

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

| | |
|--|----------------------------------|
| Reference No: HGY/2013/1973 | Ward: Northumberland Park |
| Address: Land Off Northumberland Park N17 0AL | |
| <p>Proposal: Variation of condition 42 (pending approval of s.96A application HGY/2013/1861) attached to planning permission HGY/2011/2350, for variation of fourth floor plan to allow for proposed change of use from stadium-related uses to Use Class B1a and associated minor alterations</p> <p>Existing Use: D2 (stadium related use)</p> <p>Proposed Use: B1a (office)</p> <p>Applicant: TH Property Limited / Stardare Limited</p> <p>Ownership: Private</p> | |

| DOCUMENTS |
|---|
| Title |
| Supplementary Statement to Transport Statement September 2013 submitted under HGY/2013/1976 |
| |

| PLANS | | |
|---------------|------|--|
| Plan Number | Rev. | Plan Title |
| 11580 NMA 001 | P1 | Site Location Plan |
| 11580 NMA 104 | P3 | Fourth Floor Plan |
| 11580 002 | P1 | Existing OS Map Planning Application Boundary |
| BHC-XX-9091 | 00 | Indicative Blue Badge Vehicle Pupil/Staff Cycle parking plan |
| | | |

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PLANNING DESIGNATIONS:

- Local Employment Area

RECOMMENDATION
GRANT AMENDMENT subject to conditions and supplemental s106 agreement

SUMMARY OF REPORT

Under planning permission ref: HGY/2011/2350, permission was granted for a 5-storey building with food store (Use Class A1), educational uses (Use Class D1), stadium-related uses (Use Class D2) and showroom/brand centre (sui generis) on the southern side of Northumberland Park. The building is enabling development for the wider Northumberland Development Project (NDP) which seeks to deliver regeneration by through redevelopment of the White Hart Lane Stadium and surrounds.

The application seeks a minor material amendment to the above permission under s.73 of the Town and Country Planning Act 1990 (as amended) to facilitate the change of use of the fourth floor from stadium-related use (D2) to office B1(a).

Under Policy SP8 of the Haringey Local Plan 2013, the site is in a Local Employment Area and the proposed B1(a) use would be in accordance with employment activities sought in these areas.

