

**THE LONDON BOROUGH OF HARINGEY  
(HIGH ROAD WEST PHASE A)  
COMPULSORY PURCHASE ORDER 2023**

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**DOCUMENT CD 9.13**

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**WITNESS 7: BECKY HAYWARD, BURO HAPPOLD**

**OVERVIEW PROOF OF EVIDENCE**

## 1. INTRODUCTION

- 1.1 I am Becky Hayward. I have a Doctorate of Philosophy (PhD) in emergent systems in biology from the University of Bath.
- 1.2 I am an Associate Director at Buro Happold with over 11 years of experience in the field of crowd flow. I have worked on a number of crowd flow projects over different sectors ranging from stadiums, schools, cultural buildings and urban spaces.
- 1.3 I have been involved in numerous projects within the UK and internationally and have advised developers, clients, architects and stadium operators on crowd flow related matters. A selection of UK-based projects that I have been involved in include Cardiff Central Square Masterplanning, London Euston Masterplan, Elephant Park, National History Museum and associated public realm, the Barbican and many others. My experience on the Cardiff Central Square project is highly relevant, given the proximity of the Principality Stadium to Cardiff Central Rail station. As well as reviewing the end-state condition of the masterplan, my role involved reviewing and advising on the interim phases – whereby crowds egressing from the stadium would need to circulate past construction plots associated with the development to reach the station and join the queue systems at the station. My input on the Cardiff Central Square project included leading our crowd flow team's reviews and crowd flow modelling of the interim phasing to review and inform the crowd management and queues, in close coordination with key stakeholders on the project to ensure crowd safety and effectiveness.

### Involvement with the Scheme

- 1.4 Buro Happold was instructed by Lendlease (High Road West) Limited ("**Lendlease**") in 2022 to act as the crowd flow consultant in respect of the planning application for the comprehensive residential-led mixed used regeneration of the High Road West area in Tottenham (the "**Regeneration Scheme**").
- 1.5 I have carried out the following activities:
  - 1.5.1 Carried out site surveys to understand the existing crowd management strategy to manage spectator flow within the existing streets, and to understand crowd behaviour and queues formed at White Hart Lane Station (the "**Station**") after matches and events at THFC stadium. I have attended two of the surveys in person and reviewed the video footage and outputs from the additional six surveys carried out by Buro Happold's crowd flow team.

- 1.5.2 Overseen the crowd flow reports produced by Buro Happold's crowd flow team during the planning process. The reports included reviews of the proposed development and interim phases from a crowd management perspective.
- 1.5.3 Responded to the various questions raised by the London Borough of Haringey (the "**Council**") and Dr Dickie, its independent consultant, during the determination of the planning application for the proposed development.
- 1.5.4 Reviewed and responded to the objections from Tottenham Hotspur Football Club ("**THFC**").
- 1.5.5 Attended calls / meetings with various stakeholders including the Safety Advisory Group ("**SAG**"), Metropolitan Police, Dr Dickie (the Council's independent consultant), Movement Strategies and Tim Spencer (THFC's crowd flow and transportation advisors).
- 1.5.6 The chronology of the above activities is summarised in Appendix [CD 9.14.1] of my evidence.

#### Scope of Evidence

- 1.6 The Council made The London Borough of Haringey (High Road West Phase A) Compulsory Purchase Order 2023 ("**the Order**") on 26 January 2023.
- 1.7 The Council's purpose in making the Order and seeking its confirmation by the Secretary of State is to enable the Council to acquire compulsorily the land and the new rights over land included in the Order ("**the Order Land**") in order to facilitate the delivery of the first phase ("**Phase A**") of the Regeneration Scheme.
- 1.8 The scheme to be carried out on the Order Land to deliver Phase A of the Regeneration Scheme ("**the Scheme**") is to be undertaken in the southern part of the High Road West area. It comprises delivery of plots A to G within planning permission with reference HGY/2021/3175 granted by the Council on 31 August 2022 ("**the Planning Permission**") [CD 4.31]. Plots H to N of the Planning Permission form the second phase of the Regeneration Scheme and will be undertaken in the northern part of the High Road West area ("**Phase B**").
- 1.9 THFC [OBJ-08] objected to the Order on various grounds. One ground of its objection relates to the provision and arrangements for crowd flow, particularly during the construction phase of the Scheme.

1.10 Paragraphs 6.2, 6.4 and 6.5 of the Statement of Case submitted on behalf of THFC [CD 7.2] state:

6.2 *Under its ZoneEX obligations, THFC has legal responsibility for the safety of crowds within a mile radius of the Stadium. The Scheme will involve the stopping up of sections of public highway which are currently used by spectators moving between the Stadium and White Hart Lane railway station and beyond.*

6.4. *Under the phasing arrangements within the High Road West Planning Permission, the key link between the Stadium and White Hart Lane Station through Moselle Square is not proposed to be completed until the final phase of the scheme. In turn, the anticipated construction programme for the High Road West scheme is scheduled to last for 10.75 years, and any interim access arrangement will need to be in place for the duration of this period – and potentially permanently if Moselle Square is never actually delivered.*

6.5. *THFC has raised significant concerns regarding the safety and effectiveness of the proposed interim arrangements, which will require crowds to move across a hoarded construction site.*

1.11 My evidence considers the extent to which the crowd flows connected with the THFC Stadium can be safely and effectively accommodated during the construction phase of the Scheme.

1.12 In summary, my evidence will address the following:

1.12.1 summary of the Planning Permission;

1.12.2 summary of the planning conditions imposed by the Council to secure satisfactory crowd flow arrangements; and

1.12.3 my assessment of the Scheme's ability to provide satisfactory crowd flow arrangements during the construction phase in response to the objection raised by THFC.

1.13 My evidence should be read in conjunction with evidence of Tom Horne of DP9 [CD 9.5] and Selina Mason of Lendlease [CD 9.3].

