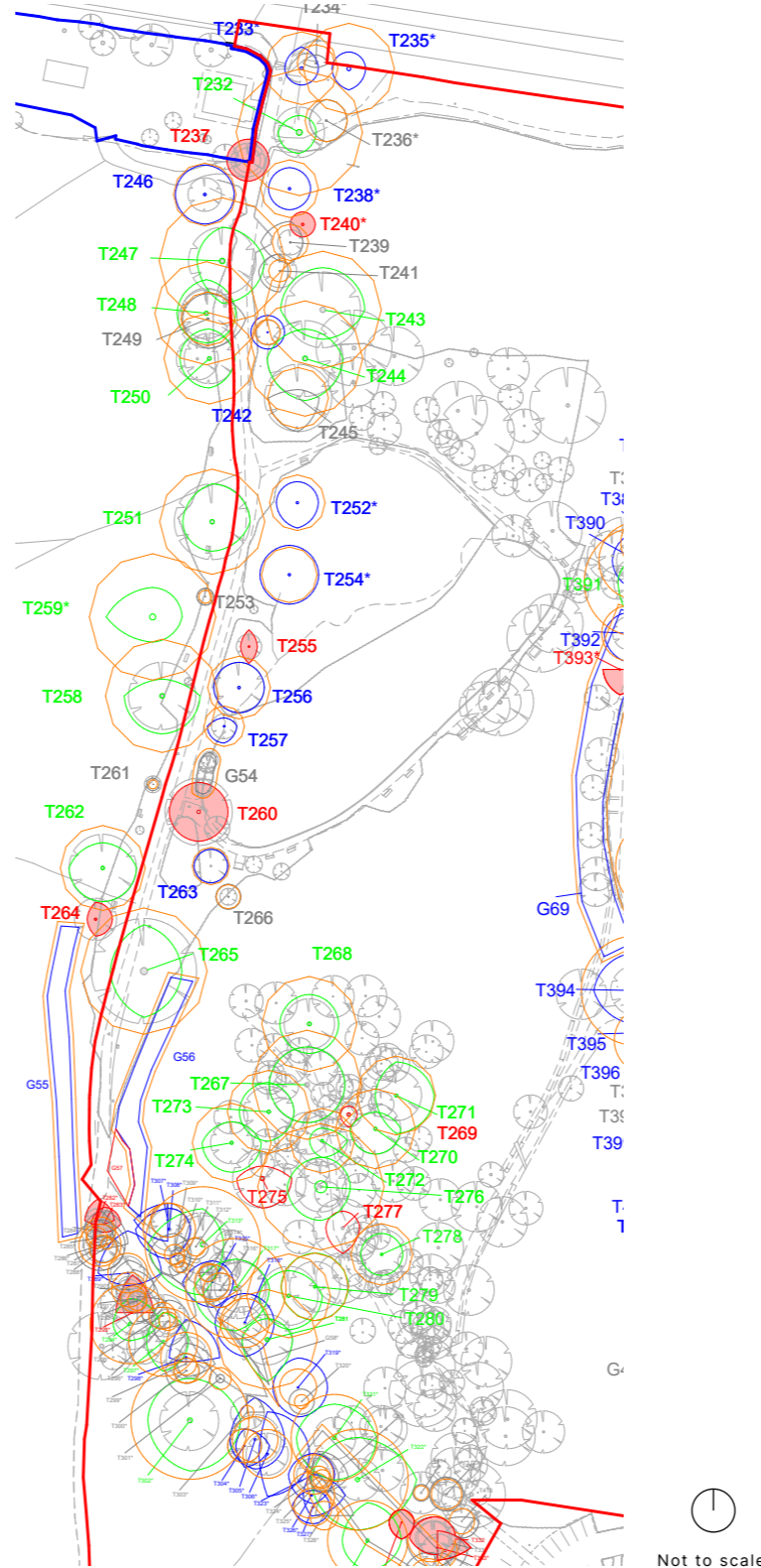


FIGURE 125. Historic Carriageway - Existing Tree Quality

KEY

- Crown Spread of Category A - High Quality Trees
- Crown Spread of Category B - Moderate Quality Trees
- Crown Spread of Category C - Low Quality Trees
- Crown Spread of Category U - Trees unsuitable for retention
- Root Protection Area (RPA) - Minimum area around each tree that should be left undisturbed to ensure their survival

The historic access from Whitewebbs Road to the West of the Site towards the 'Toby Carvery' has been surveyed for the most part but awaits additional survey detail. The proposed pedestrian route goes through mature ancient woodland containing many Category A trees.