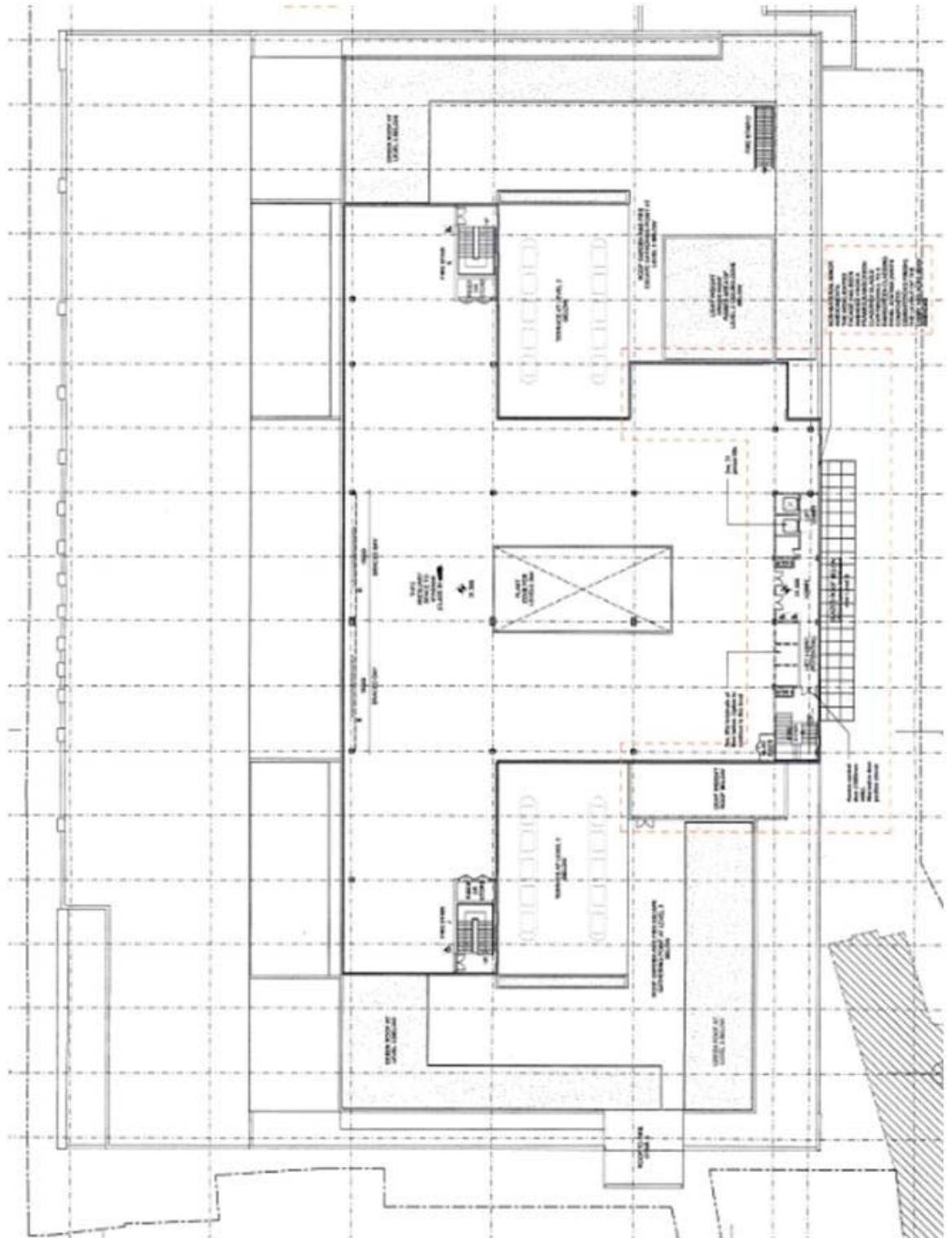
Due to the site's high public transport accessibility, a forthcoming CPZ and the provision of 7 disabled parking spaces, the proposed change of use will not cause harm to the highways and transport network.

Accordingly, it is recommend that the amendment is approved and Condition 42 be amended to reflect the revised plans, subject to the agreement of a supplemental s106 securing further travel plans and contributions towards their monitoring.

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2.0 IMAGES

Fourth Floor plan



3.0 SITE AND SURROUNDINGS

3.1 The application site is 1.66ha in area and is located on the south side of Northumberland Park. Tottenham High Road is to the west and Worcester Avenue is to the east. The site is owned by Tottenham Hotspur Football club (THFC) and is located just north of the stadium.

3.2 Currently under construction is a large 5-storey building occupying the majority of the site. Under the existing permission, the use of each floor is as follows:

| | |
|--------|--|
| Ground | Parking and servicing |
| First | Foodstore (A1) |
| Second | Showroom/brand centre (D2/Sui generis) |
| Third | Education (D1) |
| Fourth | Stadium related use (D2) |

3.3 Surrounding development is characterised by a diverse range 2- and 3-storey Victorian and Edwardian buildings plus a number of more recently constructed brick buildings. These are predominantly residential to the north and east of the site. On Tottenham High Road development is of mixed use often with commercial on the ground floor and residential above. To the south is land that has been extensively cleared but was once occupied by an industrial and business estate. To the south-east is Northumberland Park Community School.

3.4 Under the Haringey Local Plan 2013, the site is a designated Local Employment Area and the part of the High Road to the west of the site is a designated Local Shopping Centre. Parts of the western edge of the site are covered by the North Tottenham/Tottenham High Road Conservation Area. The terrace of buildings at 790-812 (e) High Road includes four Grade II* listed buildings, five Grade II listed buildings, one locally listed building and two buildings that make a positive contribution to the Conservation Area.

4.0 PROPOSAL DESCRIPTION

4.1 The application proposes to vary condition 42 of the existing planning permission for the building (ref: HGY/2011/2350), to facilitate a change of use of the fourth floor from 'stadium related uses' to Use Class B1(a) Offices (3,055sqm total). Condition 42 lists the approved plans to which the planning permission must adhere to and by varying the list of drawings to include a plan showing B1(a) offices on the fourth floor, the change of use can be facilitated. No physical alterations are proposed.