### Terminology

- 1.14 Specific abbreviations are noted in the text on first use, and these abbreviation are also set out in the Glossary [**CD 5.10**].
- 1.15 References are also made to the core documents, by the abbreviation, for example, [**CD 1**]. other proofs are referred to by their core document number.

## 2. **EXISTING CROWD MANAGEMENT STRATEGY FOR SPECTATORS EGRESSING FROM THFC STADIUM:**

2.1 I have carried out site visits and observations to understand the existing strategy and crowd behaviours during arrivals and peak egress from the Stadium. Collectively, Buro Happold's Crowd Flow team have observed a total of eight events at the Stadium capturing a range of event types and timings, I was onsite for two of these events and have reviewed the video footage, observations and analysis from all eight. The crowd management strategy, queue areas and circulation widths observed during post-match egress of spectators from the Stadium and moving to the Station is summarised below:

2.1.1 Spectators leave the Stadium and move via Whitehall Street or White Hart Lane to access the Station.

2.1.2 Roads including High Road, Whitehall Street, Love Lane and White Hart Lane are closed for vehicular traffic during post-match egress as follows:

- (a) High Road is closed to vehicular traffic for 1 to 2 hours before an event or match at the Stadium, during an event or match at the Stadium, and 15-minutes prior to final whistle and up to one-hour post-event or match (as shown in THFC's Guide for Local Residents and Businesses on Events at the New Stadium [CD 9.14.2] and Buro Happold's site observations).
- (b) Whitehall Street and Love Lane are closed to vehicular traffic during an event or match at the Stadium and 15-minutes prior to final whistle and up to one-hour post-event or match (as shown in THFC's Guide for Local Residents and Businesses on Events at the New Stadium [CD 9.14.2] and Buro Happold's site observations).
- (c) White Hart Lane is closed to vehicular traffic 15-minutes prior to final whistle and up to one-hour post-event or match (based on Buro Happold's site observations).
- (d) Vehicle Mitigation barriers are provided on High Road, west of Moselle Place and west of Whitehall Street (as indicated in the THFC plan of the White Hart Lane Station Queue [CD 9.14.3] provided by Movement Strategies (also at paragraph 2.1.4) and Buro Happold's site observations).

- 2.1.3 Queues of spectators waiting to board southbound and northbound trains form outside the Station and are managed by stewards
- 2.1.4 The existing queue configuration and areas as provided by THFC are set out below and are shown within Figure 1 at paragraph 2.1.4 below:
- (a) Area for southbound queue = 1,142 m<sup>2</sup> (including the space at the front of the station). This is managed along Whitehall Street and South end of Love Lane.
  - (b) Area for northbound queue = 1,268 m<sup>2</sup>. This is managed primarily along the north end of Love Lane but can extend back on itself back up to White Hart Lane as shown in the figure.
  - (c) Southbound spectators approaching from White Hart Lane can use the “Contraflow lane” along Love Lane to access the back of the queue along Whitehall Street.
  - (d) Northbound spectators approaching from High Road / Whitehall Street can join the “Northbound route” and merge with the northbound queue at the location in-front of the station along Love Lane (where the northbound queue switches back on itself).
  - (e) Contraflow lane is also used by spectators to reach coach parking and other areas.

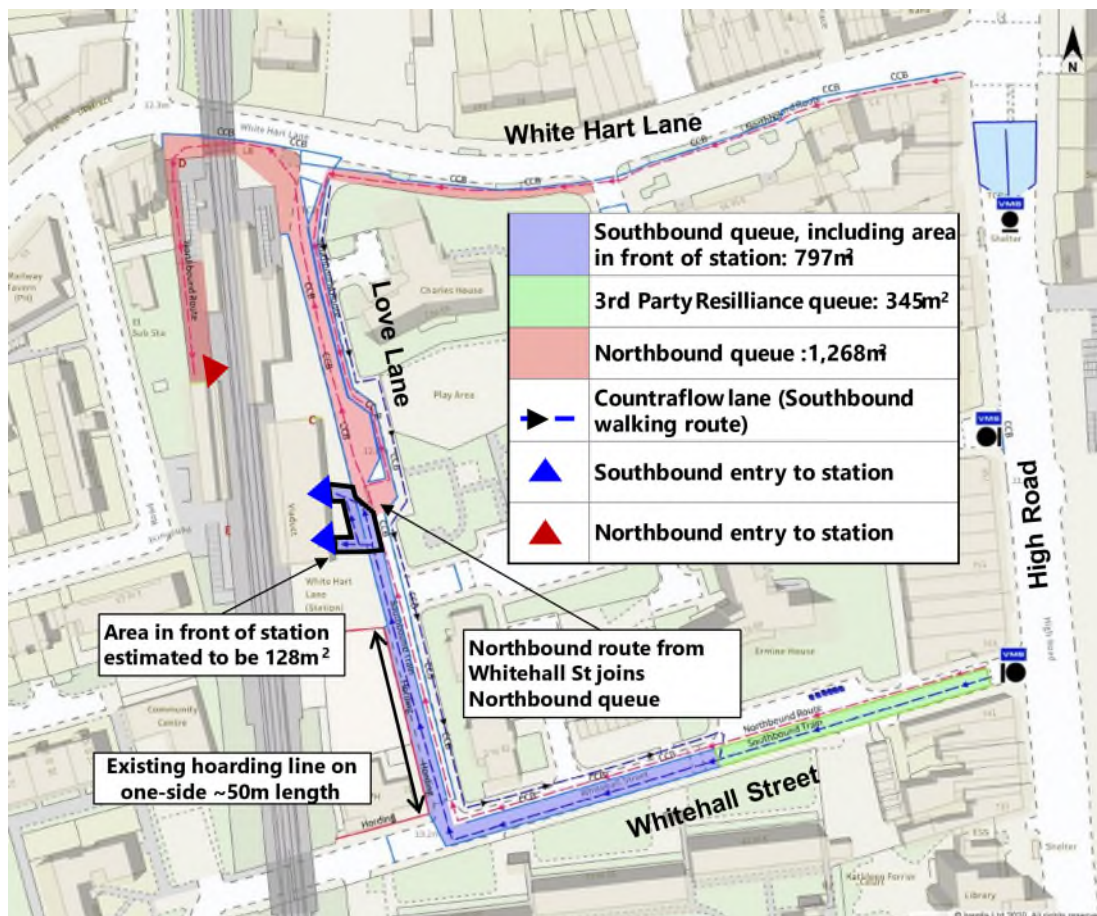


Figure 1: Existing queue management – as provided by Movement Strategies (received 30<sup>th</sup> June 2022) with additional annotations by Buro Happold

