



# ISLINGTON

Development Management Service  
 Planning and Development Division  
 Environment and Regeneration Department  
 PO Box 333  
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 LONDON N1 1YA

## PLANNING COMMITTEE REPORT

<b>PLANNING COMMITTEE</b>		
<b>Date: 09 June 2015</b>		<b>NON-EXEMPT</b>

Application number	P2015/1142/AOD
Application type	Approval of Details
Wards	Highbury West, Finsbury Park & Holloway
Listed building	No
Conservation area	No
Development Plan Context	<ul style="list-style-type: none"> <li>- Queensland Road: Site Allocation HC5, Highbury Corner &amp; Holloway Road Key Area;</li> <li>- Hornsey Road: Local Flood Risk Zone;</li> <li>- Sobell Centre: Nags Head &amp; Upper Holloway Road Key Area, Local Flood Risk Zone;</li> <li>- Hornsey Street: Protected Vista – Alexandra Palace to St Paul’s Cathedral</li> </ul>
Licensing Implications	No
Site Address	<p>Emirates Stadium, Drayton Park, Islington, London, N5 1BU</p> <p>Coach Parking Locations:</p> <ul style="list-style-type: none"> <li>Queensland Road</li> <li>Hornsey Road</li> <li>Sobell Centre</li> <li>Hornsey Street</li> <li>Finsbury Park (LB Haringey)</li> </ul>

Proposal	<p>Approval of details pursuant to condition AG16 (Arsenal event day coach parking locations) of planning permission ref: P061170.</p> <p>Condition AG16 of planning permission ref: P061170 states:</p> <p>'That during any major event, at least 40 coach parking spaces shall be made available for use within the stadium or at another location(s) outside the stadium previously agreed by the Council'</p> <p>The proposed parking locations in order of priority:</p> <ul style="list-style-type: none"> <li>- Queensland Road (18 spaces)</li> <li>- Hornsey Road (9 spaces or 13 spaces if double stacked)</li> <li>- Sobell Centre (12 spaces)</li> <li>- Hornsey Street (11 spaces)</li> <li>- Finsbury Park (90+ spaces)</li> </ul> <p>The applicant is seeking a permanent permission.</p>
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Case Officer	Ben Dixon
Applicant	Arsenal Football Club (AFC)
Agent	Savills

## 1. RECOMMENDATION

The Committee is asked to resolve to **GRANT** permission for the approval of details on a permanent basis:

1. subject to the conditions set out in Appendix 1; and
2. conditional upon the prior completion of a Deed of Planning Obligation made under Section 106 of the Town and Country Planning Act 1990 securing the heads of terms as set out in Appendix 1.

## 2. SITE PLAN - showing proposed coach parking locations (outlined)



### 3. SUMMARY

- 3.1 It is considered that, subject to the associated amenity and highways impacts being appropriately mitigated by the control measures set out in the Local Area Management Plan (LAMP), the proposed coach parking arrangements, with locations set out in the order of priority as proposed, represent the best available option, which would present the least harmful and most practical solution to the on-going issue of managing match day coach parking requirements going forward.

### 4. SITE AND SURROUNDING

- 4.1 The proposed off-site coach parking locations for match days are as follows (in order of priority):

Queensland Road (1<sup>st</sup> Priority)



View looking east along Queensland Road.

- 4.2 Queensland Road is a cul-de-sac located directly adjacent to the south of the Emirates Stadium, accessed from the east side of Benwell Road.
- 4.3 Queensland Road has recently been redeveloped as part of the wider Arsenal regeneration programme. Running along the south side of the road is a 6 storey residential development which is complete and fully occupied. Along the north side of the road is a predominantly residential (mixed-use) development that ranges from 10 to 15 storeys in height. The north side development is nearing completion

and is now mostly occupied (likely to be fully occupied by the start of the 2015/16 season). The whole development at Queensland Road provides a total of 729 residential properties.

- 4.4 Queensland Road has been used as the first priority coach parking location for all 9 football seasons since the Emirates Stadium opened in 2006. The carriageway on Queensland Road has been specifically designed (as part of the redevelopment) to accommodate the parking of up to 18 coaches, utilising both sides of the carriageway (8 coaches along the north side and 10 coaches along the south side of the carriageway), while maintaining the necessary emergency vehicle access to the Stadium and all parts of the Queensland Road development. It also provides the shortest and most direct route for away supporters (arriving on coaches) into and out of the Stadium turnstile entrances.

#### Hornsey Road (2<sup>nd</sup> Priority)



View looking north along Hornsey Road from railway bridge

- 4.5 Hornsey Road (A103) runs north from Holloway Road (A1), passing adjacent to the west side of the Emirates Stadium. This application relates to the section of Hornsey Road situated to the northwest of the Emirates Stadium, located between the railway bridge and the junction with Tollington Road (A503). The carriageway on this section of Hornsey Road is 11m wide.
- 4.6 This section of Hornsey Road is subject to match day road closure and parking restrictions that allow safe spectator movement in the carriageway prior to and immediately following matches.

- 4.7 The northern half, of the east side, of this section of Hornsey Road, has been used for the parking of up to 9 coaches during the 2014/15 football season, while the southern half of this section of Hornsey Road has been used by the Metropolitan Police Service (MPS) to park a number of their match day support vehicles for several seasons.
- 4.8 It is now proposed to vary the previous arrangements, to use the southern half of this section of Hornsey Road to provide coach parking. The coach parking area would extend from the railway bridge northwards to the position level with the property at 77 Hornsey Road. If coaches were parked in single file, along the east side of the carriageway, there would be capacity to park up to 9 coaches on match days. If 4 coaches were parked double stacked, in two parallel lines, at the southern end of the coach parking area, there would be capacity to park up to 13 coaches on match days.
- 4.9 Directly adjacent to the east of the coach parking area are public landscaped areas, a parade of commercial properties, and a vacant site that has been cleared ready for redevelopment. Adjacent to the northeast of the proposed coach parking area are low rise and high rise residential blocks within the Harvist Estate. However, it should be noted that the proposed new arrangements for coach parking in this location would reduce the proximity of coach parking to the Harvist Estate.
- 4.10 Adjacent to the west of the coach parking area are three storey terraces, fronting Hornsey Road, which comprise a mix of commercial and residential uses at ground floor level, with residential accommodation on the upper floors.

#### Sobell Centre (3<sup>rd</sup> Priority)

- 4.11 The Sobell Centre is a council owned leisure facility, located approximately 500m to the northwest of the Emirates Stadium, at the northeast corner of the junction of Hornsey Road (A103) and Tollington Road (A503). The Sobell Centre comprises a large indoor sports complex across the centre of the site, with two recently constructed astro-turf football pitches to the southwest corner of the site. There is a large car park across the north side of the site and a smaller car park, providing disabled and staff parking, to the southern side of the site.
- 4.12 The centre provides facilities for a multitude of sports and activities including: badminton, gym, group exercise classes, climbing, small sided football, ice skating, and squash. The main entrance to the building is on the south side, where there is a separate car park for blue badge holders. The Sobell Centre has been used for the parking of up to 12 (and previously up to 18) coaches on match days for previous football seasons. It is proposed to use the east side of the main car park to park up to a maximum of 12 coaches on match days. This would represent a continuation of the existing approved coach parking arrangement for the 2014/15 football season.



View looking west across main Sobell Centre car park.

- 4.13 Adjacent to the east of the main car park (where coaches would be parked) is a two storey council owned office building. Adjacent to the north of the car park are three storey residential terraces fronting Thane Villas, and at Drummer Lodge, together with a small public park known as Kinloch Gardens.

#### Hornsey Street (4th Priority)

- 4.14 Hornsey Street is a cul-de-sac, with a 7.5m wide carriageway, located to the southwest of Holloway Road (A1). At the southwest end of the road is a mini-roundabout, which provides vehicular access to the Islington Waste Recycling Centre (WRC). Hornsey Street is located approximately 500m to the southwest of the Emirates Stadium and is outside the match day traffic restriction zone. The northwest side of Hornsey Street has previously been used for the parking of up to 13 coaches as the third/fourth priority location. It is proposed to use the northwest side of Hornsey Street to park up to a maximum of 11 coaches on match days. This would represent a continuation of the existing approved coach parking arrangement for the 2014/15 football season.
- 4.15 Large scale development on either side of Hornsey Street forms part of the wider Arsenal regeneration programme. The buildings on Hornsey Street range up to 12 storeys in height, and comprise commercial uses at ground floor level with residential units on the upper floors.



View looking northwest along Hornsey Street.

#### Finsbury Park (5<sup>th</sup> Priority – Exceptional Circumstances Only)

- 4.16 Finsbury Park is a large public open space, which provides facilities for a wide variety of formal and informal sports and leisure activities. Finsbury Park has been used to provide coach parking in exceptional circumstances for the 9 previous football seasons.
- 4.17 Finsbury Park is located just outside the borough within the London Borough of Haringey. Haringey Council has confirmed in writing to Arsenal Football Club (AFC) that it will continue to permit the use of Finsbury Park for coach parking in exceptional circumstances for the 2015/16 season and beyond.

## 5. PROPOSAL (IN DETAIL)

- 5.1 Arsenal Football Club (AFC) is seeking to secure a permanent permission for matchday coach parking locations for the 2015/16 football season and beyond, as required by condition AG16 attached to the Emirates Stadium planning permission (ref: P061170). Condition AG16 reads as follows:

*“That during any major event, at least 40 coach parking spaces shall be made available within the stadium or at other location(s) outside the stadium previously agreed by Council.”*

- 5.2 Since the opening of the Emirates Stadium in 2006, over the past 9 football seasons, AFC have operated match day coach parking under several temporary



permissions. AFC are now seeking to secure a permanent permission for the designated coach parking locations as proposed under this application.

5.3 The proposed coach parking locations are set out below in order of priority of use:

- Queensland Road – Up to 18 coach parking spaces distributed on both the north and south sides of the carriageway;
- Hornsey Road – Up to 9 coach parking spaces along the east side of the carriageway, or up to 13 coach parking spaces if 4 coaches are parked double stacked;
- Sobell Centre – Up to 12 coach parking spaces within the east side of the main north car park;
- Hornsey Street – Up to 11 coach parking spaces on the north side of the carriageway (only to be used for a maximum of 2 occasions during any one season, unless further required by the Metropolitan Police Service);
- Finsbury Park – 90+ coach parking spaces along the kerbside of the park's internal roads (only to be used in exceptional circumstances).

5.4 In terms of the order in which the proposed parking locations would be used, coaches would first be directed to Queensland Road until it reaches its 18 coach capacity, at which point any additional coaches would then be directed to Hornsey Road. The Sobell Centre would then be used if Hornsey Road has reached its capacity of 9 coaches / 13 coaches (if parked double stacked). If the 12 available spaces at the Sobell Centre are taken and further capacity is required, then Hornsey Street would be used to accommodate up to another 11 coaches, with Finsbury Park providing further additional capacity for use in exceptional circumstances.

5.5 However, notwithstanding the above stated order of priority, the order in which the coach parking locations are used on any particular match day, may on occasion be subject to alterations at the discretion of the Metropolitan Police Service (MPS) Match Day Commander (in consultation with the council), as deemed necessary for the maintenance of public safety and security reasons.

5.6 In order to facilitate the coordinated management of spectator coach arrivals, AFC, in conjunction with the MPS, operate a spectator coach booking system for all groups intending to travel to the Emirates Stadium by coach on a match day. Coach operators are required to register (providing details of the number of passengers and the likely time of arrival) with AFC, at least a week prior to the relevant game, in order to reserve an allocated coach parking space at one of the designated sites. Coaches are required to arrive between two to four hours prior to the scheduled start of the match. Coaches that arrive late or without pre-booking, will normally be turned away. However, this is at the discretion of the MPS Match Day Commander who, in exceptional circumstances, will allow late arriving or unregistered coaches to park in one of the designated coach parking locations, when it is deemed to be in the interests of spectator and public safety to do so.

5.7 There are two differences between the current coach parking proposal and the temporary permission covering the previous 2014/15 season (as set out below):

i) Previously: the northern half of the section of Hornsey Road, between the railway bridge and Tollington Road (opposite properties at 67-107 (odd) Hornsey Road), was used for the parking of up to 9 coaches, while the southern half, of this section of Hornsey Road, was used by the MPS to park their match day support vehicles.

Proposed: it is now proposed to use the southern, rather than northern half, of this section of Hornsey Road to provide coach parking. The coach parking area would extend from the railway bridge northwards, up to level with the property at 77 Hornsey Road. If parked in single file along the east side of the carriageway, there would be capacity to park up to 9 coaches on match days. If 4 coaches were parked double stacked, in two parallel lines, at the southern end of the coach parking area, there would be capacity to park up to 13 coaches on match days.

ii) The previous permissions for coach parking covering the past 9 football seasons have all been temporary. AFC are now seeking a permanent permission for the coach parking locations.

5.8 Table 1 below compares the frequency with which each location has been used over past football seasons with the number of occasions that each location is predicted to be used each football season under the proposed arrangements. It should be noted that under the proposed arrangements Hornsey Road would be used more frequently, although the impact on sensitive locations such as the Harvist Estate would be reduced. Conversely, the frequency of use of the Sobell Centre would be reduced – in fact, it is predicted that it would rarely be required to be used under the proposed arrangements.

**Table 1: Frequency of use of coach parking locations – All home football matches**

Location	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16 Predicted (Hornsey Rd - Single)	2015/16 Predicted (Hornsey Rd – Double)
Queensland Rd	29	30	31	26	31	29	31	31
Hornsey Rd	0	0	0	0	9	8	7-9	12
Sobell Centre	7	7	12	7	6	3	5-6	0
Hornsey St	1	0	0	0	0	0	0	0
Finsbury Park	0	3	2	2	3	3	3	3

5.9 The proposed arrangements for coach parking would only cover football matches. Other (non-football) events may also fall into the major events category (defined in the Stadium S106 as an event attended by 10,000 spectators or more), but coach parking for these events is controlled by the Local Area Management Plan (LAMP) and is not covered by this application.