4.2 This process of seeking minor material amendments is possible by powers under s.73 of the Town and Country Planning Act

5.0 PLANNING HISTORY

5.1 Permission was granted in 2011 for a comprehensive regeneration scheme centred on the development of a new stadium for the THFC. This is known as the

Northumberland Development Project (NDP). The NDP site is 11.5 ha in area and is roughly bounded by High Road, Northumberland Park, Worcester Avenue and Park Lane. This included the provision of a 4-storey building with food store at northern end of the site (known as the 'Northern Development').

5.2 In 2012, a stand-alone permission was granted for a similar but larger Northern Development building. This permission is separate to the wider NDP permission but is tied into the same s106 agreement. This permission has been implemented by the current construction on-site. There have been a number of subsequent minor applications.

5.3 The application details for this site are provided below:

- HGY/2010/1000, 1001, 1002, 1003:

Demolition and comprehensive redevelopment of a stadium (Class D2) with hotel (Class C1), retail (Class A1 and/or A2 and/or A3 and/or A4 and/or A5), museum (Class D1) offices (Class B1) and housing (Class C3); together with associated facilities including the construction of new and altered roads, footways, public and private open spaces; landscaping and related works. Details of "appearance" and "scale" are reserved in relation to the proposed residential and hotel buildings. - GRANTED

- HGY/2011/2350 - Proposed demolition of buildings and development of a foodstore (Use Class A1) together with educational uses (Use Class D1); stadium-related uses (Use Class D2); showroom/brand centre (sui generis); and associated facilities including car parking, the construction of new and altered vehicle and pedestrian accesses, private open spaces, landscaping and related works. - GRANTED
- HGY/2012/0515 - Section 96A Non-material amendments to Condition 18 (Construction Hours) attached to planning permission reference HGY/2011/2350 to extend hours of demolition and construction to be carried out except between the hours of 0700 to 1900 hours (Monday to Saturday) and 0800 to 1600 hours on Sunday.
- HGY/2012/0983 - Non-material amendment following a grant of planning permissions HGY/2011/2350 for minor changes to the substation in north west corner of the site to include minor alterations to the siting and size of the proposed substation -
- HGY/2012/1210 - Non - material amendments following a grant of planning permission HGY/2011/2350 to Green Wall (small section) adjacent to sub-station reduced in height by 1750mm to accommodate store signage, Green Wall (main section) moved in an eastern direction by 500mm to provide building tolerance, 27 Sheffield bike stands added against west facing elevation, Intermediate landing on Fire Stair D added and stair position amended, Additional Fire Exit door added to north elevation superstore café, Sheffield bike stands added outside café area for store usage, Elevational Position and treatment to travelator area amended and closed off, Roller shutters added to car park entrance, Taxi office removed and replaced by car pick-up point, Store sub-station relocated from car park into service yard (double doors removed from east elevation) and 3 additional parking bays added, Service yard entrance gates amended and access gate added, Service

yard plant equipment and sub-station relocated, Total number of parking bays amended, Roller shutters added to the North & West facing car park entrances for security purposes, Height Restriction Bar added to the North & West facing car park entrances for security purposes. Fire Exit doors from SW corner adjacent to stair D adjusted, Revelatory position adjusted, Glazed Bay windows along north face elevation adjusted to avoid column clashes and reflect original 2010 application rhythm, Service yard plant equipment adjusted – GRANTED

- HGY/2013/1060 - Display of 1 x internally illuminated fascia sign and 6 x non-illuminated fascia signs at new Sainsbury's store (approved under application reference HGY/2011/2350) – GRANTED
- HGY/2012/1682 - Non - material amendment following a grant of planning permission HGY/2011/2350 for the introduction of a modest atrium space, remove windows to the south facade at podium, minor adjustment to the line of the building at upper levels – GRANTED
- HGY/2013/1861 - Non-material amendment following a grant of planning permission HGY/2011/2350 to add a new condition listing plans approved by planning permission HGY/2011/2350 to facilitate the use of s.73 of the TCPA 1990 for the change of use of the second floor from D2 to D1 and to allow for any future s.73 applications as may be required
- HGY/2013/2037 - Non-material amendment following a grant of planning permission HGY/2011/2350 in order to vary wording of Condition 3 pertaining to the rear boundary works to the northern terrace