2.1.5 The existing crowd management plan during post-match egress deploys a 3-lane system along Whitehall Street and Love Lane to manage these queues and allow spectators to access the Station and Love Lane Estate. The lanes, which are separated by barriers, are as follows:

- (a) Lane 1 - Southbound: To accommodate flow / queue of people for the southbound platform of the Station (note this lane does not extend to the North end of Love Lane as southbound entry to the station is at the mid of the Love Lane).
- (b) Lane 2 - Northbound: To accommodate flow / queue of people for the Northbound platform of the Station.
- (c) Lane 3 - Counterflow: The third lane accommodates counterflow and people moving to/from adjacent residences.

2.1.6 Existing circulation width: Lane widths on Whitehall Street are varied depending on the event day. Minimum widths observed are as follows:



- (a) 3.6 m for southbound queue lane;
- (b) 1.5 m for northbound queue lane;
- (c) 1.4 m for contraflow;
- (d) 0.7 m width for barrier (footing), one line of barrier per lane.

2.1.7 Total minimum ~9.4 m width is required on Whitehall Street for spectator queues, circulation and barriers.

2.1.8 There are some segments along Whitehall Steet with an additional ~2.1 m width providing access to the residencies on the south side of Whitehall Street and through towards the west of the Station.

### 3. THE PLANNING PERMISSION

- 3.1 As set out in further detail in the evidence of Tom Horne [CD 9.5], the Planning Permission granted outline consent for the Scheme, save in respect of Plot A for which detailed consent was granted.
- 3.2 As such, the detailed design for the majority of the Scheme is not yet fixed. The planning application was nevertheless supported by an illustrative scheme to which reference is made in the evidence of Tom Horne [CD 9.5] and Lucas Lawrence [CD 9.7]. The detailed design will be approved by the Council (in its capacity as local planning authority) pursuant to applications for reserved matters approvals at the relevant time.
- 3.3 The applications for reserved matters approvals will need to comply with the three control documents approved pursuant to the Planning Permission. These are the Parameter Plans [CD 4.3], Design Code [CD 4.5] and Development Specification [CD 4.4]. The scope of each of these documents is set out in full within the proof of Tom Horne [CD 9.3].
- 3.4 Of relevance are the Parameter Plans, which set the limits within which the proposed buildings can be constructed.

#### 4. **PLANNING CONDITIONS**

- 4.1 The issue of crowd flow was given careful consideration by the Council during the determination of the Planning Permission.
- 4.2 As noted above, in May 2022 Buro Happold produced a detailed report dealing with crowd flow in support of the application for Planning Permission (the "**Report**") [CD 4.40]. The Report summarised Buro Happold's understanding of the existing crowd flow provision at the site. Within the context of the existing provision, the Report went on to assess the ability of the Scheme to accommodate crowd flows during both the construction and operational phases of the Scheme.
- 4.3 The Report was considered by Dr Dickie, an independent crowd flow expert, who was instructed by the Council in respect of crowd flow.
- 4.4 In addition to the above, the Council considered the various objections raised by THFC regarding crowd flow.
- 4.5 The Report and subsequent reports prepared by Dr Dickie appended to my proof [CD 9.14.4 and 9.14.5] concluded that the crowd control measures to be provided both during and after construction of the Scheme would provide at least equivalent provision for THFC stadium crowds queuing for Station. Both the Buro Happold and Dr Dickie reports also concluded that the situation for crowds would be improved post-construction.
- 4.6 In order to secure satisfactory crowd flow arrangements both during and after construction of the Scheme, a number of planning conditions and section 106 obligations were imposed by the Council.
- 4.7 Conditions 4, 44 and 64 of the Planning Permission [CD 4.31] control crowd flow. Whilst Conditions 4 and 44 make reference to crowd flow, Condition 64 is the key condition regarding crowd flow. This condition is copied below:

*Condition 64. Crowd control (PRE COMMENCEMENT)*

*Prior to the commencement of any Phase south of White Hart Lane (excluding Plot A) an Interim Crowd Flow Management Plan will be submitted to and approved by the Council. Such Plan (to include queue configurations, locations and hoarding / barrier design) will confirm that the interim access and space for visitors to the stadium across the development is no less than the situation as at the date of grant of this planning permission in terms of minimum queue widths, minimum areas for queuing and general queue safety such as tripping hazards and ensuring queue configurations and locations*

*meet the necessary requirements for crowd safety and set out the provisions for engagement between the applicant, the Safety Advisory Group, the Metropolitan Police, the Council's Building Control officers and Tottenham Hotspur Football Club.*

*Prior to the commencement of the last Reserved Matter(s) application for any Phase south of White Hart Lane a Final Crowd Flow Management Plan will be submitted to and approved by the Council. Such Plan (to include queue configurations and locations) will confirm the final access and space for visitors to the stadium across the development is no less than the situation as at the date of grant of this planning permission in terms of minimum queue widths, minimum areas for queuing and general queue safety such as tripping hazards and ensuring queue configurations and locations meet the necessary requirements for crowd safety.*

*Both the Interim Crowd Flow Management Plan and the Final Crowd Flow Management Plan will be consulted upon with the Safety Advisory Group, the Metropolitan Police, the Council's Building Control officers and Tottenham Hotspur Football Club. All measures in the approved plans shall be implemented for the life of the Development.*