5.10 The planning permission for the Stadium (ref: P011500) is subject to condition AG27 which limits the number of non-football major events to not more than 6 events in a 12 month period. Of these 6 non-football major events, a maximum of 3 could be music concerts. Monitoring of coach numbers, associated with past non-football major events

at the Stadium, indicates that non-football major events are unlikely to result in demand for coach parking in excess of the proposed 18 coach capacity at Queensland Road. Therefore, it is likely that only Queensland Road would be utilised to provide coach parking for future non-football major events.

## **6. RELEVANT HISTORY:**

6.1 In May 2002 planning permission (ref: P011500) was granted for AFC to erect a new 60,000 seat stadium – The Emirates Stadium. This permission included outline permission for the wider Arsenal regeneration scheme including the redevelopment of Queensland Road.

6.2 Attached to the planning permission ref: P011500 was condition AG16 which stipulated:

*"At least 40 coach parking spaces shall be made available for use within the stadium during any major event".*

6.3 The 40 coach parking spaces to be provided within the Stadium development were to be split with 24 spaces provided within the Stadium undercroft and at least 16 spaces provided below the Queensland Road part of the wider redevelopment proposals.

6.4 However, by the time the Stadium opened in 2006, the terrorist threat warning level in the UK had significantly increased from the warning level at the time when the Stadium was originally designed and granted planning permission (2000 to 2002). As a consequence of the increased security warning level, in the interests of public safety, it was deemed necessary for the MPS to re-assess the potential terrorist threat levels related to the operation of the Stadium.

6.5 Space to accommodate the parking of 24 coaches has been provided within the Stadium undercroft. However, since 2005 (before the Stadium was opened), the MPS Counter Terrorism Security Advisors have consistently advised that, spectator coaches should not be parked within the Stadium undercroft as was originally envisaged. Whilst this advice has been challenged by the council on a number of occasions, the MPS have maintained a consistent position on this issue.

6.6 Separately, procedural complications and delays in the delivery of the Queensland Road development prevented the delivery of the intended 16 coach parking spaces within the basement of this part of the redevelopment scheme.

6.7 As a result of the advice provided by the MPS, which has prevented the use of undercroft parking at the Stadium, it was necessary to vary the wording of condition AG16. An amendment to condition AG16 was approved by the council in March 2006 (ref: P052891). This amendment removed the sole requirement to provide coach parking within the Stadium undercroft, by allowing the alternative option of providing coach parking at agreed locations near the Stadium. Condition AG16 was amended to read:

*"That during a major event, at least 40 coach parking spaces shall be made available for use within the stadium or at other locations outside the stadium as previously agreed by the council."*

6.8 In March 2006, the council approved coach parking arrangements for the first football season (2006/07) at the Emirates Stadium, in accordance with amended condition AG16. The agreed coach parking locations were (in order of priority):

- Queensland Road (23 spaces);
- Sobell Centre (18 spaces);
- Hornsey Street (14 spaces);
- Drayton Park (9 spaces); and
- Finsbury Park (90+ spaces for exceptional use only).

6.9 Extensions to these temporary arrangements were subsequently agreed by the council in June 2007 (ref: P071058) and June 2008 (ref: P080954) to cover the following 2007/08 and 2008/09 football seasons.

6.10 In July 2009, planning permission (ref: P082018) was granted for a revised scheme providing comprehensive redevelopment of Queensland Road. The description of the approved development is:

*'Demolition of existing buildings and redevelopment of the site, realignment of Queensland Road (which involves stopping up the existing road) and development of one new building to the north and one to the south. The building to the south would be up to six storeys high and provide 213 residential units and 345sqm of commercial space, with a mix of class A1 (shops), A2 (financial and professional services), A3 (restaurants and cafes), A4 (drinking establishments), B1 (business), D1 (non-residential) & D2 (leisure). The building to the north would incorporate five towers providing 10 to 15 floors of residential accommodation above a plinth of mainly commercial space. It would provide 516 residential units, 1,600sqm of sports centre for Arsenal Football Club and 1,330sqm of commercial space with a mix of class A1/A2/A3/A4/B1 as described above and 179 car parking spaces.'*

6.11 A condition was attached to planning permission ref: P082018 to secure on-street coach parking provision on Queensland Road. Condition 65 states:

*"...The revised detailed layout shall contain provision for 14 coach parking spaces along the entire length of both the north and southern sides of the realigned Queensland Road."*

6.12 Three planning applications [ref: P011500(AG16a), P011500(AG16b) and P011500(AG16c)] seeking temporary permission for coach parking arrangements for the 2009/10, 2010/11 and 2011/12 football seasons were submitted by AFC in November 2008 and April 2009. These applications were all refused by the council in March and June 2009. The stated reason for refusal was:

REASON: The proposed coach parking locations are considered unacceptable due to their impact on the amenity of existing residents, there is also a lack of information provided as to other alternative sites that may have a lesser impact, and consequently the failure to propose a long-term solution. This is contrary to

policies Env12, Env17, T55, and V7 of the Islington Unitary Development Plan (2002) and policies 3C.1, 3C.2, 3C.4 and 3C.24 of the London Plan (Consolidated with Alterations since 2004).

- 6.13 The refusal of these applications [ref: P011500(AG16a), P011500(AG16b) and P011500(AG16c)] was subsequently appealed by AFC. The appeals, which were heard at a public inquiry, were allowed by the Inspector in August 2009. The Inspector granted a three year temporary planning permission allowing coach parking to be provided in specific locations around the Stadium, in line with revised condition AG16, to cover football matches played until the end of the 2011/12 season. This was subject to the following condition:

*“Coach parking at Hornsey Street and Drayton Park South shall be limited to not more than twice per year for each location unless increased usage is required for safety and/or security reasons by the Metropolitan Police Service in consultation with the London Borough of Islington.”*

- 6.14 The coach parking locations approved by the Inspector for the 2009/10, 2010/11 and 2011/12 seasons were (in order of priority):
- Queensland Road (23 spaces prior to construction, 14 spaces during construction, 14 spaces post construction);
  - Sobell Centre (18 spaces);
  - Hornsey Street (11 spaces in rotation with Drayton Park to be determined by the Council in conjunction with the MPS);
  - Drayton Park (8 spaces in rotation with Hornsey Street to be determined by the Council in conjunction with the MPS); and
  - Finsbury Park (90+ spaces in exceptional circumstances).
- 6.15 The Inspector stated in his reasoning (para. 16 of appeal decision), *‘It may be highly desirable to all concerned to agree a long term solution to coach parking in association with use of the stadium. It may also be preferable that all or most of the provision should be off-street and controlled by Arsenal FC. Those are not however requirements of the amended condition. I must therefore make my decision on this appeal on the basis of the wording of the amended condition.’*
- 6.16 The Inspector stated (para. 19 of appeal decision) *‘Given the circumstances that have led to the current situation I consider the list of locations proposed in this appeal represents the optimal solution at the present time. Any permission would therefore need to be time limited in order to review the situation in the light of possible changes in circumstances and also in the light of on-going monitoring of impact.’*
- 6.17 The Inspector also stated (para. 22 of appeal decision) *‘The appeal proposals even when subject to the above controls, do not represent a solution to the coach parking requirements of the Emirates Stadium that can be expected to result in the same or less impact on residential amenity as the original proposals to use the stadium undercroft and Queensland Road. I am however satisfied that the investigative exercise that led to this short term solution being proposed was comprehensive and represents the best that can be achieved at the moment.’*

- 6.18 In May 2012, the Planning Committee granted a temporary two year permission [ref: P052891(AG16)] to allow coach parking for the 2012/13 and 2013/14 football seasons. The agreed coach parking locations were as follows (in order of priority):
- Queensland Road (18 spaces)
  - Sobell Centre (12 spaces)
  - Hornsey Street (11 spaces in rotation with Drayton Park to be determined by the Council in conjunction with the MPS)
  - Drayton Park (8 spaces in rotation with Hornsey Street to be determined by the Council in conjunction with the MPS)
  - Finsbury Park (90+ spaces in exceptional circumstances)
- 6.19 The approved arrangements were subject to conditions ensuring the rotation of the use of Hornsey Street and Drayton Park on the occasions when their capacity / use was required, and limiting the use of Hornsey Street and Drayton Park to a maximum of twice per football season.
- 6.20 In July 2014 the Planning Committee granted a temporary one year permission (ref: P2013/4353/AOD) to allow coach parking for the 2014/15 football season. The agreed coach parking locations were as follows (in order of priority):
- Queensland Road (18 spaces)
  - Hornsey Road (9 spaces)
  - Sobell Centre (12 spaces)
  - Hornsey Street (11 spaces)
  - Finsbury Park (90+ spaces in exceptional circumstances)
- 6.21 The S106 legal agreement attached to the Stadium permission (ref: P011500) secured a Stadium Management Plan (SMP) which contains agreed details for the control of the Stadium's operation. The SMP is an overarching document which covers all the public safety, crime prevention and local transport management issues (including monitoring and reducing the impact on the amenity of local residents) associated with match days, major event days, as well as the general day-to-day operation of the Stadium.
- 6.22 The SMP includes a Local Area Management Plan (LAMP) which specifically deals with the management and control of coach parking, and all traffic management controls in the area surrounding the Stadium, leading up to, during and following football matches and other major events. The LAMP includes a monitoring function, and seeks to minimise adverse environmental impacts and nuisance for local residents and businesses arising from the operation of Emirates Stadium, and the associated measures required to maintain public safety.
- 6.23 The LAMP requires the provision of an adequate number of trained stewards at each coach parking location, in order to manage coach parking and minimise disruption. The stewards are charged with providing direct management of coaches as they arrive to park and during the game (ensuring engines remain switched off), and management of spectators as they disembark and arrive back at the coaches ready to depart after the match. There is a requirement that the SMP and LAMP are periodically updated. The updated LAMP has now been agreed and

is due to be published prior to the commencement of the upcoming 2015/16 football season.

## 7. CONSULTATION

### Public Consultation

- 7.1 Letters were sent out on 13<sup>th</sup> April 2015 to 3119 properties that surround the proposed coach parking locations. Letters were also left at the front desk of the Sobell Centre. Site notices were displayed at each of the proposed coach parking locations on the 16<sup>th</sup> April 2015, and a press notice was also published on the same date. The public consultation period ended on the 7<sup>th</sup> May. However, it is the council's practice to continue to consider representations received up until the date of decision.
- 7.2 At the time of the writing of this report a total of 31 responses had been received from the public with regard to the application. Of these, 26 set out objections to the proposals, 3 responses provided comments and concerns but did not object to the proposal, and 2 responses expressed support for the proposal. A petition with 371 signatories was also received objecting to the proposal. Table 2 below provides a breakdown of the objections received by location:

**Table 2 – Locations to which objections relate**

Location	Number of Objections
General Objection	2
Queensland Road	5
Hornsey Road	5
Sobell Centre	2
Hornsey Street	12
Finsbury Park	0

- 7.3 The issues raised regarding the proposed coach parking arrangements are summarised below (with the paragraph that provides responses to each issue indicated within brackets):

#### 7.4 General Objections

- All coaches should be parked under the Stadium and not on the street as originally planned when the Stadium was permitted (9.2-9.4, 9.15 – 9.46);
- Coach parking will reduce parking available for local residents (9.61, 9.63, 9.71, 9.78, 9.97-9.101, 9.108-9.109, 9.116-9.117, 10.12);
- Coach engines left running while parked causes air and noise pollution; (7.19, 9.49, 9.68-9.69, 9.84, 9.87, 9.103-9.104, 9.123-9.124, 10.13-10.14) and

- A permanent permission would not allow the situation to be monitored and reviewed in order to take account of future problems and changes in circumstances (3.1, 9.46, 10.15)

## 7.5 Queensland Road

- Large quantities of litter are generated by spectators arriving on coaches and this is not collected and cleaned up after the game; (9.65, 9.69)
- Coach engines left running while parked causes air and noise pollution; (7.19, 9.49, 9.65, 9.67, 9.68, 9.69)
- Air pollution from coach exhausts would harm the health of residents; (9.49, 9.68, 9.69)
- Spectators arriving by coach have been seen urinating in the street; (7.20, 9.49, 9.68, 9.69)
- The proposal will result in reduced safety and security for residents of Queensland Road; (7.10, 7.12, 7.20, 9.49, 9.55, 9.68, 9.69)
- Spectators alighting and waiting to board coaches would block entrances to residential buildings, including wheelchair access; (9.49, 9.58, 9.65-9.66, 9.68-9.69)
- Drunk supporters congregate by coaches shouting and harassing residents; (7.20, 9.49, 9.55, 9.65, 9.66-9.69)
- AFC stewards are not properly trained and do a poor job; (7.12, 7.19, 7.20, 9.49, 9.50, 9.68, 9.69)
- Coach drivers and stewards are rude to residents; (7.12, 7.19, 7.20)
- Coaches would block the access for emergency vehicles; (7.10, 7.12, 9.49, 9.54, 9.63)
- Coach parking would result in a loss of residents' on-street disabled parking directly outside flats and would impact on the health and quality of life of disabled residents; (9.61-9.63, 9.65-9.69)
- Coach parking would result in reduced access to Queensland Road for residents; (9.53-9.69)
- The proposed coach parking would result in excessive noise and disturbance for residents; (9.49, 9.55, 9.65-9.69) and
- Coach parking would prevent guests from visiting and being able to park. (9.53-9.69)