Any construction of conventional surfacing installation based on excavating and compaction of a supporting sub-base is an improper building method within root protection areas (RPAs) because it can damage roots and the rooting environment.

To counter the negative effects of soil compaction, reduced oxygen and moisture levels, an engineering solution is proposed that can protect the root system through the duration of the construction period and post completion. This constitutes a specially constructed no dig solution such as Cellweb 3D cellular confinement (as recommended in BS 5837 Trees in relation to design, demolition and construction), which will have a permeable finished surface allowing gaseous exchange, moisture penetration and construction capable of preventing soil compaction.

Any proposed design changes for footpaths will include no-dig designs and solutions, or match existing surfacing where possible. Retention of existing kerbing on the Eastern edge may be considered.

The access is intended to turn South (from the existing path) through an existing gap within the woodland towards the Toby Carvery. All trees can be retained with the exception of an area of invasive Rhododendron and some Laurel towards the South of the route.

9.3 HISTORIC CARRIAGEWAY PROPOSALS



FIGURE 126. Proposed View of Historic Carriageway

* Note: Proposed images are indicative only and subject to detailed design at a later stage

9.5 PERMEABILITY - ENHANCED PUBLIC ACCESS

KEY

- Application Boundary
- Proposed TH Women Training Centre Operational Boundary

- ➔ Vehicular Access to the park & Café
- ➔ Main Access to TH Women Training Centre, Delivery & Servicing Access to Toby Carvery & Access to The Limes
- ➔ Historic Driveway to be Reinstated Customer Access to Toby Carvery: Vehicular, Pedestrian & Cycling
- ➔ Operational Link to Existing Men's Training Centre: TH Buggies
- ➔ Existing Public Right of Way - Footpath to be Enhanced
- ➔ Existing Public Right of Way - Bridleway to be Enhanced
- ➔ Existing Non-Public Right of Way - Footpath to be Enhanced
- ➔ Existing Non-Public Right of Way - Historic Track Retained
- ➔ Proposed Non - Public Right of Way - Footpath
- ➔ Proposed Non-Public Right of Way - Formalised Permissive Path

The proposals will change the golf course to the South to an enhanced parkland landscape for public recreation and extend the network of informal tracks and footpaths road accesses. When the golf course was used the public were able to walk on the course but only if they were not interfering with play as paying golfers had priority.

Alongside the extensive ecological and landscape enhancements that will be made across the whole Site, the proposal also includes upgrades to and investment in the statutory footpaths and bridleways for use by walkers, cyclists and horse riders, which includes the reparation of the damaged timber fencing and provision of wayfinding and information signage. The Applicant will seek to convert the permissive path within its leased land to a statutory bridleway.

* Enhancements to paths outside the red line boundary are subject to further agreement between Enfield Council & the Applicant