*REASON: In the interests of ensuring the interim and detailed crowd flow scenarios are workable.*

- 4.8 In summary, Condition 64 ensures that prior to the commencement of each phase of the Scheme a Crowd Flow Management Plan must be submitted to the Council for approval. Such plan must confirm that the interim access and space for visitors to the Stadium across the Scheme is no less than the situation as at the date of grant of the Planning Permission in terms of minimum queue widths, minimum areas for queuing and general queue safety such as tripping hazards. It must also ensure queue configurations and locations meet the necessary requirements for crowd safety and set out the provisions for engagement between Lendlease, the SAG, the Metropolitan Police, the Council's Building Control officers and THFC.
- 4.9 Furthermore, prior to approving any Crowd Flow Management Plan the Council must first consult the SAG, the Metropolitan Police, the Council's Building Control officers and THFC.
- 4.10 In addition to the above, and as discussed further within the proofs of Tom Horne [CD 9.5] and Selina Mason [CD 9.3], the section 106 agreement entered into alongside the Planning Permission requires Lendlease to grant an access licence to THFC to enable crowds to move across the Scheme on event days.

## 5. BURO HAPPOLD CROWD FLOW ASSESSMENT

- 5.1 Within this section I assess the scope to provide safe, effective and suitable crowd flow arrangements during the construction phase of the Scheme.
- 5.2 During the construction phase of the Scheme, it is essential that spectators can move safely between the THFC Stadium and Station and beyond on event days.
- 5.3 Key spatial and environment requirements to ensure crowd safety include:
- 5.3.1 Sufficient space for the management of crowds – dedicated circulation width for each direction of crowd flow, separated by barriers and with sufficient queue area for each northbound and southbound queue for the Station.
  - 5.3.2 Emergency routes – a number of points where crowds in the queue systems can exit to escape routes when required and unobstructed routes where emergency services can access the queue system.
  - 5.3.3 An environment that supports safe crowd movement – level surfaces free of trip hazards, adequate lighting, the ability to monitor and give instructions to crowd and the avoidance of factors which can cause crowd tensions such as long stretches of double-sided hoarding.
- 5.4 As outlined in Condition 64 of the Planning Permission, the existing situation (the situation as at the date of grant of the Planning Permission) is used as a basis determining the above requirements during the construction phase of the Scheme.
- 5.5 To ensure that the above requirements can be met, I have undertaken a crowd flow assessment based on the updated phasing plan for the Scheme [CD 5.9] and delivery programme as set out in section 8 of the evidence of Selina Mason [CD 9.3]. The updated phasing plan is not significantly different to that considered in the crowd flow report produced by Buro Happold in support of the application for Planning Permission [CD 4.40]. However, for completeness this assessment has been updated.
- 5.6 The assessment I have undertaken is based on the Parameter Plans approved pursuant to the Planning Permission [CD 4.3]. As noted above, the Parameter Plans control the limits of the buildings and public realm to be constructed pursuant to the Planning Permission. I have assumed that the Scheme will take 10.75 years to construct, as set out in section 8 of the evidence of Selina Mason [CD 9.3].
- 5.7 A review of the construction stages was provided in the Report. However, as part of the updated phasing Lendlease has updated the construction sequencing since the Report.

The updated construction stages are summarised below and are shown within Figures 2 to 5. A high level review of the crowd flow through the updated construction phases is provided is attached to my evidence at Appendix [CD 9.14.6].

5.7.1 Throughout all stages, the primary pedestrian routes between the Station and THFC stadium will be open to the public on both event days and non-event days. This includes White Hart Lane, Love Lane and Whitehall Street. Hoarding will be in place adjacent to sections of these routes during the construction stages but the routes will remain accessible and open to the public.

5.7.2 During the interim phases, the routes between the Station and THFC Stadium do not fundamentally change from the existing provision. This means that spectators to events at the THFC Stadium will be familiar with the routes. In respect of management it means that there will not be a need to divert crowds to entirely different routes from those that they are familiar with. This helps support effective crowd management.

5.8 Lendlease's plans show 10 construction stages ("**Stages**") (please see figures 2 to 5 and Appendix [CD 9.14.7]). In my opinion, these stages can be grouped in to three main phases (or routes) for the purpose of crowd flow during the construction of the Scheme. These are:

5.8.1 Route 1: The crowd flow routes for construction stages 1 and 2 will be the same as the existing provision. During Stage 2, it is noted that hoarding will be provided along a section of Whitehall Street and Love Lane (opposite the Station main entrance). However, my assessment shows that the safety and effectiveness of spectator circulation will not be compromised during this Stage. The circulation widths and areas of the queue spaces are unaffected, and an alternative route connecting William Street and Love Lane is provided for crowd dispersal and emergency service access in case of an emergency. Route 1 will be in place for approximately 2.25 years.

5.8.2 Route 2: The crowd flow routes for Stages 3, 4, 5 and 6 will follow the same routes as the existing, with very minor alterations along those routes which will not fundamentally change the route people currently take between the Station and THFC Stadium. These changes include the presence of hoarding adjacent to the route and slight angle changes along the routes. Route 2 will be in place for approximately for 3.75 years.

5.8.3 Route 3: The crowd flow routes for Stage 7 onwards shifts the access from the High Road approximately 30 metres to the south. This is the new access that leads to Moselle Square, which will be completed by Stage 8. The new access is highly visible from the High Road and will be easily identifiable for spectators egressing the Stadium. Route 3 will be in place for approximately 4.75 years.

5.9 In light of the estimated length of time each Route will remain in place, each Route can be described as semi-permanent. As such, each amendment to the existing crowd flow route will be in place for a relatively long period and regular users and spectators will become familiar with the minor adjustments as and when they are required – helping maintain effective crowd management. The figures below are available in a larger format at Appendix [CD 9.14.7] of my evidence.