## 7.6 Hornsey Road

- The proposal would result in increased traffic congestion; (7.10, 7.12, 7.13, 7.17, 9.49, 9.70-9.72, 9.76-9.78)
- Coach engines left running while parked causes air and noise pollution; (7.19, 9.49, 9.83-9.87)
- Air pollution from coach exhausts would harm the health of residents; (7.19, 9.49, 9.79-9.87)
- Coach parking will reduce parking available for local residents; (9.70-9.72, 9.78)
- The proposal would result in reduced privacy for residents due to overlooking from coaches; (9.79-9.83, 9.85-9.87)
- The proposal would cause highway safety issues; (7.10, 7.12, 7.13, 7.17, 9.49, 9.70-9.73, 9.77-9.78)
- AFC stewards are not properly trained and do a poor job; (7.12, 7.19, 7.20, 9.49, 9.50, 9.84-9.87)
- The proposal would result in increased levels of anti-social behaviour; (7.10, 7.12, 7.19, 7.20, 9.49, 9.71-9.73, 9.83-9.87)
- Spectators alighting and waiting to board coaches that are double stacked would block entrances to residential properties; (9.49, 9.76, 9.84)
- There is the potential for fans arriving on coaches to enter the Harvist Estate and cause problems including:- public urination, vandalism, leaving litter, risk of assault for residents, fighting between rival fans; (7.10, 7.12, 7.19, 7.20, 9.72-9.74, 9.79-9.80, 9.83-9.87)
- There would be noise and disturbance from spectators alighting and boarding coaches and coach engines starting up, particularly after 10pm for mid-week matches; (7.12, 7.19, 7.20, 9.49, 9.71-9.73, 9.76-9.77, 9.79-9.87) and
- The coach parking for away fans is adjacent to the Tollington Public House frequented by Arsenal fans and this could create a flash point for trouble; (7.10, 7.12, 7.20, 9.49, 9.71-9.74, 9.79, 9.84-9.86)

## 7.7 Sobell Centre

- Coach parking would result in a significant reduction in parking for centre users; (7.18, 9.90, 9.97-9.101)
- The exit from the coach parking area onto Isledon Road is not suitable for use by large coaches, as evidenced by a coach becoming stuck on 19<sup>th</sup>

February 2014 – Arsenal Vs Bayern Munich preventing any of the other coaches from leaving and therefore prolonging the noise and disturbance for local residents; (9.94)

- On 25<sup>th</sup> May 2015, 4 coaches travelled through the customer car park and exited directly onto Hornsey Road, rather than via the approved exit onto Isledon Road, causing danger to service users and other members of the public. (9.95-9.96)
- If it is unsafe to park spectator coaches under the Stadium for security reasons, it is not safe to park the coaches at the Sobell Centre; (7.10, 7.11, 7.12)
- The use of the car park for coach parking would result in a significant loss of income for the Sobell Centre as a result of lost revenue from customer parking and as a result of people not using the centre due to a lack of available customer parking; (7.18, 9.90, 9.97-9.101)
- Coach parking has the potential to cause increased levels of prostitution and drug dealing; (7.10, 7.12, 7.20, 9.49, 9.103-9.104)
- The parking of coaches at the Sobell Centre breaches the terms of the under-lease and lease of the property, which only allows for use of the property for activities relating to the principle use of the property as a sports centre (this issue falls outside of the remit of planning legislation and therefore is not a material consideration in the determination of this application);
- The parking of coaches at the Sobell Centre does not adhere to the charitable objectives of the Sobell centre which is a charitable asset (this issue falls outside of the remit of planning legislation and therefore is not a material consideration in the determination of this application);

7.8 A petition objecting to the proposal signed by 371 predominantly Sobell Centre users and some local residents has been received. The grounds of objection raised by the petition can be summarised as follows:

- The proposal to park coaches at the Sobell Centre and on Hornsey Road would have a very detrimental impact on the daily lives of local residents and Sobell Centre users; (9.88-9.104)
- The proposals would result in increased parking difficulty for local residents and Sobell Centre users, including people with disabilities; (7.17, 7.18, 9.97-9.101)
- Coach parking should be located under the Stadium; (9.2-9.4, 9.15 – 9.46) and
- It is believed that the parking of coaches at the Sobell Centre illegally breaches the terms of the lease and under-lease of the centre (this issue

falls outside of the remit of planning legislation and therefore is not a material consideration in the determination of this application).

## 7.9 Hornsey Street

- Coach parking would reduce parking available for local residents; (9.106-9.109, 9.116-9.117, 9.119)
- Coach engines and spectators would result in increased noise and disturbance for residents; (9.49, 9.106-9.109, 9.121-9.124)
- The proposal would result in increased traffic congestion; (7.10, 7.12, 7.13, 7.17, 9.49, 9.106-9.119)
- The proposal would cause highway and public safety issues; (7.10, 7.12, 7.13, 7.17, 9.49, 9.106-9.119)
- The proposal would result in large quantities of litter being generated which would not be collected and cleaned up after the game; (9.106-9.109, 9.124)
- The proposal would lead to public urination; (7.12, 7.20, 9.49, 9.106-9.109, 9.122-9.124)
- The proposal would cause increased levels of anti-social behaviour; (7.10, 7.12, 7.20, 9.49, 9.106-9.109, 9.122-9.124)
- Coach engines left running while parked would cause air and noise pollution; (7.19, 7.20, 9.49, 9.106-9.109, 9.121, 9.123-9.124)

## **External Consultees**

- 7.10 Metropolitan Police Service (Match Day Commander):- supports the proposed coach parking arrangements.
- 7.11 Metropolitan Police Service (Counter Terrorism): - has advised that coaches should not be parked within the Stadium undercroft due to this posing an unacceptable terrorist threat.
- 7.12 Safety Advisory Group (SAG): a multi-disciplinary group which includes representatives from the Police, London Fire Brigade, medical and London Ambulance Service, TfL and the council). The Chair of SAG has advised that:- managing coach parking for away supporters is an important part of match days, and the location of it is key to ensuring that minimal disruption to the locality is caused. The locations and priority sequencing in this application have been derived by Arsenal reviewing experience at the Emirates with the police, council and colleagues from the Safety Advisory Team. There are established management plans for the locations and confidence that they deliver a safe environment for both visitors and local residents. Therefore, the proposal set out in the application is supported and it is urged that a permanent approval should be given.

- 7.13 Transport for London (TfL): – have raised no objection to the proposals subject to the use of Hornsey Street being limited to not more than twice per season.
- 7.14 London Borough of Haringey – have confirmed that they would support the use of Finsbury Park for coach parking as required in exceptional circumstances.
- 7.15 London Borough of Hackney - did not provide a response.
- 7.16 London Fire & Emergency Planning – did not provide a response.

### **Internal Consultees**

- 7.17 Spatial Planning and Transport (Transport Officer):

The relocation of the coach parking further south along Hornsey Street would provide a more convenient and accessible location for coach parking closer to the Stadium, allowing spectators to more easily access the Stadium and reducing the impact on residents of the Harvist Estate, thereby helping to mitigate the overall impact of the coach parking on local residents. The proposed double stacking on Hornsey Road on four occasions would significantly reduce the impact on the Sobell Centre, potentially removing the need to use the Sobell Centre at all for most seasons. The coach parking arrangements in place for the 2014/15 season appear to have worked well and it is not apparent that any complaints have been received regarding the transport arrangements. Since the last application was made the LAMP has been significantly revised and updated. The range of mitigation measures in place to address concerns with coach parking both generally and at the specific parking locations are carefully addressed within the LAMP. Subject to the coach parking arrangements put forward under this application being operated in accordance with the measures set out in the updated LAMP, it is considered that a good level of mitigation against the negative impacts of coach parking would be provided and further benefits would be secured if coaches are parked double stacked on Hornsey Road.

- 7.18 Leisure Services: - Coach parking for Arsenal at the Sobell Centre has been maintained at 12 coach bays on matchdays. The council has developed the former school bus parking area to provide active football pitches that add value to the local leisure offer and increase the participation figures at the centre. This development restricts the flexibility that the centre previously had of offering up to 18 coach parking bays and this is now not possible. 12 coach parking bays are the maximum that the site can provide as more than this would affect public access to the centre. Any future proposals would need to ensure that this is factored in and the 12 bays should form the maximum ceiling of any future application. The primary business at the Sobell Centre has been increased and it is therefore imperative that centre users are not compromised by matchday parking arrangements.
- 7.19 Public Protection (Noise): – No noise complaints have been recorded during the 2014/15 season with regards to the operation of the approved Arsenal coach parking.

- 7.20 Licensing: - No complaints have been recorded by the Licensing Team during the 2014/15 season with regards to the operation of the approved Arsenal coach parking.

### **Other Consultees**

- 7.21 The application was presented to Members' Pre-application Forum on 23<sup>rd</sup> March 2015. Members of the Planning Committee also visited the local area during the Arsenal vs Everton match on 1<sup>st</sup> March 2015 to view the operation of the coach parking arrangements.

## **8. RELEVANT POLICIES**

- 8.1 Details of all relevant policies and guidance notes are set out within Appendix 2. This report considers the proposal against the NPPF and the following Development Plan documents.

### **National Guidance**

- 8.2 The National Planning Policy Framework (NPPF) was adopted in 2012 and seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals.
- 8.3 The National Planning Policy Guidance (NPPG) was launched in March 2014. The guidance provided in the NPPG is a material consideration and has been taken into account as part of the assessment of these proposals.

### **Development Plan**

- 8.4 The Development Plan is comprised of the London Plan 2015 (Consolidated with Alterations since 2011), Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013. The policies of the Development Plan that are considered relevant to this application are listed at Appendix 2 to this report.

### **Designations**

- 8.5 The proposed coach parking locations have the following designations under the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013:
- Queensland Road: Site Allocation HC5, Highbury Corner & Holloway Road Key Area;
  - Hornsey Road: Local Flood Risk Zone;
  - Sobell Centre: Nags Head & Upper Holloway Road Key Area, Local Flood Risk Zone;

- Hornsey Street: Protected Vista – Alexandra Palace to St Paul’s Cathedral

### **Supplementary Planning Guidance (SPG) / Document (SPD)**

8.6 The SPGs and/or SPDs which are considered relevant are listed in Appendix 2.

## **9. ASSESSMENT**

9.1 The main issues arising from this proposal relate to:

- Public Safety
- Residential Amenity
- Transportation

### **Background**

9.2 The Planning Inspector, when he allowed a temporary permission for coach parking arrangements covering the 3 football seasons up until the end of the 2011/12 season stated (para. 16 of the appeal decision),

9.3 *‘It may be highly desirable to all concerned to agree a long term solution to coach parking in association with use of the stadium. It may also be preferable that all or most of the provision should be off-street and controlled by Arsenal FC. Those are not however requirements of the amended condition (AG16). I must therefore make my decision on this appeal on the basis of the wording of the amended condition.’*

9.4 The wording of the Inspector’s decision clarifies the need to consider the proposal for coach parking arrangements, put forward under this current application, on the basis of the requirements set out in the wording of amended condition AG16 which states:

*“That during a major event, at least 40 coach parking spaces shall be made available for use within the stadium or at other locations outside the stadium as previously agreed by the council.”*

### **Coach Parking Demand**

9.5 The number of spectator coaches attracted to each football match held at the Emirates Stadium has been recorded as part of the Stadium Monitoring Programme, which is secured as part of the Stadium S106 legal agreement.

9.6 The number of times each of the approved coach parking locations was used during the previous football seasons from 2006/07 to 2014/15 is summarised in Table 3 below.

**Table 3: Frequency of use of coach parking locations – All home football matches**

Location	Frequency								
	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
Queensland Rd	30	30	31	29	30	31	26	31	29
Hornsey Rd	0	0	0	0	0	0	0	9	8
Sobell Centre	6	12	7	7	7	12	7	6	3
Hornsey St	1	3	1	1	0	0	0	0	0
Finsbury Park	0	0	1	0	3	2	2	3	3

- 9.7 The number of games played each season at the Emirates Stadium has been between 26 and 31. The match day coaches that travel to the Stadium are predominantly carrying away (opposition) supporters rather than AFC supporters. The demand for coach travel to the Stadium is dependent on a range of factors, including which opponents AFC are playing, the type of match (Premier League, FA / League Cup, European games) and the significance of the match (e.g. quarter final / semi-final of a knockout cup, or a league title / relegation decider). Consequently, the number of spectator coaches generated by football matches at the Stadium will vary from match to match and season to season.
- 9.8 Monitoring indicates that domestic knock-out cup competitions (FA Cup and League Cup) and the UEFA Champions League fixtures generally attract the highest number of coaches carrying away fans, whereas for games involving other London teams, coach travel by away fans is typically low.

**Table 4: Average number of coaches (including minibuses) per match for past seasons**

Season	Average Number of Coaches per Match
2008/09	21
2009/10	21
2010/11	19
2011/12	21
2012/13	18
2013/14	20
2014/15	20

- 9.9 The average number of coaches (including minibuses), per match at the Stadium, has remained fairly constant over the past 7 seasons, at approximately 20 coaches per match as illustrated by Table 4 above. Based on the relative consistency of the recorded figures, it is forecast that the number of coaches generated by matches played at the Stadium during future seasons will be broadly the same as those recorded during previous seasons.
- 9.10 The average number of coaches per match recorded during the 2014/15 season equates to an average of approximately 1,000 spectators per match, which equates to approximately 1.7% of all spectators at the Stadium.
- 9.11 The maximum number of coaches per game per season could potentially exceed the capacity of 40 coaches, as required to be provided by condition AG16. For example, during the 2011/12 football season, for the FA Cup game where Arsenal played Aston Villa, there were a total of 78 coaches (72 coaches carrying away fans and 6 carrying home fans). The 40 coach capacity was exceeded 3 times in

the 2011/12 season, once in the 2012/13 season, once in the 2013/14 season, and twice during the 2014/15 season.