6.0 RELEVANT PLANNING POLICY

National Planning Policy Framework

London Plan 2011

Policy 4.2 Offices

Policy 4.3 Mixed Use Development and Offices

Policy 4.4 Managing Industrial Land and Premises

Policy 4.7 Retail and Town Centre Development

Policy 4.12 Improving Opportunities for All

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction

Policy 6.3 Assessing effects of development on transport capacity

Policy 6.9 Cycling

Policy 6.10 Walking

Policy 6.11 Smoothing traffic flow and tackling congestion

Policy 6.12 Road network capacity

Policy 6.13 Parking

Policy 7.4 Local character

Policy 7.5 Public realm

Policy 7.6 Architecture

Policy 7.8 Heritage assets and archaeology

Haringey Local Plan 2013-2026

SP1 Managing Growth
 SP7 Transport
 SP8 Employment
 SP9 Improving skills and training to support access to jobs and community cohesion and inclusion
 SP10 Town Centres
 SP11 Design
 SP12 Conservation

Saved Unitary Development Plan 2006 Policies

UD3 General Principles
 EMP5 Promoting Employment Uses
 TCR2 Out of Town Centre Development
 M10 Parking for Development

7.0 CONSULTATION

| Internal | External |
|---|--|
| Ward Councillors Transportation Tottenham Team Education | 191 Local Residents Greater London Authority Transport for London Tottenham CAAC Tottenham Civic Society |

8.0 RESPONSES

8.1 There were no response from local residents or councillors.

8.2 Greater London Authority (GLA)

8.2.1 The proposal does not raise any new strategic planning issues.

8.2.2 The original application represented EIA development and the environmental information available to date has been taken into consideration in formulating these comments.

8.2.3 The Council may proceed to determine the application without further reference to the GLA.

8.3 LBH Transportation

8.3.1 The proposed site is located in an area with a high public transport accessibility level (PTAL5) and is part of the strategic road network (SRN). There are ten bus routes serving this area: routes 149, 279, 259, 341, 476, 123, 243, 318, W3 and 349 with bus stops on the High Road and on Northumberland Park. There are two national rail stations within reasonable walking distance of the site. White Hart Lane station is approximately 450m to the west and provides access to services on the Seven Sisters branch of the Lea Valley Line. Northumberland Park station is approximately 600m to the east and provides access to services on the Tottenham Hale branch of the Lea Valley line. The nearest underground station is Tottenham Hale on the Victoria Line, approximately 2.2 km from the stadium.

Seven Sisters is 2.3km to the south, of the stadium.

8.3.2 The applicant is proposing to change some 3,055m² of B1 space on the fourth floor which was previously proposed to be use as a stadium related B1 use to general B1 use. We have assessed the car trips likely to be generated by the proposed facility using similar sites from the TRAVL trip prediction database Brent Town Hall HA9 and Chiswick Park W4) the results of the analysis suggest that, this development proposal would generate some 22 in/out trips during the critical am peak period; the applicant has proposed providing seven off street disabled car parking spaces for the use of the B1 units. The disabled car parking provision is in line with Saved UDP policy M10, which requires the applicant to provide 2 disabled car parking spaces per 1000 m².

8.3.3 The parking standard requires the applicant to provide three additional off street car parking spaces to service this development proposal. However considering that the proposed office is located in an area with high public transport accessibility (PTAL 5); and reduced parking would promote travel by sustainable modes of transport which is in line with Haringey's Local Plan Policies, SP1 Managing Growth, SP4 Working towards a Low carbon Haringey, and SP7 Transport. The applicant does not need to provide any additional off street car parking spaces. It is also to be noted that an all day CPZ is planned for this area which will restrict parking demand during the day and visitors parking will be available on the streets surrounding the site in the form of pay and display parking bays.