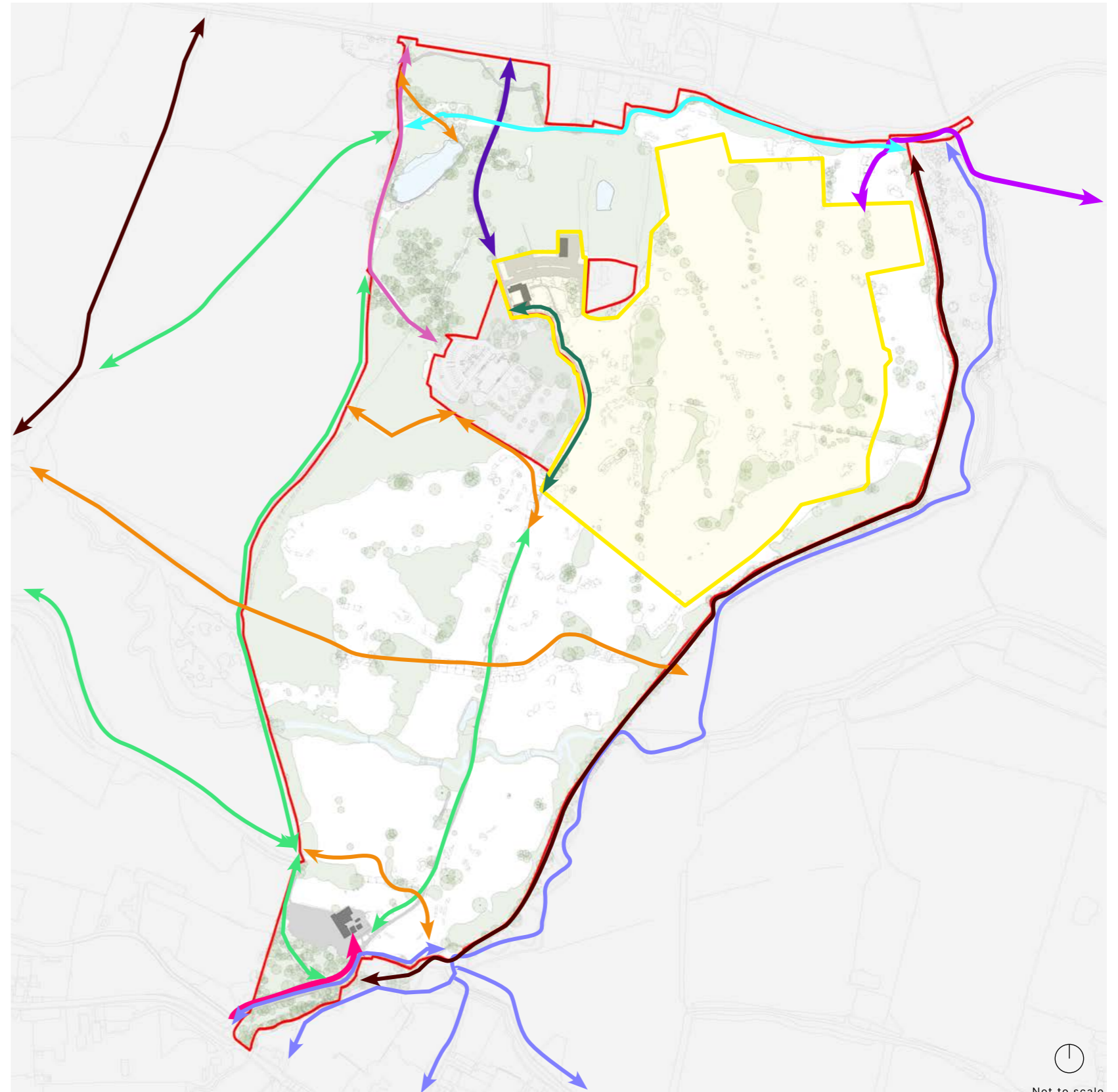


FIGURE 127. Proposed Enhancement of Public Access

9.6 OPERATIONAL LINK OVERVIEW

A link between the Site and the existing Men’s training facility to the East is also proposed. This would serve to provide walking, cycling and cart (golf buggy) operational access between the two facilities. These proposals will be submitted as a separate planning application to the TH Women Training Centre (non-material amendment).

By collocating their Men’s and Women’s training facilities, the Applicant can create operational efficiencies including the sharing of elements of the grounds maintenance operation. In so doing, an operational link between the two facilities enables off-highway access for vehicles transferring grounds maintenance goods. This avoids this operational traffic using Whitewebbs Lane, which would introduce manoeuvring and potentially slow-moving vehicles onto the public highway.

The operational link is proposed to utilise the redundant layby on Whitewebbs Lane. This provides two benefits, the first being the avoidance of impact on sensitive area of Dickenson’s Meadow, and the second being the improvement of the highway condition for LBE, insofar as the current layby which is blocked off is understood to present issues for anti-social behaviour and fly-tipping. The introduction of the operational link over this layby would therefore provide a public benefit and reduced management, maintenance and enforcement cost on the council.

It is proposed that the layby is screened from Whitewebbs Lane by a new hedge in a similar manner as the existing footways along the highway to the East. The proposed screening would permanently close off the layby for access by general traffic however the road would not be affected and would remain as highway. The pedestrian link running East West would be maintained as would the existing footpaths and bridleway connections either side of the Meadow.

It is proposed that this route would be used by staff and players travelling between the two centres using golf buggies.

Consideration has been given to the safety and amenity of pedestrians that currently access the footpaths in this area. Footpaths and bridleways currently cross the highway at two locations, where control gates are proposed therefore staff travelling with buggies between the existing and proposed facilities will need to stop and give way to pedestrians and equestrians.

