

APPENDIX 14

Consultation Responses

No.	Stakeholder	Question/Comment	Response
	STATUTORY		
1	The Mayor of London	See Appendix 7: GLA Stage 1 Report.	
		No objection at strategic level. Require further information/design details from applicant.	Noted.
2	Transport for London (TfL)	No objection.	Noted.
3	English Heritage Kim Stabler - GLAAS	No objection subject to condition requiring archaeological investigation	Noted.
4	Environment Agency	No objection subject to conditions	Noted.
5	Thames Water	No objection on grounds relating to the management and disposal of foul and surface water Recommend conditions requiring water impact study and details of piling method	Noted.
6	LB Camden	No objection	Noted.
7	London Fire Brigade	Objection pending further information	Applicant notified.
8	Sport England	No comment	
	INTERNAL		
1	Haringey Transportation	<i>Impact on Highways Network:</i> No adverse impact on the critical junctions of White Hart Lane/High Road and Northumberland Park/High Road compared to the approved	Noted

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		scheme.	
		<i>Impact on Public Transport</i> The resultant net increase in the trips by public transport in particular buses can be adequately accommodated by existing bus and rail infrastructure	Noted
		<i>Parking Provision</i> 401 spaces plus additional 23 behind the High Road buildings is sufficient	Noted
		<i>Servicing and Delivery</i> No change from previous proposal	Noted
		<i>Conclusion</i> No objection subject to conditions securing travel plans, construction plans, servicing plans and various parking details	Noted
2	Haringey Leisure Services	Drawings would suggest a reduction in the area of green/brown roof in the new proposals which should be resisted. Ecologically beneficial features such as green roofs and walls should be subject to planning conditions.	Details of green roof/wall will be secured by condition
3	Haringey Commercial Environmental Health	No objection subject to conditions for contaminated land remediation and dust control.	Noted.
		S106 contribution recommended towards the cost of environmental improvements in the vicinity of the site.	The wider NDP scheme is less viable than when the original proposal was considered. The viability of the whole scheme is sensitive to contributions and the proposed s106 requirement can not be supported.
	DESIGN PANEL DEVELOPMENT MANAGEMENT FORUM	Set out and addressed in paragraph 8.23 Set out and addressed in paragraph 8.24	
1	Cllr John Bevan	External metal shutters should not be permitted.	No proposals for external metal shutters are included
	RESIDENTS	6 Responses received	
1	58 Chalgrove Road	Objection.	

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		Additional floorspace will increase traffic and parking demand on the ground floor carpark Existing businesses on Northumberland Park will lose trade If existing business relocate to the proposed commercial space there will be empty shopfronts	The ground floor car park is for food-store customers only. An extra 23 spaces are allocated for the education facility. The addition of the food store will bring extra footfall to the area to the benefit of local businesses The commercial space is not intended for general business/retail uses but for club-related activities, brand-centre or education facility
2	50 Northumberland Park	Objection. Traffic lights to the service entrance will cause light pollution and waiting vehicles noise to the front facing bedroom windows Additional building height will cause overshadowing	Traffic lights will not be installed at the service yard entrance. The additional bulk is set back from the front of the building reducing much of the impact. A shadow study concludes that all nearby windows will still meet BRE guidelines.
3	Jason Hoyte	Objection. Only points relating to the food-store development are summarised here, not those relating to stadium operation. The noise, dust and vibration from construction works and their control by responsible parties. The impact of the visual influence on views of properties along the southern side of Coniston Road and around the stadium is difficult to gauge from the photo montages provided in the addendum report. The creation of additional housing above the food store. The noise and pollution impacts of a large 24 hour supermarket in a residential area with deliveries throughout the night.	Mitigation measures are proposed in the Construction Environmental Management Plan (CEMP). See report. Noted. The development is considered to cause no harm to the townscape. See report. No housing is above the food store Deliveries will be subject to limits and mitigation measures. See report. Deliveries will be subject to limits and mitigation measures. See report.