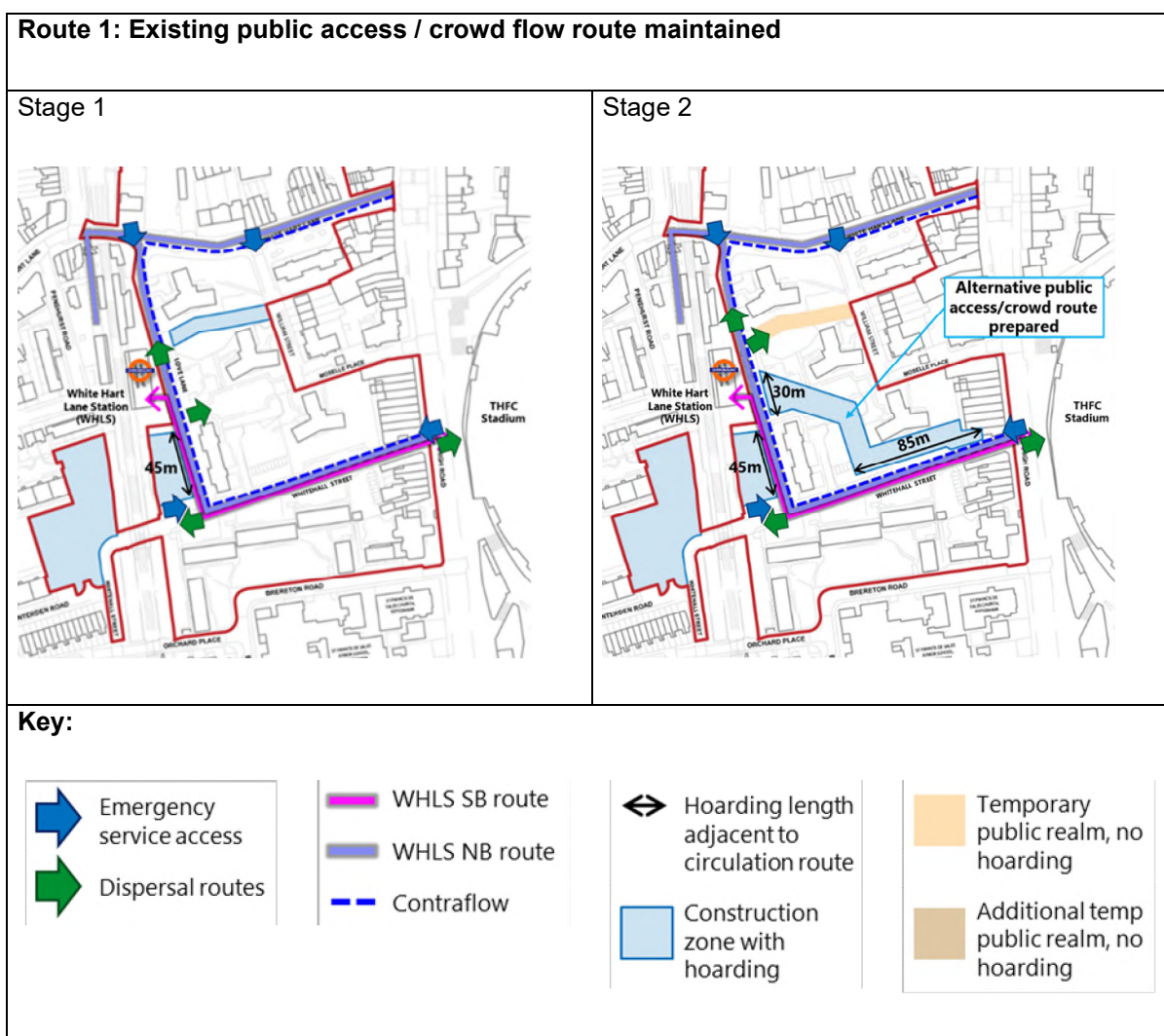
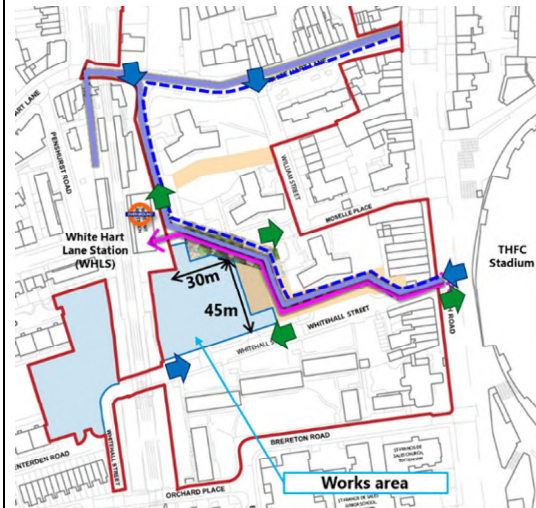


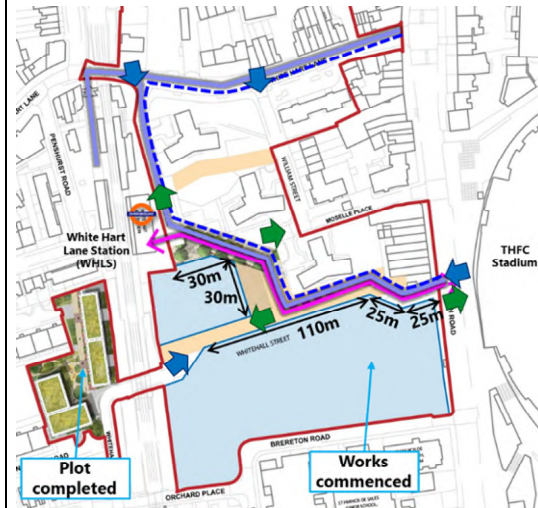
Figure 2: Stages 1 and 2 of interim construction phases