KEY

- Application Boundary
- Existing TH Men Training Centre Operational Boundary
- Proposed TH Women’s Training Centre Operational Boundary
- Access Control Gate to Match Existing
- Hoggin
- Bark & Chippings
- Tarmac

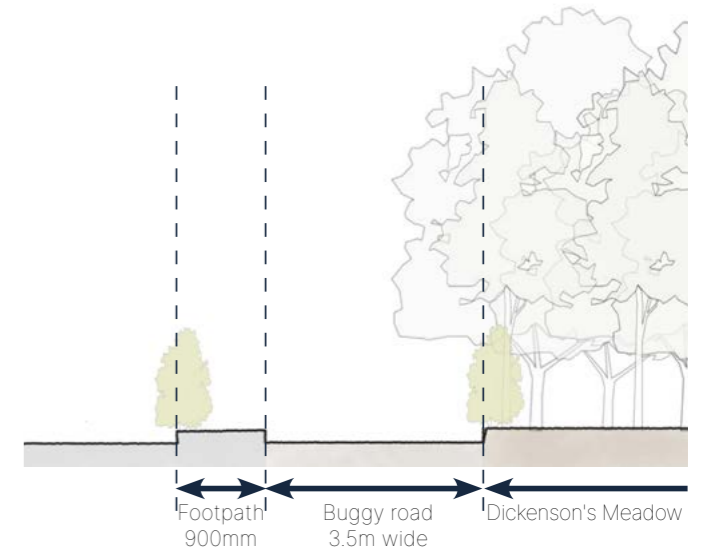


FIGURE 128. Section AA

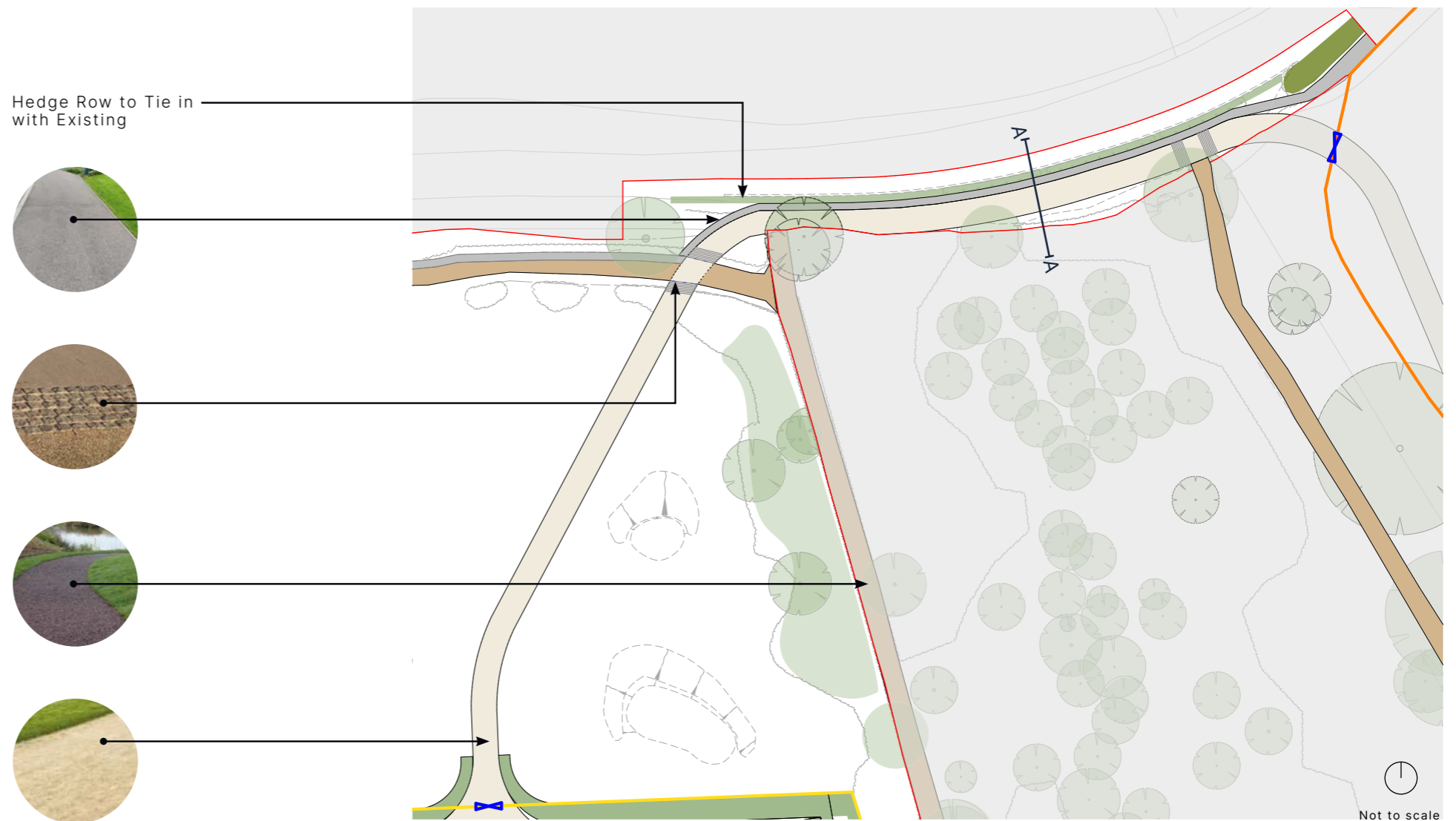


FIGURE 129. Proposed Operational Link

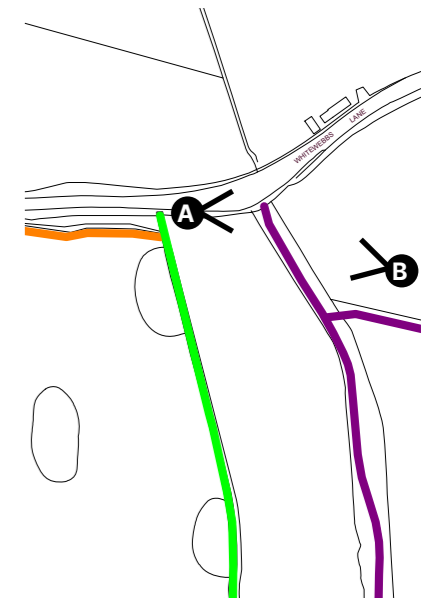
9.7 OPERATIONAL LINK VIEWS

The Operational Link has been designed to fit into the landscape aspirations of the proposed Women Training Centre. The Main road of the proposed operational link will be Hoggin. There will be two crossing points where the Operational Link Road meets the pedestrian paths, these paths will be bark & chippings, and there will be different texture surfaces around the crossing point to make buggy drivers aware of the crossing point.

The Operational Link will be concealed with a Hedge Row to tie in with the existing planting along the road. This will be a visual improvement on the current lay-by that is in place here, the concrete bollards will be removed and a more natural edging to the road will be created. This road will also improve the safety of the road as the buggies passing through the Operational link won't be visible from road users on Whitewebbs Lane



A FIGURE 130. View of Existing Lay-by



- = Permissive paths
- = Footpaths
- = Bridal ways

FIGURE 131. Key plan



B FIGURE 132. View of Proposed Operational Link

9.8 TRAINING CENTRE LANDSCAPING - ENTRANCES