8.3.4 Consequently the Transportation and highways authority would not object to this application subject to the following s.106 obligations and conditions:

1) A work place travel plan must be secured by the S.106 agreement. As part of the travel plans, the following measures must be included in order to maximise the use of public transport:

A) The developer must appoint a travel plan co-ordinator for the school aspect of the development and must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.

B) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and timetables to all new employees, travel pack to be approved by the Council's transportation planning team.

C) Shower, lockers storage and changing facilities to be included as part of development proposal.

D) The developer is required to pay a sum of £3,000 (three thousand pounds) per travel plan for annual monitoring for a period of 5 years.

Reasons: To promote travel by sustainable modes of transport to and from the site.

2) The applicant is required to provide details on the cycle parking provision proposed, including details on how the cycle parking will be secured and how secure access will be given to employees and visitors

Reason: To ensure that cycles can be parked securely and promote travel by sustainable modes of transport to and from the site.

- 3) The applicant is required to submit a service and deliver plan (DSP)

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic.

Informative

The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

8.4 Transport for London (TfL)

- 8.4.1 The site will be accessed by vehicles, pedestrians and cyclists through the existing proposed access points, which is acceptable to TfL.
- 8.4.2 As the site has good access to public transport, TfL welcomes the car free nature of this development, which is in accordance with London Plan policy 6.13.
- 8.4.3 No details were provided regarding the provision of cycle parking spaces. Cycle parking provision must be in accordance with London Plan policy 6.9. The cycle parking for the wider Northumberland Development Project may need to be re-configured as deemed appropriate to account for the proposed change of use.
- 8.4.4 Considering the scale of the wider Northumberland Development Project, TfL does not require any trip generation analysis to be undertaken, as it is assumed the net trips generated can be accommodated on the public transport services, in accordance with London Plan policy 6.3.
- 8.4.5 TfL is satisfied that given the car free nature of the change of use, the impacts on the TRLN and SRN are acceptable, which is in accordance with the London Plan policy 6.3.
- 8.4.6 TfL considers that the impact of the proposed use, over and above that already permitted is unlikely to have an adverse impact on the public transport or highway networks. That being said, in order to ensure that the proposed development complies with the transport policies in the London Plan, the following matter should be addressed:
- Provision and/or allocation of sufficient cycle parking
- 8.4.7 As stated above, this item should be secured via the appropriate planning conditions and obligations.

9.0 ANALYSIS / ASSESSMENT OF APPLICATION

9.1 Principle of Development

- 9.1.1 The fourth floor was originally intended to be used exclusively by THFC as ancillary stadium-related space, including use as office space. The proposed change of use of the fourth floor to B1(a) is sought to allow for more flexibility in

respect of its occupation.

9.1.2 The site is located in a Local Employment Area as designated under Policy SP8 'Employment' of the Haringey Local Plan 2013. These areas are identified as important sites to provide employment. However, compared to other designated employment sites (such as Strategic Industrial Locations) a more flexible approach can be taken on what uses are permissible. Mixed use developments and activities which fall outside of the 'B' Use Class (Business/Industrial) can be appropriate.

9.1.3 Under the original application, the proposed mix of foodstore (A1), education (D1), stadium-related uses, showroom/brand centre was considered acceptable in this context. The proposed change of use will widen the range of potential occupiers and bring the scheme closer to the type of employment activities generally envisioned by this policy.

9.2 Design and appearance

9.2.1 London Plan Policies 7.4 'Local Character' and 7.6 'Architecture' require development proposals to be of the highest design quality and have appropriate regard to local context. Haringey Local Plan Policy SP11 and Saved UDP Policy UD3 'General Principles' continue this approach.

9.2.2 The proposal will involve no change to the external appearance of the building so there will be no change to the impact of the building on local character having regard to the above policies.

9.3 Impact on Amenity

9.3.1 London Plan Policy 7.6 'Architecture' and Saved UDP Policy UD3 requires development proposals to have no significant adverse impacts on the amenity of surrounding development.

9.3.2 The proposal will involve no change to the size of the building or position of windows so there will be no implication for loss of light, outlook or privacy. The proposed office use is unlikely to result in noise nuisance relative to the permitted use. There would be no harm to amenity in compliance with the above policies.