- 9.12 The MPS has confirmed that, in the interests of minimising the risk of public disorder, it is considered necessary to segregate coaches carrying away supporters from coaches carrying home supporters for some fixtures. In the 2012/13 season, segregation was provided for 2 Premier League matches and all 4 Champions League games. In the 2013/14 season, segregation was provided for 6 Premier League games and 1 FA Cup game. In the 2014/15 season, segregation was provided for 7 Premier League matches and 1 Champions League match.
- 9.13 It is noted that the fourth priority location of Hornsey Street was not used for coach parking at all during the past 5 seasons, as sufficient coach parking capacity was provided by the higher priority locations at Queensland Road, Hornsey Road and the Sobell Centre, with Finsbury Park used to provide additional capacity on the two or three occasions per season when exceptionally large numbers of coaches were required to be accommodated.
- 9.14 In summary, based on an analysis of the data, for coach parking for past seasons at the Emirates Stadium, it is anticipated that there will continue to be a future requirement to maintain the existing coach parking capacity for 40 coaches as required by condition AG16. It is anticipated that there will be an occasional requirement for the provision of parking capacity for more than 40 coaches if AFC progress to later rounds of Cup competitions. However, it is noted that any future exceptional demand for coach parking capacity beyond 40 coaches, can be accommodated at Finsbury Park as has happened previously. This has been agreed in writing by Haringey Council.

### **Coach Parking in the Stadium Undercroft**

- 9.15 When plans to develop the Emirates Stadium were initially conceived, it was originally intended that the Stadium undercroft would accommodate the parking of up to 24 coaches, with a further 16 spaces to be provided under the Queensland Road development, providing a total capacity of 40 coach parking spaces within the development. However, since 2005 (prior to the Stadium becoming operational), the MPS Counter Terrorism Unit have provided consistent advice with regards the potential terrorist threat associated with allowing spectator coaches to park beneath the Stadium. Consequently, in light of this advice, the Stadium undercroft has never been used for the parking of spectator coaches.
- 9.16 Furthermore, procedural complications and delays in the delivery of the Queensland Road development, coupled with the security concerns raised by the MPS Counter Terrorism Unit, also prevented the initially intended Queensland Road undercroft coach parking space from being brought forward.
- 9.17 As a result of the above, the originally envisaged undercroft coach parking within the Queensland Road development was not incorporated within the revised Queensland Road development that was approved by the Planning Committee in July 2009 under planning permission ref: P082018. Consequently, even if coaches were able to park within the Stadium undercroft, this would only provide capacity for up to 24 coaches, with the need to continue to locate a further 16 coaches on-



street, in order to meet the requirements of condition AG16. Furthermore, if the 24 coaches were to enter the Stadium undercroft laden with spectators, this would not provide the possibility for segregation of coaches carrying home and away supporters (as required by the MPS).

- 9.18 Following requests from Councillors and neighbouring residents, the feasibility and implications of parking coaches within the Stadium undercroft have again been explored, in great detail, by the council in association with AFC, the MPS Match Day Commander and the MPS Counter Terrorism Unit.
- 9.19 Working closely with the MPS, AFC produced a report which examines the feasibility and implications of potentially parking coaches under the Stadium. The report highlights that there are a significant number of logistical and management issues associated with parking coaches within the Stadium undercroft, that make this arrangement unworkable.
- 9.20 The report concludes that, even setting aside the contention that the Stadium is not designed to accommodate public access from the basement level, it would be necessary to drop-off and pick-up spectators at locations on surrounding roads outside the Stadium (see further details set out in the paragraphs below). This would result in an increased number of coach movements in the area around the Stadium, with an associated increase in disruption to the local area, above that experienced as a result of coach parking arrangements for previous seasons, or those proposed under this current application.
- 9.21 The paragraphs below discuss in detail the implications of potentially parking up to 24 coaches within the Stadium undercroft, and why this is not considered to be a practical or viable solution to the provision of match day coach parking (in the medium term).

#### Public Access from the Stadium Undercroft

- 9.22 The implications of allowing either coaches laden with spectators, or un-laden coaches, to enter the Stadium undercroft for parking have been re-investigated. As a starting point, the original Stadium planning permission (ref: P011500) and associated Environmental Impact Assessment assumed that coaches would drop off spectators outside the Stadium, prior to the match, then park in the undercroft, and pick up spectators outside the Stadium after the match. It is therefore the case that, as approved, it was only ever envisaged that un-laden coaches would enter the Stadium undercroft.
- 9.23 At no point in the Stadium design process was it the intention to allow general public access into and out of the spectator areas of the Stadium (other than for executive club and box levels) from the undercroft. This is borne out in the fact that, only one of the nine stair cores into the Stadium undercroft, is designed to incorporate a turnstile allowing controlled access for the limited number of people accessing the executive areas. The other eight stair cores provide service access and are un-restricted by turnstiles, as is a requirement of the Stadium's emergency access strategy, as set out in the Stadium Safety Certificate. Those eight stair cores are required to remain obstruction free, as in the event of an emergency,

they would serve as one of the egress points which would allow the Stadium to be fully evacuated within 8 minutes as required by the Safety Certificate.

- 9.24 It is a requirement of the Stadium Safety Certificate that any members of the public entering the Stadium must go through a turnstile. For the limited number of people that access the executive areas of the Stadium, via the undercroft, this therefore has to be through the single turnstile entrance (which only provides access to the executive areas and not to the rest of the spectating areas). If turnstiles were to be installed at the other stair cores, to allow increased capacity for public access from the undercroft, this would prevent the necessary evacuation times, as required by the Safety Certificate, from being met. These cores, insofar as access to the Stadium from the undercroft is concerned, cannot therefore be brought into use for general public match day access or egress, except in an emergency. Consequently, if coaches laden with spectators were to enter the undercroft, the spectators would need to be led back out of the undercroft onto Queensland Road and then round to the ground floor level turnstile entrances from the Stadium podium.

#### Arrival of Coaches, Security Searches & Scanning

- 9.25 The security protocol for the Stadium requires that all vehicles entering the Stadium undercroft need to be searched prior to entry. No cars are allowed to enter the undercroft, unless they have been pre-registered, with associated security background checks having been undertaken. All cars are searched prior to being allowed to enter the undercroft and this takes approximately 5 minutes per car. It is necessary for commercial vehicles relating to TV broadcasting, catering and medical services to enter the undercroft area before each match. Again, no commercial vehicles are allowed into the undercroft unless the vehicle and occupants have been pre-registered and background checked. These vehicles are also searched prior to entry and are required to arrive at least 3 hours prior to the start of the match.
- 9.26 No large vehicles such as coaches are allowed to enter the undercroft unless they have been subject to a search of sufficient detail to mitigate any risk associated with a vehicle of that size. The MPS Counter Terrorism Search Team have advised that a search of a coach that is equivalent to that undertaken for each car (which takes 5 minutes per car) would take a team of 6 trained officers approximately 2 hours to complete for each coach.
- 9.27 As a comparison, during the London Olympics in 2012, searches of coaches by expertly trained military and police search teams took upwards of 16 minutes per coach. However, all coaches allowed to access Olympic venues were fully registered under the VAPP (Vehicle Accreditation and Parking Permitted) system operated by LOCOG (London Organising Committee of the Olympic & Paralympic Games) and had arrived from a designated 'clean area' such as the Athlete's Village or main Media Centre. The VAPP system has been specifically designed to provide registered vehicles with timely access through a checkpoint that other vehicles would not be allowed through. Any vehicles arriving at Olympic venues without the correct VAPP paperwork were turned away at a permit check point located at least 500m away from the venue.

9.28 Evidently, it would not be practically possible to stop and manually search up to 24 coaches prior to entry into the Stadium undercroft due to associated time and resource (number of trained officers and dogs required) constraints. Therefore, consideration has been given to the feasibility of potentially screening coaches using high tech scanning equipment.

#### High-Tech Scanning

9.29 The evolution of high energy scanning equipment in recent years has seen the ability for goods and materials to be searched rapidly and remotely. The use of X-ray scanning has enabled good quality images to be used to identify threats across a wide range of applications and for a range of purposes. In all situations the scanning equipment must be utilised by a specially trained operator and the threat or risk identified by a specialist team that are appropriately trained to know how to react to any situation that may occur.

9.30 Any threat that is identified as a result of the scan is invariably isolated in order to allow a manual search that can determine the appropriate action. The scan is not a search, it provides only an indication that there is an item of potential risk on board a vehicle. The risk must then be assessed and actioned by specialist trained personnel in an environment that removes risk from the public.

9.31 In order to undertake this search a specialist team needs to be established and operated according to appropriate accreditation and training. This is particularly resource heavy and requires a dedicated team, able to work in short shift patterns that reflect the intensity of the search role.

9.32 High energy scanning equipment cannot be used on occupied vehicles. (For HGVs a low energy, safe 'CabScan' approach is used that switches automatically to high energy to search trailers). In order to scan coaches with high energy, it is a safety requirement for passengers to be disembarked prior to the scan. The other option is to use a low energy scanning system.

9.33 The use of low energy scanning systems is much safer for individuals, and can operate to high levels of detail in modern equipment. However, it is important to note that the scan is not a search and therefore must be carried out in conjunction with a specialist trained search team to identify and react to any suspect images. Coaches cannot be searched with passengers onboard, therefore, in order for a coach to be searched it would be necessary for the passengers to disembark.

9.34 Consequently, no system exists that would enable spectator coaches to enter the Stadium undercroft directly, with no pre-search, and with passengers remaining on board. In order to park coaches under the Stadium (whilst maintaining the safety and security of the Stadium building and spectators) the following would be required:

- The disembarkation of spectators from coaches at a location away from the Stadium screening area. Two segregated locations would be required for home and away fans.

- The establishment of a search / screening location, off of the public highway, which coaches would enter in advance of the Stadium undercroft (this was located 500m away from venues at the Olympics).
- The ability to bypass cars around coaches, due to the discrepancy in search times. This would require the provision of a minimum of two entrance lanes.
- The operation of a rejection lane for manual searches of coaches (should suspect images be found on the scanning equipment). This would generate a requirement for a third lane which leads back away from the Stadium.

- 9.35 In addition to the need to significantly redesign the Stadium entrance and surrounding roads to accommodate additional separate entry lanes, search areas and bypass lanes, the requirement to undertake searches on coaches, prior to entrance into the Stadium undercroft, would require significant amendments to the Stadium and local area operations. These operational changes would be necessary to maintain the safety of spectators and prevent significant increased impacts on local residents, businesses, and traffic flows on the surrounding highways. The changes to operational requirements that would be associated with parking coaches within the Stadium undercroft are described in detail in the paragraphs below.
- 9.36 At least two on street locations would need to be identified and agreed within close proximity to the Stadium, where spectators travelling on coaches would be dropped off. Two locations are required in order to achieve appropriate segregation of home and away fans. The drop off locations would ideally be sited in locations that are easily accessible from the strategic highway network and would need to be long enough to accommodate a number of coaches, as coaches carrying away fans have a tendency to travel together and arrive in groups of 3-4 coaches.
- 9.37 The coaches would need to arrive within a one hour window between two hours before kick off, when the Stadium opens to the public, and one hour before kick off, so as to avoid road closures and allow spectators sufficient time to comfortably get to their seats before the start of the game. Roads around the Stadium are closed one hour prior to kick off, for the safety of spectators walking to the Stadium, consequently, coaches would not be able to reach the Stadium after this time.
- 9.38 Prior to kick off, the roads surrounding the Stadium are congested. Therefore, coaches would need to arrive sufficiently early so as to avoid getting caught in the congestion and missing the short one hour window which would allow access to the Stadium and the scanning / searching area.
- 9.39 Each coach would need to wait at a drop off location for a minimum of 5 minutes to allow passengers to disembark. Each drop off location would need to be managed by stewards or police officers to prevent spectators from loitering in the area and to prevent anti-social behaviour and public disorder. The drop off locations would need to be on the left hand side of the carriageway (for the direction the coaches would arrive from), so as to avoid unloading spectators into the road. However, for coaches arriving from Europe, the locations would need to be on the right side of the carriageway. In either case, the drop off locations would be difficult to manage

without a road closure, and would be likely to cause traffic congestion as a result of spectators spilling into the carriageway.

- 9.40 Once coaches have dropped off their passengers they would then be able to approach the designated screening area. As described above, the screening of coaches prior to entering the Stadium undercroft could be subject to an electronic scan with a subsequent manual search for any coaches which register suspect images during scanning. The length of time taken for each coach to pass through scanning and potential searches would be determined by the findings of the scan. It would only be possible to scan and search one coach at a time, therefore, coaches would need to queue to be scanned and searched. If a suspect image was registered by the scan, therefore requiring a further manual search, this would cause potential significant delays to the scanning of further coaches and the movement of coaches, cars and any other vehicles into the Stadium undercroft. Given the lack of available space on roads around the Stadium, coaches waiting to be scanned, would cause substantial congestion and would result in an inability to clear the highway prior to the commencement of road closures around the Stadium.
- 9.41 To summarise, the scanning of a vehicle whether electronically or manually, is undertaken to identify items of risk. The identification of these items following a scan requires manual investigation of that item by a team of specialists. To undertake this search, the vehicle should be isolated in order to avoid risk to the public. In an area of limited space such as the approach to the Stadium undercroft, this manual assessment would require the suspension of access to the undercroft for all vehicles for the duration of the search. The impact of this operation would therefore be widespread and substantial.

#### Post Match Departure

- 9.42 Following the end of a match, the roads immediately surrounding the Stadium are heavily congested with fans and the exit from the Stadium car park is closed 15 minutes before the final whistle. Therefore, coaches parked within the Stadium undercroft would need to have left the Stadium and be at their passenger pick up locations prior to the final whistle. As an example, assuming 10 coaches were parked in the Stadium undercroft and that an average of 5 minutes manoeuvring time was allowed for each coach to clear the Stadium undercroft, then coaches would need to start departing at least 50 minutes before the final whistle (matches generally last a minimum of 105 minutes).
- 9.43 Passenger pick up locations would need to be sufficiently large, so as to be able to accommodate all of the coaches that had parked within the Stadium undercroft at the same time. Therefore, they would need to provide the same level of coach parking capacity as has been provided for the past 9 football seasons and is proposed under this current application. In a similar manner to the drop off locations described above, it would be desirable that the pick-up locations would allow spectators to gather on the footway prior to boarding their coach as opposed to within the carriageway, which would impact on traffic flow and highway safety. Separate pick up locations would be required for European spectators' coaches unless the pick up locations were contained within a road closure area.