The proposed entrances to the site will be located in four places, the entrance to the Restored Historic Driveway, the entrance to the Main Access Road to the TH Women Training Centre & The Limes, the Operational Link Connecting the Women's Training Centre & the Existing Men's Training Centre and the Public Access to Southern Café & Car Park for Whitewebbs Park. These entrances will control traffic flow into the site at the necessary points throughout the day. The Southern Café entrance will be shut at night to improve the security of the site.

KEY

- Application Boundary
- Proposed TH Women Training Centre Operational Boundary
- 1** Reinstated Historic Carriageway Access
- 2** Tottenham Hotspur Women Training Centre Main Entrance
- 3** Southern Café Entrance
- ➔ Restored Historic Carriageway
- ➔ Main Access Road to TH Women Training Centre & The Limes
- ➔ Public Access to Southern Café and Car Park for Whitewebbs Park
- ➔ Operational Link Connecting TH Women Training Centre & the Existing Men's Training Centre



Not to scale

FIGURE 133. Proposed Vehicular Access

9.9 TRAINING CENTRE LANDSCAPING - ENTRANCE 1

The existing access to the historic driveway is pedestrian access only, as it is currently blocked off with concrete blocks.

The proposed entrance to the Reinstated Historic Driveway will consist of: a sign advertising and signposting the Toby Carvery, a pedestrian pathway, and the proposed gate which will be inspired by the original gate as per the South Lodge archive images.

This design was chosen due to the architectural similarities of the two lodges (North and South Lodges), with the objective of improving the heritage setting of the North Lodge.