9.4 Traffic and Parking

9.4.1 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the London Plan Policies Policy 6.3 'Assessing effects of development on transport capacity', 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network Capacity', 6.13 'Parking' and broadly in Haringey Local Plan Policy SP7 and Saved UDP Policy UD3 'General Principles'.

9.4.2 Both Transport for London and the Council's Transportation Team have assessed the proposal and do not object.

9.4.3 The proposed site is located in an area with a high public transport accessibility level (PTAL5) and is part of the strategic road network. The site is served by ten bus routes and White Hart Lane Station is approximately 450m to the west and Northumberland Park Station is approximately 600m to the east. Seven Sisters

and Tottenham Hale Underground stations are both just over 2km away. Access to the site will be via existing pedestrian and vehicle routes.

- 9.4.4 Based on analysis of comparable sites, it is estimated that the development would generate approximately 22 in/out trips during the AM peak period. The development provides seven disabled parking spaces, exceeding the three (1 per 1000 m²) required by the parking standards in Saved UDP Policy M10. Policy M10 would also require the provision of 3 additional of-street parking spaces however due to the site being in area of high public transport accessibility and that a reduced level of parking would encourage sustainable modes of transport, it is not considered necessary for these parking spaces to be provided. It should also be noted that an all day Controlled Parking Zone (CPZ) is planned for this area.

9.4.5 TfL and the Council's Transportation Team therefore raise no objection to the scheme subject to a supplemental s106 agreement securing a workplace travel plan and £3,000 per travel plan for annual monitoring for up to 5 years; and subject to conditions securing details of cycle parking provision and a delivery and service plan.

9.4.6 The proposed development is therefore considered to cause no harm to the highway and transport network in compliance with the above policies.

9.5 Energy and Sustainability

9.5.1 Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. Policy 5.2 sets out the Mayor's 'lean, clean, green' energy hierarchy which prioritises energy use reduction, clean production and renewable production respectively.

9.5.2 A detailed energy strategy was submitted and approved in relation to the original scheme. The strategy for the upper floors was tailored to accommodating a mix uses. The proposed change of use from stadium related uses to office is not likely to have a significant impact on the energy savings predicted in the approved Energy Strategy.

9.6 Environmental Impact Assessment

9.6.1 The development consented under the original permission is "schedule 2 development" within the meaning of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011, being an urban development project where the area of development exceeds 0.5 hectares. The applicant submitted an Environmental Statement (ES) dated May 2010 (with December 2011 Addendum) with the earlier application and the Local Planning Authority assessed the potential environmental impact of the development and was satisfied that the impacts of the development were not significant or adequately mitigated.

9.6.2 The proposed change of use of part of the building from stadium-related use (D2) to education (D1) is not considered to result in a significantly different environmental impact to that identified in the above ES. Consequently, it is considered that no further environmental impact assessment is required for this application.

9.7 S106 Planning Obligations and Community Infrastructure Levy (CIL)

9.7.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority (LPA) to seek financial contributions to mitigate the impacts of a development.

9.7.2 There is an existing s106 agreement attached to the existing permission and to accommodate the change of use, a variation will be required to secure the following:

A work place travel plan including the following measures in order maximise the use of public transport:

- a) The developer must appointment a travel plan co-ordinator for the school aspect of the development and must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.
- b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new employees, travel pack to be approved by the Council's transportation planning team.
- c) Shower, lockers storage and changing facilities to be included as part of development proposal.
- d) Payment of £3,000 (three thousand pounds) per travel plan for annual monitoring for a period of 5 years.

9.7.3 The development does not result in any increase in floor area and therefore CIL is not liable.

10.0 SUMMARY AND CONCLUSION

10.1 Under planning permission ref: HGY/2011/2350, permission was granted for a 5-storey building with food store (Use Class A1), education uses (Use Class D1), stadium-related uses (Use Class D2) and showroom/brand centre (sui generis) on the southern side of Northumberland Park. The building is enabling development for the wider Northumberland Development Project (NDP) which seeks to deliver regeneration through redevelopment of the White Hart Lane Stadium and surrounds.