### Route 2: Existing public access/crowd flow route with minor alterations

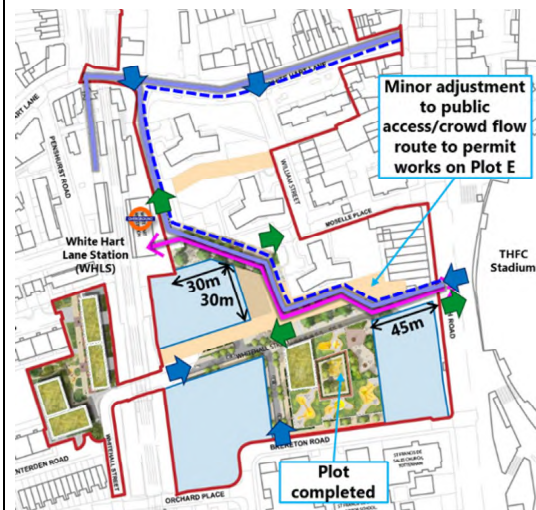
Stage 3



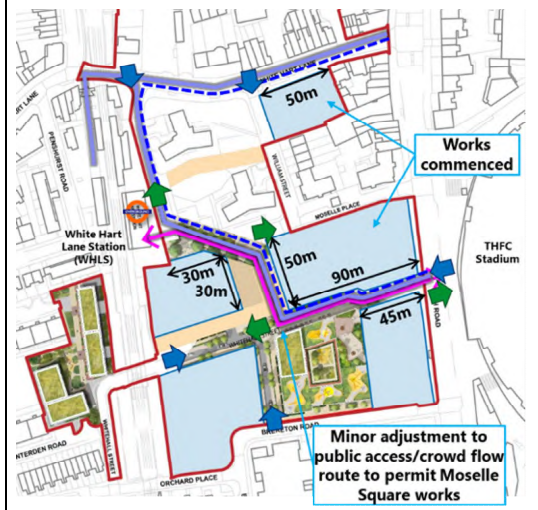
Stage 4



Stage 5



Stage 6



### Key:

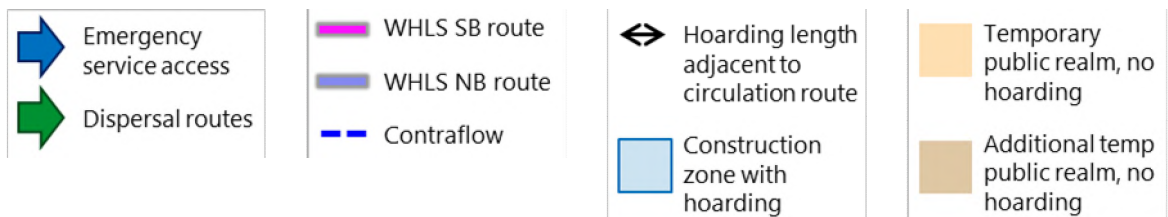


Figure 3: Stages 3 to 6 of interim construction phases



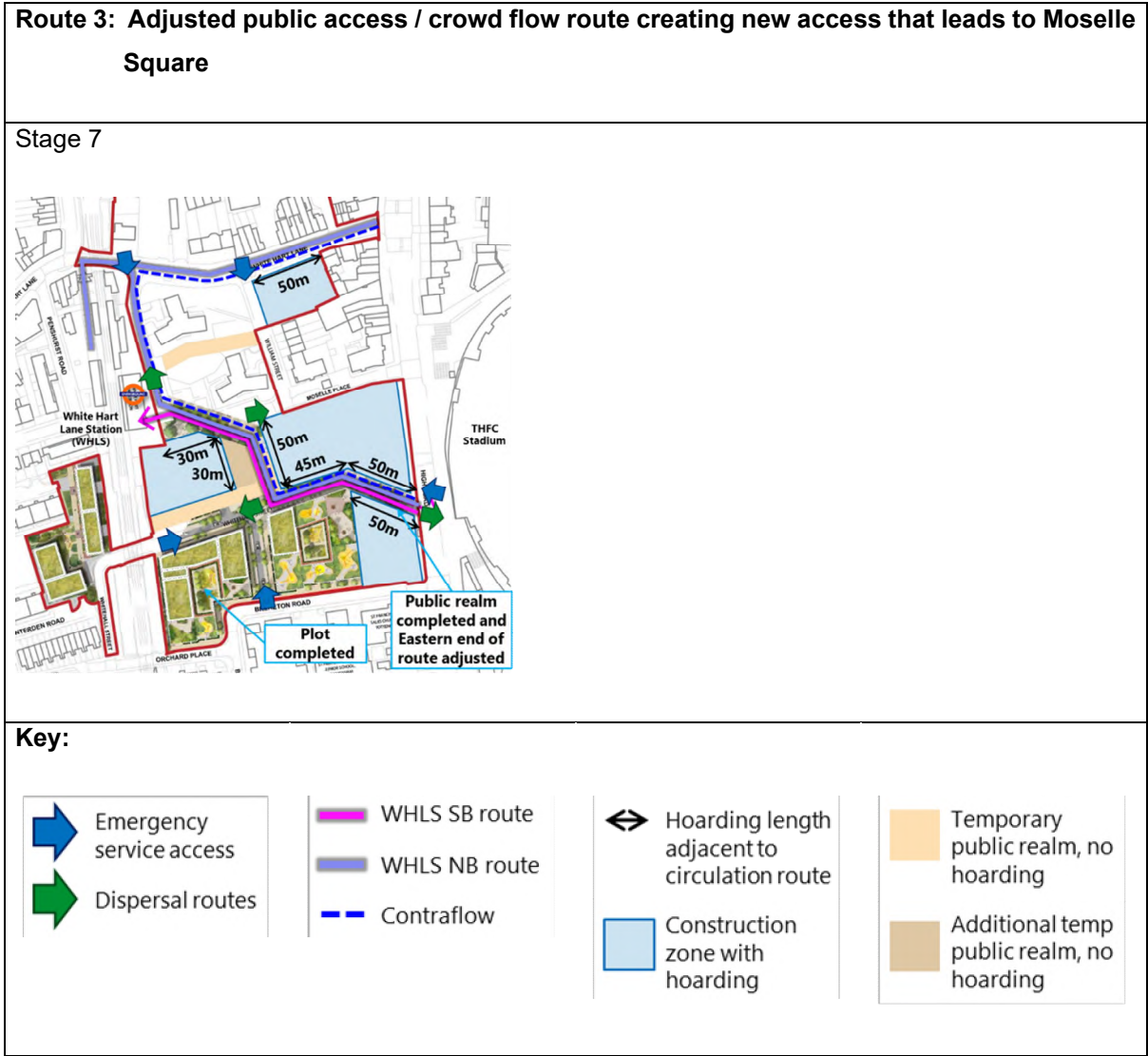
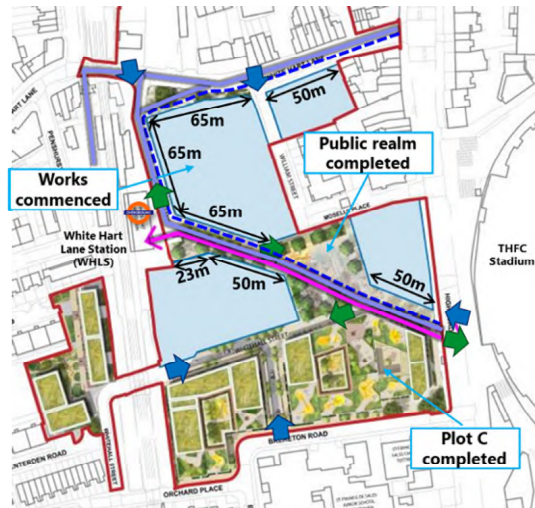