- 9.44 All spectators would need to be picked up from the location where they were dropped off prior to the match, otherwise, it would be likely to result in significant confusion for spectators trying to find their coach, thereby delaying the departure of spectators, providing increased likelihood of anti-social behaviour and public disorder in the areas around the Stadium.

### Summary

- 9.45 The above paragraphs set out the various logistical and management issues that would be associated with the parking of coaches within the Stadium undercroft, taking into account the design of the Stadium, the requirements of the Stadium Safety Certificate, and the advice provided by the MPS Counter Terrorism Unit with respect to security requirements. Each one of these challenges, taken on their own, mean that the parking of coaches within the Stadium undercroft would result in significant negative impacts on the adjoining highways and the amenity of local residents. Of particular note, is the fact that the Stadium is not designed to accommodate significant public access direct from the undercroft and could not simply be re-designed to allow this to happen, due to emergency evacuation requirements that prohibit the provision of further turnstile access from the undercroft. Consequently, it would be necessary to provide coach passenger drop off and pick up locations, which would effectively replicate the issues caused by the agreed coach parking locations for the past 9 seasons, and proposed under the current application. However, there would be added noise, disturbance, air pollution and highways impacts associated with the additional coach movements, in the areas surrounding the Stadium, which would increase negative impacts on neighbours and ultimately be counter productive.
- 9.46 It is considered that the issues, set out above, clearly illustrate that it is not, at this current time, practically possible to provide coach parking within the Stadium undercroft, and it is highly unlikely that this situation will change in the foreseeable future. Further to these issues, it is also important to note that the advice provided by the MPS Counter Terrorism Security Unit, that spectator coaches should not be parked in the Stadium undercroft, has remained consistent from 2005 until the present day. This position was further confirmed in a letter from the MPS to the council in February 2012 and remains the same, "*There has been no reduction in the threat levels since this was last reviewed and thus the recommendation is that there should be no coach parking under the stadium on a match day.*"
- 9.47 Taking into account that it is not currently practically possible to secure coach parking within the Stadium undercroft, it is necessary to ensure that appropriately controlled and managed coach parking is provided, in accordance with the MPS operational needs, at other locations outside the Stadium. Each of the proposed coach parking locations for the 2015/16 season and beyond are discussed in detail in the sections below.

### Proposed Locations

- 9.48 There are two differences between the current coach parking proposal and the temporary permission covering the previous 2014/15 season (these are set out above at paragraphs 5.7 to 5.9).

9.49 All locations, apart from the Sobell Centre, provide on-street coach parking. As required by the Local Area Management Plan (LAMP), AFC stewards would be present at all the designated coach parking locations that are required to be used for each match, from 4 hours before the scheduled start of the match to the start of the match, and from the end of the match until all coaches have departed. The

AFC stewards would carry-out the following functions at each of the designated coach parking locations:

- Coordinate the parking of coaches;
- Assist with the manoeuvring of coaches;
- Record the number of coaches;
- Advise drivers to switch off engines and air-conditioning once coaches are parked;
- Inform drivers and passengers that they must return to the coach as soon as reasonably practical following the end of the match;
- Direct spectators and drivers to portable toilets as required;
- Advise drivers to only switch on engines immediately prior to departure;
- Manage the behaviour of spectators and direct them quickly towards the Stadium or back onto their coach after the game;
- Remind coach drivers and passengers to be respectful of residents and their property and to conduct themselves appropriately;
- Provide general advice and assistance to coach drivers and spectators as required; and
- Coordinate the departure of coaches.

9.50 The number of stewards to be deployed at each site for each match day, would be determined by operational requirements, for example: the number of coaches allocated to use the coach parking location on that match day, and whether the coaches are carrying home or away supporters.

9.51 The spectator coach parking locations proposed for the 2015/16 season and beyond (and their order of priority) are set out below in Table 5. However, it is necessary to note that the order of priority in which the sites are used would remain dynamic as determined by the operational requirements of the MPS based on the intelligence which they receive on a match-by-match basis.

**Table 5 – Proposed coach parking sites for 2015/16 season and beyond**

Order of Priority	Coach Parking Location	Capacity (No. of Coach Parking Bays)
1	Queensland Road	18
2	Hornsey Road	9 or 13 (if double stacked)
3	Sobell Centre	12
4	Hornsey Street	11 (not used more than twice per season)
5	Finsbury Park	90+ (only used in exceptional circumstances)

9.52 Details of the proposed arrangements at each proposed coach parking location and an assessment of the associated impacts at each location are set out in the sections below.

**Queensland Road**

9.53 Queensland Road, is a cul-de-sac located directly adjacent to the south of the Emirates Stadium, with a single entrance from Benwell Road. Due to its proximity to the Stadium, Queensland Road is located within the matchday road closure area. Queensland Road has recently been redeveloped as part of the wider Arsenal regeneration programme. Running along the south side of the road is a 6 storey residential development which is now fully completed and occupied. Along the north side of the road is a predominantly residential (mixed-use) development that ranges from 10 to 15 storeys in height. The north side development is nearing completion and is now mostly occupied (likely to be fully occupied by the start of the 2015/16 season).



**Proposed coach parking layout for Queensland Road.**

9.54 The carriageway on Queensland Road has been specifically designed (as part of the redevelopment) to accommodate the parking of up to 18 coaches, utilising both sides of the carriageway (8 coaches along the north side and 10 coaches along the south side of the carriageway), while maintaining the necessary access for emergency vehicles to access the Stadium and the Queensland Road



development if so required. Three safe working areas have been designed in association with the London Fire Brigade (LFB) in order to ensure access to dry riser mains for the buildings on either side of Queensland Road would be maintained on match days without interference from parked coaches. LFB has undertaken testing of the emergency access with coaches in situ on Queensland Road during the 2013/14 season.

- 9.55 Queensland Road has been used as the first priority location for coach parking for all 9 football seasons since the Emirates Stadium opened in 2006, due to its convenient location immediately adjacent to the Stadium. Consequently, spectators arriving on coaches parked at Queensland Road would have less than a 5 minute walk between their coach and the turnstile entrances to the Stadium accessed from the Stadium podium. This route is particularly useful in managing away supporters, as it provides them with the most direct route into the Stadium, which keeps them away from locations where potential conflict with home supporters could occur.
- 9.56 It is proposed that Queensland Road would continue to be used as the first priority location for coach parking to provide capacity for up to 18 coaches, as requested by the MPS. This would represent a continuation of the existing coach parking arrangement for the 2014/15 football season.
- 9.57 If Queensland Road was to continue to operate as the first choice location for coach parking, it is predicted that it would be used to provide coach parking for all football matches played at the Stadium. Based on the number of games in previous seasons, this is likely to be between 26 and 31 times per football season.
- 9.58 Although it is proposed to continue to use Queensland Road for every match, based on records of coach parking demand over previous seasons, it is anticipated that on half of these occasions, it would be likely to need to accommodate just 10 coaches, and of these 10 coaches, it is likely that for some matches some of the vehicles would be minibuses rather than full size coaches.
- 9.59 Coaches entering Queensland Road would be directed by stewards to the coach turning head at the end of the road, where the coaches would be turned around to face the exit from Queensland Road onto Benwell Road for ease of departure. Once turned around, the coaches would be directed, via a carefully choreographed sequence of parking, into allocated ordered parking bays, so as to ensure the most effective use of available space and to ensure operations are as efficient as possible.
- 9.60 The departure of coaches from Queensland Road would be determined by the MPS based on operational requirements at the time. However, this is likely to be within approximately 30 minutes from the end of the match, within the period that road closures are still in place, but after spectator movement around the Stadium has sufficiently decreased from the post match peak.
- 9.61 On match days, parking bays on Queensland Road (some of which are intended for blue badge holders) would be suspended. However, 19 parking spaces, for any displaced blue badge holders, would be re-provided within the basement parking area that forms part of the development on the north side of Queensland Road.

Therefore, there would not be a significant reduction in car parking capacity for Queensland Road residents as a result of coach parking on Queensland Road.

- 9.62 The management and control of coach parking is covered by the Local Area Management Plan (LAMP), which has recently been updated and is due to be published prior to the commencement of the upcoming 2015/16 football season. The updated LAMP incorporates the following measures for Queensland Road:
- The suspension of parking bays and double yellow lines to allow for match day coach parking.
  - Plates will be attached to parking bay suspension signs on Queensland Road indicating the date of the next match at least ten days prior to the match where possible.
  - Special signs will be revealed which will indicate parking bay suspensions on Queensland Road one day before a match.
  - Cones will be placed along the relevant section of Queensland Road to reinforce no waiting and loading during the morning prior to a match.
  - LBI will remove vehicles that are parked in the coach parking bays and any dangerous obstructions on Queensland Road during the period leading up to a match.
  - The parking suspension signs on Queensland Road will be concealed by 8:30am on the day following a match.
  - All traffic cones used for reinforcement of parking restrictions on Queensland Road will be removed within three hours after the completion of a match.
- 9.63 Subject to appropriate management in line with the controls set out in the LAMP, it is considered that the continued use of Queensland Road (which is located within a match day road closure) for match day coach parking, would not have a significant detrimental effect on the operation of surrounding highways or resident parking, and the required emergency access would be maintained.

#### Impact on Residential Amenity

- 9.64 The redevelopment of Queensland Road is now mostly occupied and is likely to be fully occupied by the start of the 2015/16 football season. This development comprises high density residential blocks, which provide a total of 729 residential properties.
- 9.65 The continued use of Queensland Road for coach parking would unavoidably result in some additional noise and disturbance for Queensland Road residents and some additional litter on match days. However, when assessing the potential impacts of continuing to provide on-street coach parking on Queensland Road, on the amenity of residents of Queensland Road, it is necessary to take into account the fact that the Stadium has been completed and in operation since 2006; and Queensland Road has been used to provide coach parking for all 9 football seasons that AFC have played at the Emirates Stadium.
- 9.66 It is considered reasonable to expect that anyone deciding to move to a residential property on Queensland Road, has when making that decision, been fully aware

that they are choosing to live directly next to a 60,000 capacity football stadium, with all the associated noise and disturbance that comes with the operation of the Stadium, including coach parking. The principle of using Queensland Road as the first priority location for coach parking is well established, having operated on this basis for the past 9 football seasons.

- 9.67 Furthermore, the impact on residential amenity, which coach parking would have, needs to be considered in the context of the overall level of match day noise and disturbance experienced by residents of properties located immediately adjacent to the Stadium.
- 9.68 As required by the LAMP, AFC would provide 6 stewards to marshal spectators disembarking and re-boarding coaches at Queensland Road. Stewards would prevent spectators from loitering on Queensland Road, directing them to the Stadium and back onto their coaches, and would also advise drivers to switch off their engines and air-conditioning once coaches are parked. These actions would minimise the potential for noise and disturbance, anti-social behaviour, and any restriction on resident movement and access, arising as a result of coach parking on Queensland Road, in as far as is practically possible.
- 9.69 Overall, taking into account that match day coach parking is well established on Queensland Road (having operated for 9 football seasons), and the high level of noise and disturbance which residents on Queensland Road would experience on match days anyway, regardless of coach parking (due to the influx of 60,000 football fans into the local area), it is considered that subject to the operation of coach parking in strict accordance with the controls required by the LAMP, this would not result in unacceptable harm to the amenity, safety or security of local residents.

### **Hornsey Road**

- 9.70 Hornsey Road (A103) runs north from Holloway Road passing adjacent to the west side of the Emirates Stadium. It is proposed to utilise a section of Hornsey Road to the northwest of the Emirates Stadium, located between the railway bridge and the cross-roads junction with Tollington Road (A503) to provide match day coach parking.
- 9.71 This section of Hornsey Road is covered by the LAMP and is subject to match day road closure and parking restrictions in order to allow safe spectator movement in the carriageway prior to and immediately following matches.
- 9.72 The northern half of the east side of this section of Hornsey Road was used as the second priority location for the parking of up to 9 coaches during the 2014/15 football season, while the southern half of this section of Hornsey Road has been used by the MPS to park a limited number of their match day support vehicles for several seasons. It is noted Hornsey Road was only used for the parking of coaches carrying home (AFC) supporters during the 2014/15 season.
- 9.73 The MPS have recently relocated their vehicle parking to Citizen Road and it is now proposed to use the southern half of this section of Hornsey Road to provide coach parking as the second priority location as requested by the MPS. This

location is favoured by the MPS, as it best enables them to control spectator movements between coaches and the Stadium, and allows the MPS to limit the interaction of spectators (arriving on coaches) with local residents, due to the close proximity to the Stadium turnstile entrances.



Proposed coach parking layout for Hornsey Road – showing 9 spaces.



Proposed coach parking layout for Hornsey Road – showing 13 spaces with double stacking.

9.74 The coach parking area on Hornsey Road would extend from the railway bridge north up to a point level with the property at 77 Hornsey Road. If coaches were parked in single file along the east side of the carriageway, there would be capacity to park up to 9 coaches. If 4 coaches were parked double stacked, in two parallel lines, at the southern end of the coach parking area, there would be capacity to park up to 13 coaches on match days.

9.75 Based on the data collected from previous seasons, if Hornsey Road was to continue to operate as the second choice location for coach parking providing 9 parking spaces, it is predicted that it would be used to provide coach parking between 7 to 9 times per season on average. If Hornsey Road was to be used to

provide 13 spaces with double stacking, then it is predicted that it would be used on approximately 12 occasions per season on average, with the full capacity only required on approximately 4 of these occasions. The variation in the number of times Hornsey Road would be used and the number of coaches it would accommodate is as a result of differing requirements for segregation for different games and different combinations of full size coaches and smaller minibuses.