FIGURE 134. Proposed Visualisation

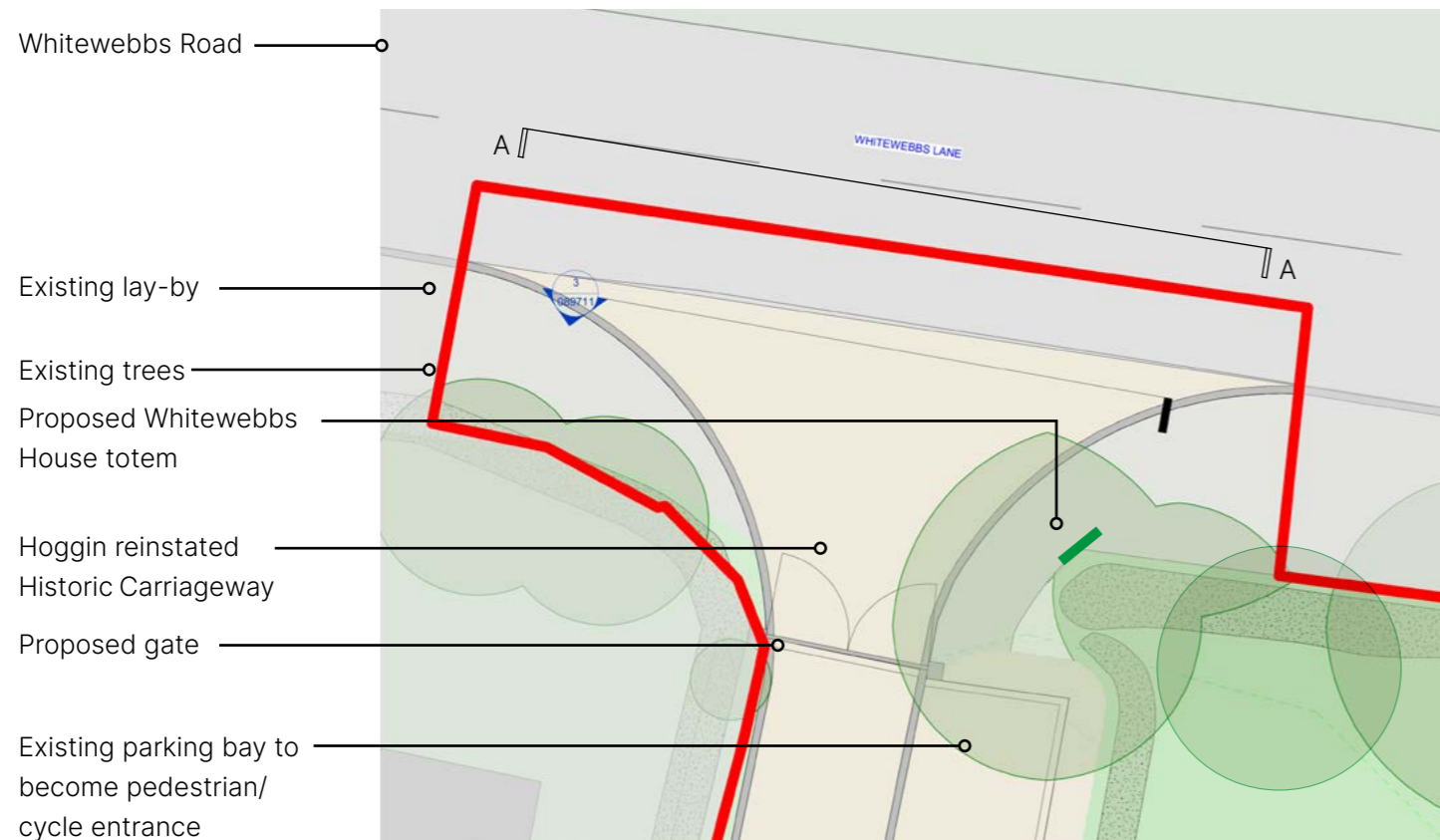


FIGURE 135. Proposed Gate Plan

Not to scale



To be confirmed. Subject to subsequent application

Proposed gate per South Lodge archive image

FIGURE 136. Proposed Gate Elevation AA

9.10 TRAINING CENTRE LANDSCAPING - ENTRANCE 2

The existing entrance to the Toby Carvery will be reinstated to the entrance of the Women's Training Centre. This proposed entrance will consist of: A sign signposting the Women's Training Centre, a pedestrian passing place, alongside a gate which will consist of two brick pillars with charred timber gates.