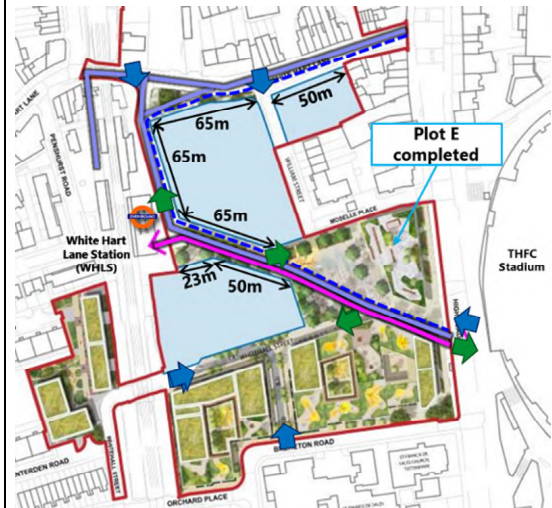
Figure4: Stage 7 of interim construction phases

## Route 3: Final public access / crowd flow route

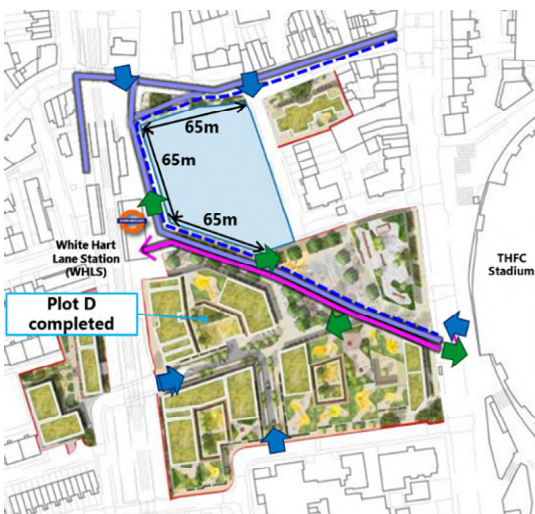
Stage 8



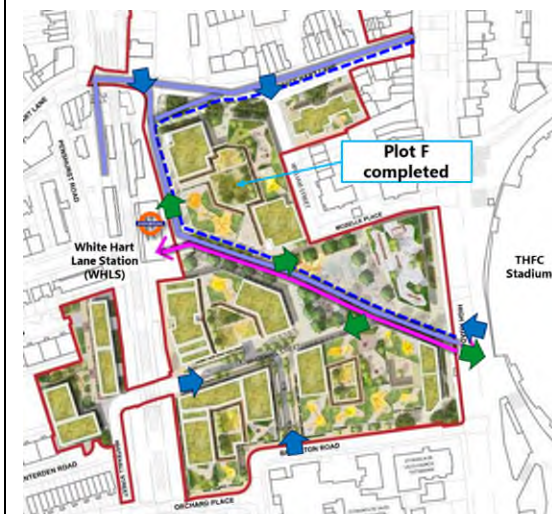
Stage 9



Stage 10



Stage 11 – End State



## Key:

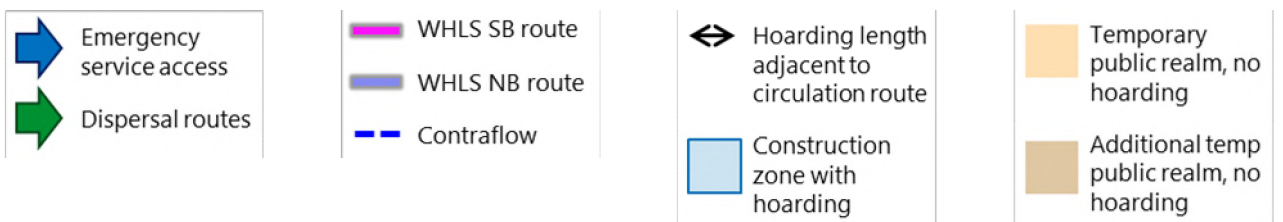


Figure 5: Stages 8 to 10 of interim construction phases, and Stage 11 – End State Masterplan

5.10 Each of the ten interim stages has been reviewed against the criteria set out in paragraph 5.3 above and the criteria within Condition 64 of the Planning Permission as follows:

5.10.1 Sufficient space for the management of crowds – each stage provides at least equivalent available circulation width and queue area to the existing provision. Based on onsite observations, these existing widths and areas are assumed to be inclusive of the space required for barriers and stewards. In respect of the relevant stages:

- (a) Stages 1 and 2 are the same as the existing provision. Stage 2 has hoarding along a portion of Whitehall Street and Love Lane (opposite the Station); however, the effective circulation width and queue space will not be affected.
- (b) Stages 3 to 7 require temporary minor alterations of the route. These alterations are capable of providing the same width and area as the existing situation. In addition, these minor temporary alterations do not require crowds to move along fundamentally different routes to the existing provision.
- (c) From Stage 8 onwards, the end state public realm is in place along the key crowd flow route. This provides an increased area and width for crowds as compared to the existing situation.