- 9.76 With regards the proposed parking layout, coaches would arrive heading north along Hornsey Road. On arrival coaches would be parked in the designated spaces in a sequence running from north to south. It has been demonstrated that a 4m gap between coaches and the western kerb would be maintained if coaches were parked double stacked, thereby maintaining the required access for emergency vehicles (fire, ambulance, police) to the Stadium and all neighbouring properties.
- 9.77 Sufficient space would be provided between each coach to enable independent departure once a coach is loaded with spectators and ready to leave. Coaches would depart from Hornsey Road (heading north onto Tollington Road) as soon as they are loaded with passengers, and the on-site stewards have determined that the level of spectators in the adjoining carriageways has sufficiently decreased from the post match peak to a level that is safe for the coaches to depart.
- 9.78 Subject to appropriate management in line with the controls set out in the LAMP, it is considered that the use of Hornsey Road (which is located within a match day road closure) for match day coach parking would not have a significant detrimental effect on the safe operation of surrounding highways or the availability of parking for local residents. The MPS has confirmed that it has used its discretion to trial the proposed double stacking layout during the 2014/15 season.

#### Impact on Residential Amenity

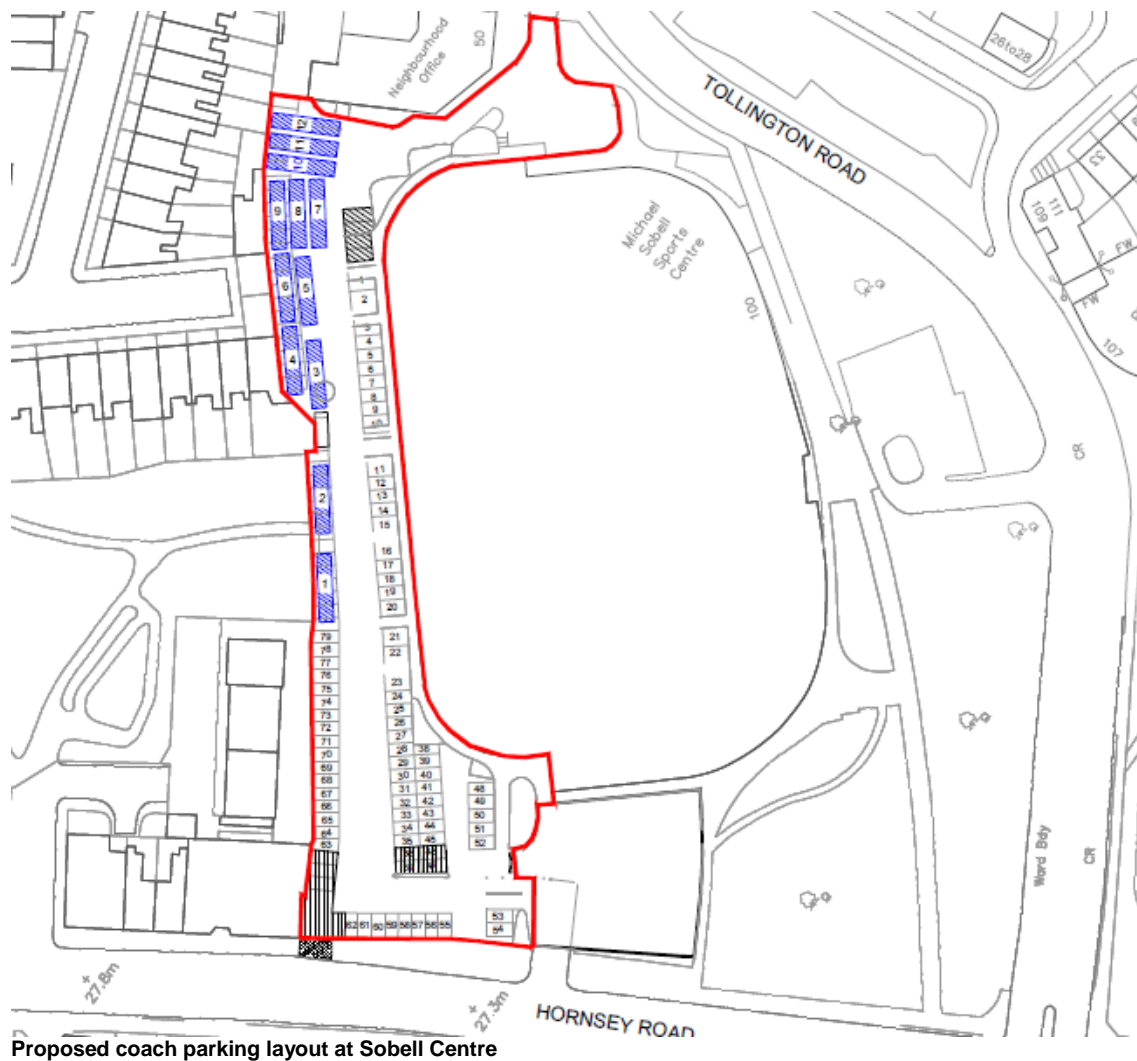
- 9.79 Directly adjacent to the east of the proposed coach parking area are public landscaped areas, a parade of commercial properties and a vacant site that has been cleared ready for redevelopment. Adjacent to the northeast of the proposed coach parking area are numerous low rise and high rise residential blocks within the Harvist Estate. Adjacent to the west of the coach parking area are three storey terraces fronting Hornsey Road, which comprise a mix of commercial and residential uses at ground floor level with residential accommodation on the upper floors.
- 9.80 The closest residential block, within the Harvist Estate, to the most northern coach parking space, is Everett House, which is located approximately 22.5m away.
- 9.81 The terraced properties located on the west side of Hornsey Road (comprising a mix of commercial and residential uses at ground floor level with residential accommodation on the upper floors) would be approximately 14m from the coaches parked on the opposite side of the road if up to 9 coaches were parked in single file. If 4 coaches were parked double stacked, the nearest coaches would be approximately 9m from the nearest terraced properties on the west side of Hornsey Road: 66 Jackson Road and 49-51 Hornsey Road.

- 9.82 It is necessary to note that: 66 Jackson Road is located approximately 85m from the Stadium, comprises a convenience retail shop at ground floor level with residential accommodation above, and this property is orientated with residential windows that would not face towards the parked coaches; 49-51 Hornsey Road is located approximately 105m from the Stadium and comprises a vacant commercial unit at ground floor level with residential accommodation above.
- 9.83 The continued use of Hornsey Road as second priority location for coach parking would unavoidably result in some additional noise and disturbance for some residents living on and close to Hornsey Road on match days. However, the impact, which continuing to provide on-street coach parking on Hornsey Road would have on residential amenity, needs to be considered in the context of the overall level of match day noise and disturbance experienced by residents of properties located in such close proximity to the Stadium.
- 9.84 As required by the LAMP, AFC would provide 3 stewards to marshal spectators disembarking and re-boarding coaches at Hornsey Road. This equates to approximately one steward per 3/4 coaches. The stewards would ensure: that the coaches park correctly in the allocated spaces; that spectators proceed directly to the Stadium and then back onto their coaches, without loitering on Hornsey Road or attempting to enter the Harvist Estate; and that engines and air-conditioning are turned off as soon as viable and remain off while the coaches are parked. These actions would minimise the potential for noise and disturbance associated with coach parking on Queensland Road in as far as is practically possible.
- 9.85 The relocation of the coach parking on Hornsey Road, further south closer to the Stadium, and the possibility for double stacking of coaches closest to the Stadium, is considered to represent an improvement compared to the approved coach parking for the 2014/15 season, which was focused further north along Hornsey Road, running up to the junction with Tollington Road.
- 9.86 The proposed coach parking layout would provide the benefit of focusing operations and the associated impacts as close to the Stadium as possible, allowing coaches to be loaded as quickly as possible ready to depart after matches. The proposed layout would allow the MPS and AFC stewards to more easily control and limit the movement of spectators travelling by coach, keeping them further away from both the Harvist Estate and the Tollington Public House, thereby reducing the impact on a large number of residents within the Harvist Estate and reducing the opportunity for anti-social behaviour.
- 9.87 In summary, it is considered likely that there would be some increase in the impact on the amenity of some neighbouring residents on the west side of Hornsey Road, adjacent to the proposed coach parking location due to increased noise and disturbance, compared to the impact experienced as a result of the approved coach parking layout for the 2014/15 season. However, this is considered to be outweighed by the reduction in impact on a larger number of residents within the Harvist Estate. Furthermore, taking into account the proximity of the proposed Hornsey Street coach parking location to the Stadium, and the existing unavoidable noise and disturbance caused by spectators (who haven't travelled by coach) travelling to and from the Stadium along Hornsey Road, it is not considered that the parking of coaches, in this location, would result in such additional harm to

the amenity of neighbouring occupiers, compared to previous football seasons, so as to be considered unacceptable.

### **Sobell Centre**

- 9.88 The Sobell Centre is a large multi-purpose public sports centre located on the corner of Hornsey Road and Tollington Road approximately 500m to the northwest of the Emirates Stadium. The main car park at the Sobell Centre has been used as the second priority location for coach parking for 8 previous football seasons and was used as the third priority location for the 2014/15 season. Initially the Sobell Centre provided capacity for the parking of up to 18 coaches, but this was reduced to 12 coaches following the creation of two small sided-football pitches on part of the car park.
- 9.89 It is proposed that the Sobell Centre would continue to provide capacity for parking up to 12 coaches as the third priority location behind Queensland Road and Hornsey Road, as requested by the MPS.



Proposed coach parking layout at Sobell Centre

- 9.90 The Sobell Centre has been used on average up to 8 times per season in past seasons with a minimum usage of 3 times (2014/15 season) and a maximum usage of 12 times. Based on the data collected from previous seasons, if the

Sobell Centre was to continue to provide coach parking capacity as the third priority location, it is predicted that it would be used between 5-6 times each season on average if Hornsey Road was used to provide 9 coach parking spaces, and its usage would reduce, potentially to zero, if Hornsey Road was used to provide 13 coach parking spaces with double stacking.

- 9.91 The proposed coaches would enter the Sobell Centre on the west side from Hornsey Road, utilising the dedicated match day coach entrance. Coaches would depart onto Isledon Road from the east side of the Sobell Centre. It is considered that the additional 12 vehicle trips at the junction where coaches would enter the highway network would have a minimal impact on the operation of the highway as any queuing would occur within the Sobell Centre car park and not on the highway network.
- 9.92 The proposed parking layout within the Sobell Centre car park has been proven, through testing, to be the most efficient method of parking coaches within the available space. The sequence of parking is such that, arriving coaches would be parked immediately without having to wait for passengers to disembark from the previous coach. This would ensure that there is no undue delay prior to the coach being able to switch off its engine. Similarly, on departure, the coach parking layout allows coaches to depart from the Sobell Centre as quickly and safely as possible, without having to wait for the egress route to be clear of other parked coaches.
- 9.93 Coaches would depart from the Sobell Centre as soon as they are loaded with passengers and the on-site stewards have determined that the level of spectators in the adjoining carriageways has sufficiently decreased, from the post match peak, to a level that is safe for the coaches to depart. It is expected that 100% of coaches would depart within an hour following the end of a match.
- 9.94 It is noted that concerns have been raised by an objector that '*The exit from the coach parking area onto Isledon Road is not suitable for use by large coaches, as evidenced by a coach becoming stuck on 19<sup>th</sup> February 2014 – Arsenal Vs Bayern Munich preventing any of the other coaches from leaving*'. AFC have confirmed that a large double decker coach did get stuck at this game after the driver misjudged the turn at the exit and then reversed back onto a barrier. However, across the past 3 football seasons, 151 coaches have used the Sobell Centre and this is the only incident of a coach getting stuck which has been recorded. Subject to coach drivers exiting the site at an appropriate speed, coaches of all sizes are able to egress safely from the site onto Isledon Road. Since this incident occurred, the on-site stewards have been briefed to carefully manage the egress of the largest coaches from the site.
- 9.95 It is noted that concerns have been raised by an objector that '*On 25<sup>th</sup> May 2015, 4 coaches travelled through the customer car park and exited directly onto Hornsey Road, rather than via the approved exit onto Isledon Road, causing danger to service users and other members of the public*'. In response to this AFC have advised that the driver of one of the largest coaches did not feel that they could manoeuvre easily via the Isledon Road exit. They therefore used the Hornsey Road exit in a controlled manner directed by stewards. Unfortunately, 3 other coaches followed this coach to the Hornsey Road exit and the stewards deemed it safer to let them continue on their way rather than make them reverse and



manoeuvre back to use the Isledon Road exit. It has since been re-briefed to stewards that all vehicles should use the Isledon Road exit and this is included within the briefing information sent to drivers when booking their coach space.

- 9.96 Subject to appropriate management of the coach parking by stewards, in line with the controls set out in the updated LAMP, it is considered that the use of the Sobell Centre for match day coach parking would not have a significant detrimental effect on the operation of surrounding highways or public safety within the Sobell Centre site. The proposed coach parking layout at the Sobell Centre has been assessed by London Fire and Emergency Planning Authority and they concluded the arrangements would not obstruct emergency fire tender access to the Sobell Centre.
- 9.97 The total capacity of the Sobell Centre car park is 120 car parking spaces. These are all available for general public usage, except 12 bays within a separate car park adjacent to the entrance of the centre, which are exclusively for blue badge holders and staff (this separate car park is not affected by the coach parking proposal). 12 match day coach parking bays are designated at the east side of the main car park. This area of the car park is regulated by flip down signs (operated at the discretion of the MPS) that prohibit car parking in order to allow for coach parking.
- 9.98 The layout of the coach parking within the Sobell Centre car park has been designed to accommodate the maximum number of coaches, within the smallest possible space, in order to minimise the impact upon available car parking spaces for sports centre users. On match days when the Sobell Centre is used to provide capacity for coach parking, the number of car parking spaces available to the public is reduced to 75.
- 9.99 A car parking survey undertaken at the Sobell Centre, on several dates during February 2014, indicated that there is an underlying demand for car parking spaces by sports centre users and local residents / businesses of between 40 and 60 spaces during the day. However, this level of demand is obviously dependent upon whether sports events are being held at the centre, with weekend morning events for children appearing to attract a high level of parental support and associated parking demand. Consequently, it is considered that the retention of a supply of 75 publicly available parking spaces, is sufficient to meet the demands of sports centre users, provided they are not taken up by football spectators travelling to the Emirates Stadium.
- 9.100 The survey does indicate that on match days large numbers of the parking spaces are taken up by spectators travelling to the Emirates Stadium, and on games where the Sobell Centre is not required for coach parking, the extra capacity is taken up by spectator demand, thereby significantly restricting the number of parking spaces available for sports centre users. However, as a sufficient number of car parking spaces are retained, to meet the background demand for service users and local residents, on days when the Sobell Centre is used for coach parking, it is not the coach parking, but rather the use of the car park by spectators' cars which is more of an issue. This could simply be resolved by restricting access to the car park for spectators' cars on match days as part of the management of the Sobell Centre.