The proposed gate has been designed to echo the materiality of the proposed Northern Clubhouse extension. Carrying on this concept of a brick plinth (or in this case, pillar) and a charred timber gate, this will create a sense of visual continuity and harmony throughout the site, whilst also helping the design to tie in with the local vernacular of buildings.



FIGURE 137. Proposed Visualisation

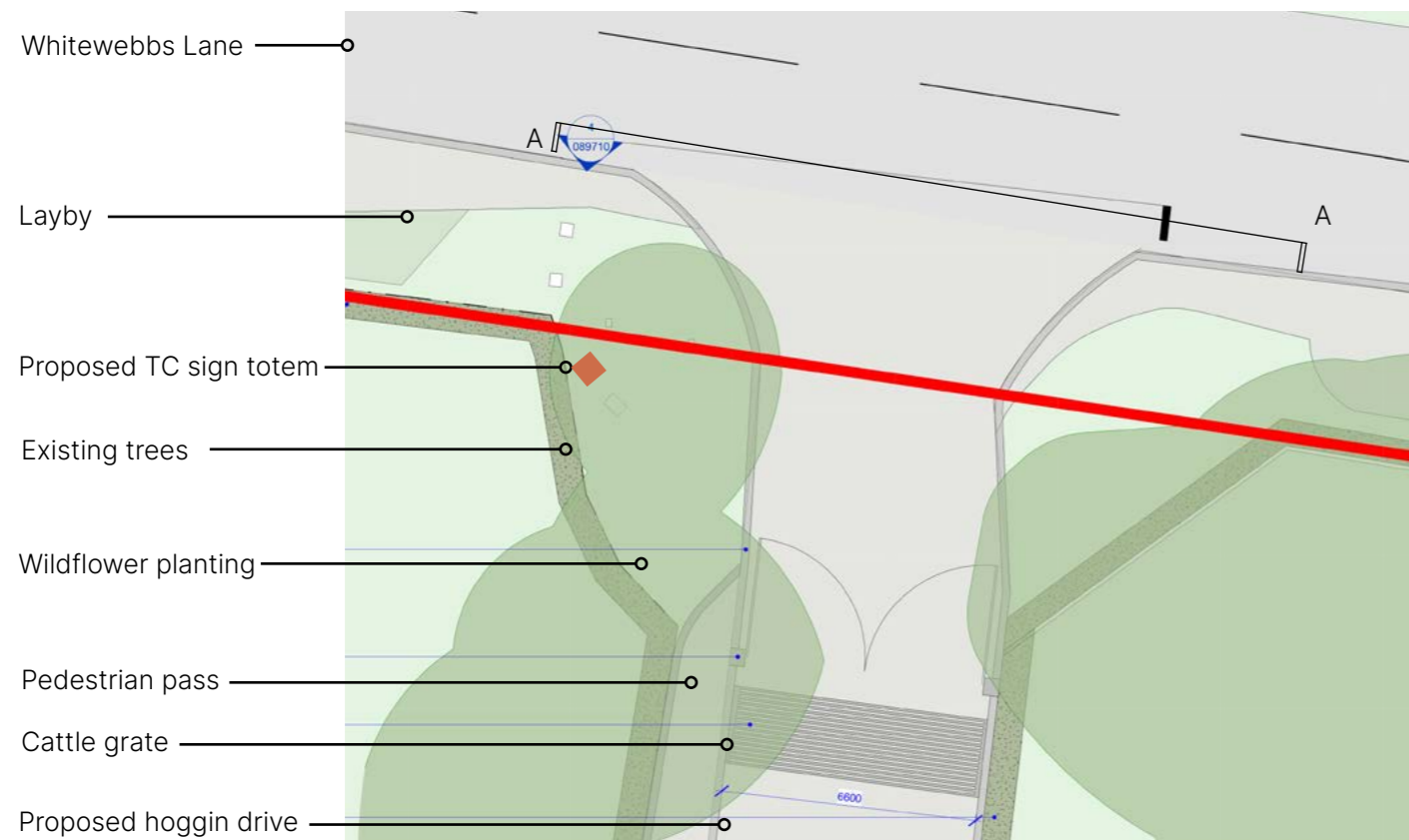


FIGURE 138. Proposed Gate Plan



Not to scale



FIGURE 139. Proposed Gate Elevation AA

9.11 TRAINING CENTRE LANDSCAPING - ENTRANCE 3

The existing Southern Cafe Entrance is currently constantly open to the public via vehicle and foot, this allows members of the public to park their vehicles overnight. This leads to heightened levels of risk for the public.