10.2 The application seeks a minor material amendment to the above permission under s.73 of the Town and Country Planning Act 1990 (as amended) to facilitate the change of use of the fourth floor from stadium-related use (D2) to office B1(a).

10.3 Under Policy SP8 of the Haringey Local Plan 2013, the site is in a Local Employment Area and the proposed B1(a) use would be in accordance with employment activities sought in these areas.

10.4 Due to the site's high public transport accessibility, a forthcoming CPZ and the provision of seven disabled parking spaces, the proposed change of use will not cause harm to the highways and transport network.

10.5 Accordingly, it is recommend that the amendment is approved and Condition 42 be amended to reflect the revised plans, subject to the agreement of a a supplemental s106 securing further travel plans and contributions towards their monitoring.

11.0 RECOMMENDATION

GRANT AMENDMENT

Subject to the following conditions and supplemental s106 Agreement

IMPLEMENTATION

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

DRAWINGS

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 11580/001 P1, 11580/002 P1, 11580/005 P1, 11580/100 P1, 11580/101 P1, 11580/102 P1, 11580/103 P1, 11580/104 P3, 11580/005 P1 and BHC-XX-9091

Reason: For the avoidance of doubt and in interests of proper planning.

3. Prior to the completion of the development, the applicant shall submit to the Council as local planning authority for approval detailed drawings at an appropriate scale (elevations 1:20, plans 1:50) of the rear boundary works to the northern terrace, showing materials, and access arrangements.

Reason: To preserve the setting and appearance of the listed buildings, and to ensure a high quality development to preserve and enhance the character and appearance of the North Tottenham Conservation Area in accordance with Haringey Local Plan Policies SP11 'Design' and SP12 'Conservation' and Saved Unitary Development Plan (UDP) 2006 Policy CSV5 and UD3 of the London Borough of Haringey Unitary Development Plan 2006.

LANDSCAPE MANAGMENT

4. Within 2 years of commencing the development hereby permitted, the applicant shall submit a landscape maintenance scheme for approval by the Local Planning Authority. Any trees or areas of planting which die, are removed or become seriously damaged or diseased within 5 years of completion of the landscaping scheme, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure a comprehensive and sustainable development, to ensure good design, to ensure that the landscaping is secured in accordance with the Environmental Impact Assessment, in accordance with Haringey Local Plan Policies SP11 'Design' and SP13 'Open Space and Biodiversity' Saved Unitary Development Plan (UDP) 2006 Policy UD3

PARKING

5. Unless otherwise agreed in writing by the Local Planning Authority, the car parking provision within the development shall not exceed 401 spaces for the food store and

26 spaces (outside the site), including 7 disabled parking spaces, for the upper floor uses.

Reason: In order to ensure the appropriate level of car parking in the scheme are not exceeded in accordance with policies M3, and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

CYCLE PARKING

6. Prior to the occupation of the development hereby permitted, a detailed cycle parking scheme shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out only in accordance with the details so approved.

Reason: In order to ensure that well designed safe and appropriate levels of cycle parking in the scheme are provided in accordance with Haringey Local Plan Policy SP7 'Transport' and Saved Haringey Unitary Development Plan (UDP) 2006 Policy UD3.

STAFF PARKING

7. No staff, with the exception of Blue Badge holders, are permitted to use the supermarket car park between the hours of 8:00am and 19:00pm Monday to Saturday.

Reason: In order to ensure the appropriate levels of car parking in the scheme are not exceeded in accordance with Haringey Local Plan Policy SP7 'Transport' and Saved Haringey Unitary Development Plan (UDP) 2006 UD3 'General Principles'.

HOURS OF CONSTRUCTION

8. The construction works of the development hereby granted shall not be carried out before 0700 or after 1900 hours Monday to Friday or before 0700 or after 1900 hours on Saturday or before 0800 hours or after 1600 hours on Sundays and not at all on Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

LORRIES

9. Lorries delivering plant or materials during the construction phase of the development will only use designated routes agreed in writing in advance with the Local Planning Authority.