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		The noise and pollution of large goods vehicles using Northumberland Park to service the stadium. Limitation to the growth of planned trees due to cover of their roots by hard landscaping. A lack of soft landscaping in the northern development area and around the development in general. Urban heat island effects from the larger numbers of buildings proposed than previously on the site. Increased waste pre and post matches due to increased number of people in the area. The lack of use of photovoltaics. Buildings will have large areas facing the sky which could utilise either the heat and / or power to help reduce the reliance on fossil fuels. The reduction in air quality to 'Minor adverse' by the completion of the development. The short duration of monitoring of the food store transport flows do not give a good indication of foot flow to a supermarket or potential transport congestion issues which may occur during busy times such as Easter or Christmas Bank holidays. The junction arrangements to allow increased traffic flow along Northumberland Park do not appear to be sufficient and will be difficult to model against heavy traffic to a supermarket as that data does not exist. A report mentions updating and modifying the restrictions on Worcester Avenue on event days. Will this be followed through?	A condition is imposed requiring the submission of landscaping details. The design of the food store development responds to the urban context of the site. A green wall provides a green buffer to the conservation area The site as existing and prior to clearance was extensively covered in hard standing and development. The proposal includes green/brown roofs to mitigate building heat retention . The food store and wider development is subject to a detailed waste strategy intended to reduce waste. See report. Roof will be a green/brown roof. Biomass boiler proposed to reduce use of fossil fuels. See report. The scheme minimises its air quality impacts. Impact is minor and there is no significant change from consented scheme. See report. Haringey Transport and TfL consider the traffic of the scheme acceptable. See report. Holiday congestion would be temporary. Junction arrangements have been accepted by Haringey Transport and TfL. Parking restrictions will be subject to review as part of the overall CPZ proposal

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		The movement of the W3 bus stop on to High Road, Tottenham may cause traffic problems as the bus attempts to get from the bus stop to the right hand turn lane for White Hart Lane. The baseline data for traffic modelling does not appear representative of the scenario it is meant to be modelling. Long vehicles causing congestion on Northumberland Park trying to enter or leave the Supermarket service yard. The number of large vehicles around the stadium, especially by the southern end of Worcester Avenue near to the schools. There is reference to a new sewer being required in Worcester Avenue. Will the new development increase the risk of flooding in properties due to the development? How will the developers ensure / prove that 70% of materials are being reclaimed / reused? This will help reduce congestion during the construction phase. The noise and dust during construction of the development. A large amount of dust appears to have be cause during the demolition of buildings associated to the project already. The developer / THFC attempted to buy out / relocate local business rather than focusing on the Stadium. THFC not attempting to create an environment that encourages new business to the area but gives them control on the stadium and the	Bus stop arrangements have been accepted by Haringey Transport and TfL. Transport assessment is considered robust Servicing and delivery movements have been assessed and considered acceptable by applicant, Haringey Transport, TfL. See above. See report section 8.24 Water Resources and Flood Risk The Construction Environmental Management Plan would be subject to monitoring Mitigation measures are proposed in the Construction Environmental Management Plan (CEMP). See report. Non-stadium development is intended to fund the overall expansion and upgrade of facilities. Investment and development will bring increased foot fall and local spending in support of local business

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		surrounding area. Note: The representation makes a series of challenging particular points/paragraphs of the applicant's Environmental Statement. Due to the number of points raised (73 in total), the often technical nature of the points raised and the limited time available, it has not been possible to address each one individually in this table. The main points of his representation (as set out in the beginning of the letter) are responded to here. However the Local Planning Authority has requested the applicant to provides responses to all points.	
4	Wilsons Solicitors, 697 High Road	Support in principle. No reference to cycling in applications. There is an opportunity for improved cycle routes, conditions and ridership Comment:	Noted. A condition is imposed requiring a detailed scheme for cycle parking and lockers/showers to encourage cycling to and from the site
5	Janet Quipp	There is concern over the lack of detailed regarding the potential occupiers. The council should continue to influence decisions on commercial operations to ensure that operators are not brought onto the site or the immediate surrounding area in the future who may cause nuisance to local residents and businesses Support. The development will bring economic growth and improved appearance	The impacts of the potential D1/D2 and brand-centre uses have been assessed and considered not harmful. Any change to the nature of the use will require a further planning application.
6	Euro Café 846 high Road, N17		Noted