5.10.2 Emergency routes – in terms of emergency access, each stage provides at least the equivalent number of access points surrounding the site to the existing scenario. In respect of the relevant stages:

- (a) Stage 1 is the same as the existing scenario.
- (b) During Stage 2, the escape route through Moselle Place is shifted slightly north via a temporary public realm providing a connection to William Street.
- (c) During Stages 3 and 4, the escape route connecting to Moselle Place can be reconnected. To the north of this, the temporary route to William Street will also be available.
- (d) From Stage 5 onwards, the escape routes are equivalent to the existing, with an additional access point from Brereton Road to

Whitehall Street which is therefore considered an improvement to the existing condition

- 5.10.3 An environment that supports safe crowd movement – in terms of the environment, it will be necessary to ensure adequate lighting and level surfaces free of trip hazards along the crowd flow routes during each stage. The lengths of route with hoarding along both sides of the route has been reviewed across each stage. Six out of ten Stages have no double-sided hoarding. Of the four Stages where double sided hoarding along the main crowd flow routes is present, the length is not more than 50 metres. A length of 50 metres of hoarding is considered acceptable based on discussion with the Metropolitan Police and also based on existing site observations which show the current crowd flow arrangements include 50m of hoarding on the southbound land on one side of Whitehall Street and a continual fence along the same length on the opposite side of Whitehall Street. There is an opportunity to use the hoarding to aid and enhance wayfinding and crowd management during events at the THFC Stadium – for example additional signing included on the hoarding to communicate routes to the station. Such opportunities can be reviewed during each Reserved Matters Application for each phase.
- 5.11 During each Stage, from my assessment of the proposals for the interim Stages it is possible to ensure that hoarding does not encroach onto the pavements along Whitehall Street, Love Lane, White Hart Lane and High Road, and to ensure that the pavements are available for circulation during event days at the THFC Stadium, as per existing crowd management strategies.
- 5.12 During events at the THFC Stadium, road closures and vehicle mitigation barriers can be operated as existing during each stage.
- 5.13 In light of the above, I am of the view that safe and satisfactory arrangements for crowd flow can be provided during the construction phase of the Scheme.

## 6. RESPONSE TO THFC OBJECTION TO PLANNING APPLICATION

- 6.1 In its Statement of Case [CD 7.2], THFC states that the proposed interim arrangements will require crowds to move across a hoarded construction site. However, during the delivery of the Scheme, the areas of construction are planned to retain the primary crowd flow routes between the THFC Stadium and the Station (i.e. routes along White Hart Lane, Whitehall Street and Love Lane). Under Condition 64 of the Planning Permission, Lendlease is required to demonstrate that the routes will be safe and accessible to the public on event and non-event days.
- 6.2 During the early phases of construction (Stage 1 and 2), the new public realm between the THFC Stadium and Station will be developed. During this period, the existing routing along Whitehall Street and Love Lane will be available. After Stage 2, the spectators will be routed along the new route, which eventually will become Moselle Square and which will connect the High Road to Love Lane in place of the existing connection provided by Whitehall Street.
- 6.3 The circulation routes connecting the THFC Stadium and the Station do not change significantly during the construction phases. These routes provide at least equivalent dimensions (in terms of minimum width, area, and access to escape routes) to the existing provision at each Stage and would have space to accommodate stewards and signs. Our assessment has shown that , in accordance with condition 64 of the Planning Permission, the proposed interim arrangements can provide safe and effective routes for spectators and the public moving between the THFC Stadium and Station. In respect of crowd management it means that there will not be a need to divert crowds to entirely different routes from those that they are familiar with which will help support effective crowd management during the construction of the Scheme.

## 7. CONCLUSION

- 7.1 Pursuant to Condition 64 of the Planning Permission, Lendlease must, prior to the commencement of any phase, submit a Crowd Flow Management Plan to the Council for its approval. Each Crowd Flow Management Plan will need to show that the arrangements for crowd flow during the construction of the Scheme will be no less than the existing situation in terms of minimum queue widths, minimum areas for queuing and general queue safety. The Council is required to consult the SAG, the Metropolitan Police and THFC before approving any Crowd Flow Management Plan submitted to it for approval.
- 7.2 To ensure that the above requirements can be met, I have undertaken a crowd flow assessment of the construction phase of the Scheme based on the updated phasing plan for the Scheme [CD 5.9] and delivery programme as set out in section 8 of the evidence of Selina Mason [CD 9.3]. The assessment I have undertaken is based on the Parameter Plans approved pursuant to the Planning Permission [CD 4.3].
- 7.3 During the various construction phases, the routes between the Station and THFC Stadium do not fundamentally change from the existing provision. Due to the time period for which each route will be in situ they can be described as semi-permanent, helping maintain effective crowd management.
- 7.4 I have assessed the construction phases and proposed crowd flow routes in the context of the existing situation (as required by Condition 64) and in the context of the key spatial and environment requirement to ensure crowd flow safety – sufficient space for the management of crowds, emergency routes and an environment that supports safe crowd flow movement.
- 7.5 My assessment has shown that satisfactory crowd flow arrangements can be achieved throughout the construction phases of the Scheme.