9.101 In summary, it is considered that the reduction in publicly available car parking spaces, as a result of the use of part of the Sobell Centre car park for coach parking, on a limited number of occasions (predicted to be on no more than 6 occasions per football season), would not unacceptably impact on Sobell Centre users, local residents or local businesses. Furthermore, there would be no loss of income to the Sobell Centre, as a result of coach parking, as AFC would be charged for the use of the car park.

#### Impact on Residential Amenity

9.102 As stated by the Inspector in the earlier coach parking appeal decision (para. 21), most of the dwellings in the vicinity of the Sobell Centre are either relatively remote from the parking spaces and those that are closest, present flank walls to the parking area.

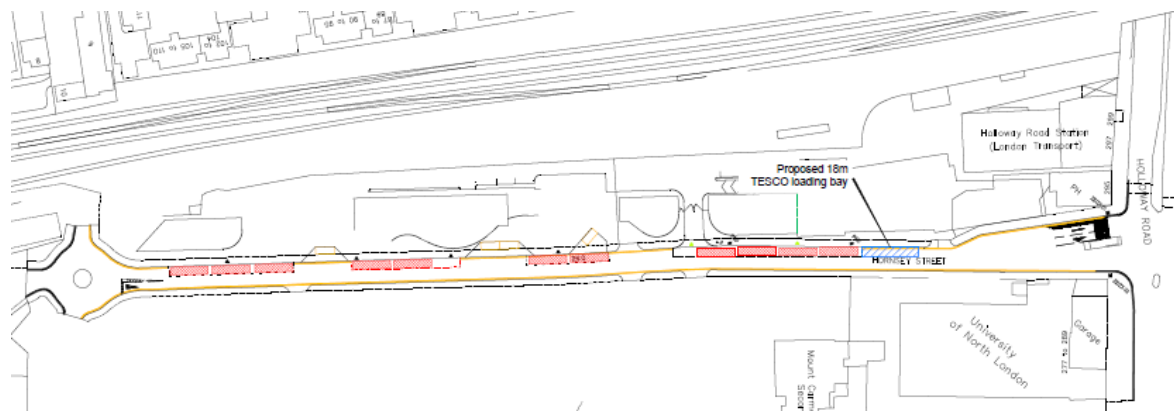
9.103 Detailed arrangements for the management of spectator coaches at the Sobell Centre are set out in the updated LAMP. AFC would provide 6 on-site stewards to manage the arrival and departure of spectators from coaches at the Sobell Centre. This equates to one steward for every two coaches. The stewards present at the Sobell Centre would act to expedite the movement of arriving spectators towards the Stadium, and the departure of coaches away from the site after the match, would advise drivers to switch off coach engines while parked, and would manage the behaviour of spectators where required.

9.104 In summary, match day coach parking is well established at the Sobell Centre, having operated for the past 9 football seasons. The current proposals would limit the number of times this site would be used for coach parking to a likely maximum of 5-6 times per season and potentially down to zero occasions if Hornsey Road provides capacity for 13 coaches with double stacking. Subject to the operation of coach parking in strict accordance with the controls secured within the updated LAMP, it is considered this would not result in unacceptable harm to the amenity of local residents, unacceptable disruption to Sobell centre users, a significant increase in illegal or anti-social behaviour, nor unacceptable impacts on highway safety and movement.

#### Hornsey Street

9.105 Hornsey Street is a cul-de-sac, with a 7m wide carriageway, located to the southwest of Holloway Road (A1). To the southwestern end of the road is a mini-roundabout, which provides vehicular access to the Islington Waste Recycling Centre. Hornsey Street is located approximately 500m to the southwest of the Emirates Stadium and is outside the match day traffic restriction zone.

9.106 The northwest side of Hornsey Street was previously designated for the parking of up to 13 coaches and has been used as a third / fourth priority location for coach parking for 8 of the past football seasons since the Emirates Stadium opened in 2006. It is proposed to continue to use the northwest side of Hornsey Street as the fourth priority coach parking location, providing capacity to park up to 11 coaches on match days. The use of Hornsey Street would be limited by condition (Condition 1) to a maximum of twice per football season, unless otherwise needed to meet the operational requirements of the MPS.



Proposed coach parking layout for Hornsey Street.

- 9.107 The MPS only support the use of Hornsey Street for the parking of home (Arsenal) supporters' coaches for 'high risk' matches when it is deemed necessary to have significant segregation of coaches carrying home and away supporters, or when the first three priority sites (Queensland Road, Hornsey Road and the Sobell Centre) have reached capacity.
- 9.108 Hornsey Street has not been used for the past 5 football seasons and has been used a maximum of 3 times in any one past season. On average Hornsey Street has been used less than once per season. The use of Hornsey Street has been restricted by condition for the last 6 football seasons to not more than twice per season. AFC have confirmed that they are willing to accept a condition (Condition 1) which would continue to limit the use of Hornsey Street to a maximum of two times per football season, unless otherwise required by the MPS.
- 9.109 Based on analysis of the data for past seasons, it is predicted unlikely that Hornsey Street would be required for coach parking in future seasons going forward, and it is very unlikely that it would be used more than once per season. The likelihood of the need to use Hornsey Street would be minimised if Hornsey Road was used to provide capacity for parking of 13 coaches with double stacking.
- 9.110 Traffic flows along Hornsey Street are relatively light. Nonetheless, a high proportion of the traffic on Hornsey Street comprises refuse vehicles and other trucks associated with the operation of the Islington Waste & Recycling Centre (WRC) which is located at the far (west) end of Hornsey Street.
- 9.111 The busiest periods of operation for the WRC are weekday mornings and to a lesser degree weekend mornings. These times, therefore, do not coincide with times when matches are played at the Emirates Stadium. Spectator coach parking on Hornsey Street has not been noted to result in significant disruption to traffic on the occasions when this has taken place during previous football seasons.
- 9.112 Information provided by London Waste indicates that approximately 6 articulated lorry movements associated with the WRC occur during the weekend, and the last vehicle normally leaves Hornsey Street at 2pm. There is a small chance that arriving coaches on weekend matches may coincide with these lorry movements. However, in order to mitigate this scenario, a passing bay, which can accommodate the largest articulated lorry that services the WRC, has been

provided to ensure the safe two-way vehicle flow of large vehicles would be maintained.

- 9.113 Access to Hornsey Street for spectator coaches is directly from Holloway Road which is part of the Transport for London Road Network (TLRN). On arrival, coaches would be directed towards the west end of Hornsey Street where they would make a U-turn around the mini-roundabout and park along the north side of the carriageway. This would allow passengers to disembark onto the footway and ensure coaches are facing the correct direction ready for a quick departure after the match.
- 9.114 The mini-roundabout at the west end of Hornsey Street has a diameter of 15m which is insufficient for a 12m long coach to turn around in one movement. Therefore, coaches would be required to make a three-point turn at the mini-roundabout. It is noted that TfL have raised some concerns regarding the requirement for coaches to do a three-point turn at the mini-roundabout and the impact this would have on highway safety. However, as the mini-roundabout is not part of the TLRN, and the use of Hornsey Street for coach parking would be limited to not more than twice per football season, TfL have not raised an objection to the proposal. The council's Transport Officer has raised no objection to the proposed limited use of Hornsey Street as fourth priority coach parking location.
- 9.115 The Holloway Road / Hornsey Street junction is controlled by signals with separate filter lanes for vehicles turning left and those either turning right or heading straight. It is not envisaged that there would be coaches queuing to leave Hornsey Street after the match, and it is considered that the additional vehicle trips are minimal and would not have a material impact on the Holloway Road / Hornsey Street junction and traffic flow on the surrounding streets. It is expected that all coaches parked on Hornsey Street would depart within an hour from the end of the match.
- 9.116 On occasions when Hornsey Street is required for spectator coach parking it would be necessary to suspend approximately 30 on-street parking bays. Therefore, on these occasions, the MPS would notify the council of the requirement to suspend the parking bays, at least 14 days in advance of the match. Subsequently, plates would be attached to parking bay suspension signs on Hornsey Street indicating the date of the next match and the requirement to suspend the bays, at least 10 days prior to the match where possible. One day before the match is due to take place, special signs would be revealed clearly indicating the suspension of parking bays on Hornsey Street. Cones would be placed along the relevant sections of Hornsey Street to reinforce no waiting and loading restrictions during the morning of the match day.
- 9.117 In instances where only part of the 11 coach parking capacity is required, the layout of the coach parking would be rearranged to minimise the impact on servicing of ground floor commercial uses and to limit the number of car parking spaces that would need to be suspended on Hornsey Street.
- 9.118 Spectators walking between coaches on Hornsey Street and the Stadium would be able to safely cross Holloway Road using the signal controlled crossing facilities at the Holloway Road / Hornsey Street / Hornsey Road junction.

9.119 Given the fact that Hornsey Street would only be used for the parking of coaches up to twice per football season (unless further needed as a result of MPS operational requirements), subject to appropriate management in line with the controls set out in the updated LAMP, it is considered that the proposal would not have an unacceptable impact on the availability of on-street parking, or the continued safe operation of the highway.

#### Impact on Residential Amenity

9.120 Large scale development on either side of Hornsey Street forms part of the wider Arsenal regeneration programme. The buildings on Hornsey Street range up to 12 storeys in height, and comprise commercial uses at ground floor level with residential units on the upper floors.

9.121 The location of residential accommodation on the upper floors of buildings would help to minimise the impacts of coach parking on residential amenity, compared to a situation where there were numerous ground floor residential units, with a direct facing relationship with parked coaches.

9.122 Hornsey Street would only be used to park coaches carrying home (AFC) supporters, in order to minimise the risk of public disorder, due to the fact that Hornsey Street is further away from the Stadium than the first three priority locations, and requires spectators to cross the A1 Holloway Road.

9.123 The updated LAMP sets out the strategy and details with regards the management of coach parking on Hornsey Street. For previous seasons AFC have provided up to 4 on-site stewards to manage the arrival and departure of coaches and spectators from Hornsey Street. This approximately equates to one steward for every 3 coaches. This would continue under the current proposals. The stewards present when Hornsey Street is used, would act to expedite the safe movement of arriving spectators towards the Stadium, and the departure of coaches away from the site after the match, would advise drivers to switch off coach engines while parked, and would manage the behaviour of spectators where required.

9.124 In summary, given that the use of Hornsey Street for coach parking would be limited to twice per football season; the prediction that it is unlikely to be required to be used at all for most seasons; and the fact that it would only be used to park coaches carrying home supporters, it is considered that subject to appropriate management in line with the controls set out in the updated LAMP, the proposal would not have an unacceptable impact on the amenity of local residents as a result of increased noise and disturbance, anti-social behaviour or increased amounts of litter.

#### **Finsbury Park**

9.125 Finsbury Park is a large public open space providing facilities for a wide variety of formal and informal sports and activities. Finsbury Park is located just outside the borough within the London Borough of Haringey. The park has been used to provide additional coach parking capacity in exceptional circumstances for all previous 9 football seasons. It is proposed that this would continue for the 2015/16 season and beyond.

9.126 On the infrequent occasions when Finsbury Park is required for spectator coach parking, AFC would contact Haringey Council Parks Department to make arrangements for the use of the park. Haringey Council have confirmed in writing that this has been agreed.

9.127 AFC have confirmed that they are willing to accept a condition (Condition 2) limiting the use of Finsbury Park to exceptional circumstances only, as has happened for 9 previous football seasons played at the Emirates Stadium.

#### Impact on Residential Amenity

9.128 Finsbury Park has been used for the parking of coaches on exceptional circumstances, not numbering more than 3 times per season for the past 9 football seasons. It is considered that the continuation of this situation would not result in unacceptable harm to the amenity and enjoyment of local residents, or unacceptable restrictions on access to public open space.

#### **Planning Obligations, Community Infrastructure Levy and local finance considerations**

9.129 Approval of coach parking arrangements for the approaching 2015/16 football season and beyond is subject to the applicant entering into a S106 legal agreement to cover the following matters:

- Operation of the coach parking scheme to cover football (soccer) matches for the 2015/16 season onwards;
- Restrictions to limit the use of Hornsey Street for coach parking to not more than twice per football season, unless required by the MPS;
- The coach parking arrangements to form part of the updated Local Area Management Plan and Monitoring Programme and also acknowledged in the Stadium Travel Plan;
- Traffic Management Order – The costs of preparation and implementation of any Traffic Management Order (if needed) to be covered by AFC;
- Maintenance works for the Sobell Centre car park - The costs of any maintenance works or repair to the car park (if needed) to be covered by AFC;
- Match day signage; and
- The scheme of coach parking locations and the practical mechanics of their operation on match days

9.130 This would replicate the requirements of the legal agreement which was entered into for the preceding seasons and which was before the Inspector at the public inquiry in July 2009.