The proposals involve introducing a new gate that intends to restore the original gate that was in place on this road. This new gate will better control traffic in and out of the site.



FIGURE 140. Historic Image of South Lodge Gate



FIGURE 141. Proposed Visualisation



FIGURE 142. Proposed Gate Plan



Not to scale

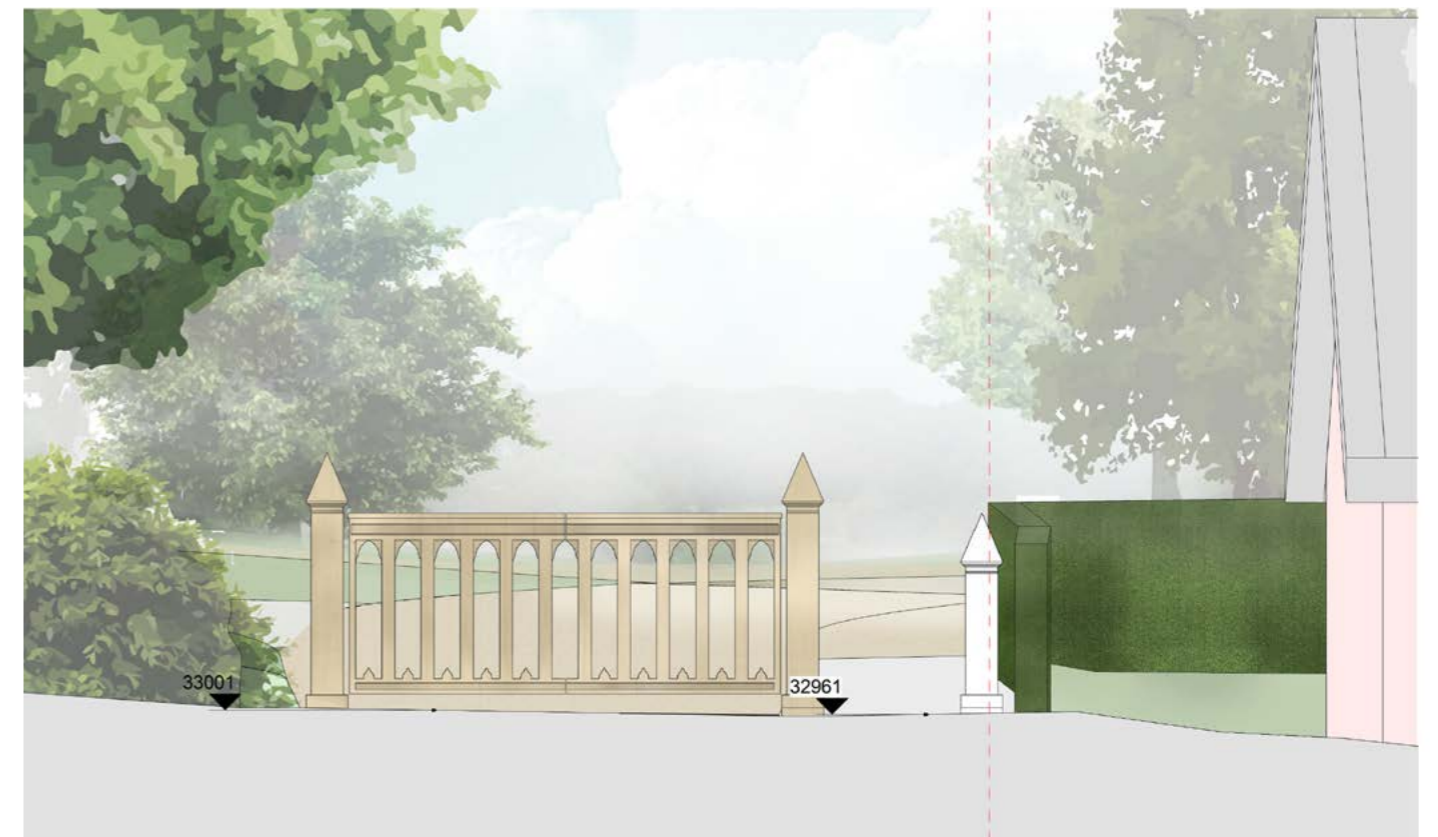


FIGURE 143. Proposed Gate Elevation AA