## 10. SUMMARY AND CONCLUSION

- 10.1 The temporary permission for coach parking in relation to football matches at the Emirates Stadium expired at the end of the 2014/15 season. Therefore, it is necessary to secure agreement for coach parking arrangements to cover the upcoming 2015/16 season and beyond.
- 10.2 The Inspector stated in his reasoning (para. 16 of the appeal decision), '*It may be highly desirable to all concerned to agree a long term solution to coach parking in association with use of the stadium. It may also be preferable that all or most of the provision should be off-street and controlled by Arsenal FC. Those are not however requirements of the amended condition.*'
- 10.3 It is considered there is a need to be pragmatic in deciding how best to deal with a situation, which is not an ideal scenario, but which is unavoidable and needs to be carefully managed. It is important to understand that if an agreement on coach parking arrangements cannot be reached prior to the commencement of the approaching 2015/16 football season, this will not prevent coaches carrying football supporters from arriving at the Emirates Stadium and surrounding roads on match days. In a scenario where there is no agreement on coach parking locations, the MPS would handle the coaches as they see fit, in line with their operational requirements, so as to maintain public safety and prevent public disorder.
- 10.4 It is apparent, from the volume and content of objections received from local residents (as a result of public consultation), that despite implementation of the mitigation measures promoted by the LAMP (such as the provision of stewards), the operation of coach parking arrangements over previous seasons, have been perceived to be detrimental to residential amenity, particularly in terms of noise and disturbance. However, provided coach engines are switched off, and the disembarkation and re-boarding of spectators onto coaches is appropriately managed by stewards at each location, it is considered that these impacts could be adequately mitigated. It is clear that it would not be possible to eliminate these impacts, but the impacts associated with coach parking, need to be assessed in light of the existing unavoidable noise and disturbance that occurs in the local area surrounding the Stadium on match days, as a result of the influx of 60,000 spectators travelling to and from the Stadium, the majority of which do not arrive by coach.
- 10.5 Based on data collected over past seasons, it is anticipated that there will continue to be a requirement to provide capacity for parking a minimum of 40 spectator coaches to accommodate demand generated by matches played at the Emirates Stadium, with the occasional requirement for greater capacity, if AFC progress through the rounds of cup competitions. However, it should be noted that any future exceptional coach parking demand can be accommodated at Finsbury Park as confirmed by Haringey Council.
- 10.6 The predicted frequency of use of each coach parking location is set out below in Table 6. However, it is necessary to note that the actual priority of use of these sites would be determined by the MPS on a match by match basis and therefore these numbers are only indicative.

**Table 6 – Frequency of use of designated coach parking locations – all home matches**

Location	Frequency of Use		
	2014/15	Predicted 2015/16 (9 spaces on Hornsey Rd)	Predicted 2015/16 (13 spaces on Hornsey Rd)
Queensland Road	29	31	31
Hornsey Road	9	7-9	12
Sobell Centre	3	5-6	0
Hornsey Street	0	0	0
Finsbury Park	3	3	3

- 10.7 Queensland Road has been successfully used to park coaches for the past 9 football seasons since the Emirates Stadium opened in 2006. It would continue to accommodate the parking of up to 18 coaches on all match days.
- 10.8 Hornsey Road, due to its proximity to the Stadium, offers the best option for coach parking after Queensland Road, in terms of meeting the operational preferences of the MPS, with regards their key aim of maintaining public safety and minimising opportunities for public disorder. The relocation of the coach parking on Hornsey Road, further south closer to the Stadium, and the possibility for double stacking of coaches closest to the Stadium, is considered to represent an improvement compared to the approved coach parking for the 2014/15 season. The proposed coach parking layout would provide the benefit of focusing operations and the associated impacts as close to the Stadium as possible, allowing coaches to be loaded as quickly as possible ready to depart quickly after matches. The proposed layout would allow the MPS and AFC stewards to more easily control and limit the movement of spectators travelling by coach, keeping them further away from both the Harvist Estate and the Tollington Public House, thereby reducing the impact on a large number of residents within the Harvist Estate and reducing the opportunity for anti-social behaviour.
- 10.9 The Sobell Centre has been successfully used to park coaches for the past 9 football seasons since the Emirates Stadium opened in 2006. It would continue to operate as a location providing capacity for the parking of up to 12 coaches as third priority location. The current proposals would likely limit the number of times this site would be used for coach parking to a likely maximum of 5-6 times per season and potentially down to zero times, if Hornsey Road provides capacity for 13 coaches with double stacking.
- 10.10 Hornsey Street has been an agreed coach parking location for the past 9 football seasons since the Emirates Stadium opened in 2006, although it has not been used for the past 5 seasons. Nevertheless, Hornsey Street has been successfully used for the parking of coaches in previous seasons and would continue as the fourth priority location, to be used for the parking of home supporter coaches only. The use of Hornsey Street for coach parking would be limited to up to twice per football season and it is predicted that it is unlikely to be required at all for most seasons.



- 10.11 Finsbury Park would continue to provide additional coach parking capacity in exceptional circumstances as has happened for the past 9 football seasons.
- 10.12 The proposed arrangements would continue to facilitate transport to the Stadium by means other than car-based transport, which accords with the reason why condition AG16 was imposed. The impact upon traffic flows and the displacement of parking, as a result of the proposal, would be limited to temporary periods on match days, and is considered to represent the least harmful solution currently available. Having regard to the characteristics of each location, there are no significant safety concerns identified by consultees. This includes the consideration of pedestrian flows between the coach parking locations and the Stadium, which would be under controlled conditions provided by stewarding as specified in the updated LAMP. Overall, the proposal including: the coach parking locations; numbers of parking spaces; the access and egress for coaches to and from these locations in the highway network; as well as pedestrian movements to and from the Stadium, are considered to represent a workable solution that could be safely accommodated within the highway network on match days.
- 10.13 Full and detailed arrangements for the management of spectator coach parking are set out in the LAMP, which is periodically reviewed and updated as required by the Stadium S106. The updated LAMP has now been agreed and is due to be published prior to the commencement of the upcoming 2015/16 football season. It is essential that the mitigation measures, including stewarding of spectators and management of the impacts of coach parking, as set out in the LAMP, are fully implemented and maintained along with monitoring of impacts.
- 10.14 The issues raised by objectors (increased traffic; traffic movements; temporary loss of residential parking; noise and general disturbance from spectators and coaches; pollution from coach engines left running; litter; dirt and antisocial behaviour) are mitigated as far as is possible by the LAMP, which is a requirement in the S106 legal agreement for the Emirates Stadium. These and other amenity impacts raised by objectors are temporary and for a limited number of times during the football season.
- 10.15 In summary, it is considered that, subject to the associated amenity and highways impacts being appropriately mitigated by the control measures set out in the LAMP, the proposed coach parking arrangements, with locations set out in the order of priority as proposed, represent the best available option, which would present the least harmful and most practical solution to the on-going issue of match day coach parking requirements going forward.
- 10.16 In light of the above, it is concluded that subject to a condition (Condition 1) restricting the use of Hornsey Street to no more than two occasions per football season, a condition (Condition 2) restricting the use of Finsbury Park to only exceptional circumstances, and subject to the mitigation measures required by the S106 Agreement, the proposal would comply with the relevant policies within the Islington Development Plan (as set out in Appendix 2) and the NPPF. Therefore, it is considered that the proposals would represent the best available solution to satisfy the requirements of condition AG16 during the 2015/16 season and beyond.

10.17 The conclusion, that the proposed coach parking arrangements are considered to be acceptable, is a decision made on balance, taking full account of the advice provided by the MPS Counter Terrorism Unit, who have made it clear that the parking of coaches within the Stadium undercroft remains unacceptable on public safety grounds at the current time and the foreseeable future. This conclusion also takes into account the unacceptable additional highways impacts of the necessary security and safety measures associated with the parking of coaches within the undercroft, in a scenario where this would be allowed by the MPS Counter Terrorism Unit, subject to appropriate searching of coaches.

### **Conclusion**

10.18 It is recommended that a permanent planning permission should be granted covering the 2015/16 football season and beyond, subject to conditions and S106 legal agreement heads of terms as set out in Appendix 1 - RECOMMENDATIONS.

# APPENDIX 1 – RECOMMENDATIONS

## RECOMMENDATION A

That approval of details be granted for coach parking arrangements in relation to condition AG16 of planning permission ref: P061170, to cover all home football (soccer) matches for the 2015/16 season and beyond, subject to the prior completion of a Deed of Planning Obligation made under section 106 of the Town and Country Planning Act 1990 between the Council and all persons with an interest in the land (including mortgagees) in order to secure the following planning obligations to the satisfaction of the Head of Law and Public Services and the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service:

1. Operation of the coach parking scheme to cover football (soccer) matches for the 2015/16 season and beyond;
2. Restrictions to the use of the Hornsey Street parking location to not more than twice per year unless required by the MPS;
3. The coach parking arrangements to form part of the updated LAMP and Monitoring Programme and also acknowledged in the Stadium Travel Plan;
4. Traffic Management Order – The costs preparation and implementation of any Traffic management Order (if needed) to be covered by Arsenal Football Club;
5. Maintenance works for the Sobell Centre car park - The costs of any maintenance works or repair to the car park (if needed) to be covered by AFC;
6. Match day signage; and
7. The scheme of coach parking locations and the practical mechanics of their operation on match days

That, should the **Section 106** Deed of Planning Obligation not be completed within 13 weeks / 16 weeks (for EIA development) from the date when the application was made valid, the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service may refuse the application on the grounds that the proposed development, in the absence of a Deed of Planning Obligation is not acceptable in planning terms.

ALTERNATIVELY should this application be refused (including refusals on the direction of The Secretary of State or The Mayor) and appealed to the Secretary of State, the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service be authorised to enter into a Deed of Planning Obligation under section 106 of the Town and Country Planning Act 1990 to secure the heads of terms as set out in this report to Committee.

## RECOMMENDATION B

That the grant of planning permission be subject to **conditions** to secure the following:

### List of Conditions:

1	<b>Restriction on use of Hornsey Street</b>
	<p>CONDITION: Coach parking at Hornsey Street shall be limited to the parking of not more than 11 coaches, not more than twice per football season, unless increased usage is required by the Metropolitan Police Service, in consultation with the London Borough of Islington, for safety and/or security reasons.</p> <p>REASON: In order to balance the requirements to provide adequate match day coach parking capacity, to maintain public safety, to maintain residential amenity, and to minimise highways impacts.</p>
2	<b>Restriction on use of Finsbury Park</b>
	<p>CONDITION: Coach parking at Finsbury Park, in association with AFC, shall be limited to exceptional circumstances only.</p> <p>REASON: In order to balance the requirements to provide adequate match day coach parking capacity, to maintain public safety, to maintain residential amenity, to maintain public access to and enjoyment of the public open space at Finsbury Park, and to minimise highways impacts.</p>
3	<b>Order of Priority</b>
	<p>CONDITION: The coach parking locations hereby agreed shall be used in the approved order of priority as set out below unless a different order of priority is required by the Metropolitan Police Service, in consultation with the London Borough of Islington, for safety and/or security reasons.</p> <p>1 - Queensland Road (18 spaces) 2 - Hornsey Road (9 spaces / 13 spaces) 3 - Sobell Centre (12 spaces) 4 - Hornsey Street (11 spaces) 5 - Finsbury Park (90+ spaces only to be used in exceptional circumstances)</p> <p>REASON: In order to balance the requirements to provide adequate match day coach parking capacity, to maintain public safety, to maintain residential amenity, and to minimise highways impacts.</p>
4	<b>Approved drawings and documents</b>
	<p>CONDITION: The development hereby approved shall be carried out in strict accordance with the following approved documents:</p> <p>Emirates Stadium Coach Parking Application Report March 2015 by Steer Davies Gleave</p>

	REASON: To comply with Section 70(1)(a) of the Town and Country Act 1990 as amended and the Reason for Grant and also for the avoidance of doubt and in the interest of proper planning.
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**List of Informatives:**

1	<b>S106</b>
	SECTION 106 AGREEMENT You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

## **APPENDIX 2: RELEVANT POLICIES**

This appendix lists all relevant Development Plan policies and guidance notes pertinent to the determination of this planning application.

### **1 National Guidance**

The National Planning Policy Framework 2012 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals.

### **2. Development Plan**

The Development Plan is comprised of the London Plan 2015 (Consolidated with alterations since 2011), Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013. The following policies of the Development Plan are considered relevant to this application:

#### **A) The London Plan 2015 (Consolidated with alterations since 2011)**

Policy 6.1 Strategic approach	Policy 7.1 Building London's neighbourhoods and communities
Policy 6.2 Providing public transport capacity and safeguarding land for transport	Policy 7.2 An inclusive environment
Policy 6.3 Assessing effects of development on transport capacity	Policy 7.3 Designing out crime
Policy 6.10 Walking	Policy 7.5 Public realm
Policy 6.11 Smoothing traffic flow and tackling congestion	Policy 7.13 Safety, security and resilience to emergency
	Policy 7.14 Improving air quality
	Policy 7.15 Reducing noise and enhancing soundscapes
	Policy 8.1 Implementation
	Policy 8.2 Planning obligations

#### **B) Islington Core Strategy 2011**

Policy CS2 (Finsbury Park)  
Policy CS3 (Nag's Head and Upper Holloway Road)  
Policy CS8 (Enhancing Islington's Character)  
Policy CS18 (Delivery and infrastructure)

## **C) Development Management Policies June 2013**

**DM2.1** Design

**DM6.1** Healthy development

**DM8.1** Movement hierarchy

**DM8.2** Managing transport impacts

**DM8.3** Public transport

**DM8.4** Walking and cycling

**DM8.5** Vehicle parking

**DM8.6** Delivery and servicing for new developments

**DM9.1** Infrastructure

**DM9.2** Planning obligations

**DM9.3** Implementation

## **D) Site Allocations June 2013**

Site Allocation HC5

### **5. Designations**

The site has the following designations under the London Plan 2015 (Consolidated with alterations since 2011), Islington Core Strategy 2011, Development Management Policies 2013, and Site Allocations 2013:

- Queensland Road: Site Allocation HC5, Highbury Corner & Holloway Road Key Area;
- Hornsey Road: Local Flood Risk Zone;
- Sobell Centre: Nags Head & Upper Holloway Road Key Area, Local Flood Risk Zone;
- Hornsey Street: Protected Vista – Alexandra Palace to St Paul’s Cathedral

### **7. Supplementary Planning Guidance (SPG) / Document (SPD)**

The following SPGs and/or SPDs are relevant:

#### **Islington Local Plan**

- Planning Obligations and S106