Reason: To minimise the impact of lorry traffic in local residential roads in accordance with the Environmental Impact Assessment and Saved Haringey Unitary Development Plan 2006 policy ENV6.

LOADING/UNLOADING

10. Vehicles may arrive, depart, be loaded or unloaded during the construction phase of the development within the general area of the application site only between 0700 hours and 1800 hours Monday to Friday and 0800 hours and 1200 hours on Saturday and not at all on Sunday or Bank Holidays except with the prior written approval of the Local Planning Authority.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway or effect the amenity of local residents in accordance with the Environmental Impact Assessment and Saved Haringey Unitary Development Plan 2006 Policy ENV6.

NOISE

11. At 1 metre outside the windows of any neighbouring habitable rooms the level of noise from plant and machinery shall be at all times at least 5 decibels below the existing background noise levels, expressed in dB(A) at such locations. Where the noise from plant and machinery is tonal in character the differences in these levels shall be at least 10dB(A).

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and Saved Haringey Unitary Development Plan 2006 policy ENV6.

USE OF ROOF

12. Unless otherwise agreed in writing by the Local Planning Authority, no roof top facilities shall be in use between the hours of 2300 - 0700 hours any day of the week.

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and Saved Haringey Unitary Development Plan 2006 Policies ENV6 and ENV7.

FLOOD RISK

13. The development hereby permitted shall only be carried out in accordance with the approved Flood Risk Assessment (FRA). Ref: BDRP0001, Version 6, Final, May 2010 and the following mitigation measures detailed within the FRA:

- i. Reducing the surface water runoff from the site by at least 50% for all storm events up to and including the 1 in 100 year critical storm, taking into account the effects of climate change. The peak discharge must not exceed 150/l/s/ha.**
- ii. Provision of storage on site to attenuate all flood events up to and including the 1 in 100 year event, taking into account the effects of climate change.**

iii. Identification and provision of safe route(s) into and out of the site to an appropriate safe-haven.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of the surface water from the site, to ensure safe access and egress from and to the site and to reduce the impact of flooding on the proposed development and future occupants and site users.

UNIDENTIFIED CONTAMINATION

14. If, during development, contamination not previously identified is found to be present at the site then no further development (unless agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure protection of controlled waters.

DELIVERY

15. Deliveries to the supermarket shall only take place between the hours of 5.00am and 11.00pm on any day. In addition to implementing the noise mitigation measures described in the approved Environmental Statement, Servicing Route A via the junction of Tottenham High Road (A1010) and Northumberland Park (as identified in Figure 4.1, Volume 8 of the approved Transport Assessment) shall be utilised unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and Saved Haringey Unitary Development Plan 2006 policy ENV6.

DELIVERY AND SERVICING

16. The use as a 'brand centre' of part of the upper floors of the development hereby permitted shall be used only in conjunction with events in the nearby Stadium for the display of goods and not for general retail or wholesale sale of goods (unless otherwise agreed in writing by the local planning authority).

Reason: To enable proper control of the use of this space in the interest of the amenity of surrounding residents and the impact on the local area.

PARKING STEWARDS

17. The developer provides a delivery and servicing plan for the fourth floor office hereby approved. The servicing and delivery plan should include:

a) Programme deliveries outside the AM and PM peak periods in order to reduce congestion on the highway network.

b) Details of refuse collection to be provided as part of the service and deliver plan.

Reason: In order to minimise the impact of servicing and deliveries on local traffic and highway conditions.

COLLABORATION

18. Unless agreed in writing with the Local planning Authority, The applicant/ developer shall provide parking stewards inside the food store car park for the duration of the operation of the foodstore. Such wardens shall manage the use of the car park to maximise efficiency

Reason: In order to maximise the capacity of the food store carpark.

NO CHANGE OF USE

19. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 1995 or any Order revoking or re-enacting that Order, no conversion of the B1(a) use hereby approved to Residential C3 shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To ensure that no inappropriate residential development takes place in the interests of land use planning and residential amenity consistent with Policy 3.5 of the London Plan 2011, Haringey Local Plan Policies SP1 'Managing Growth' SP2 'Housing' and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

12.0 APPENDICES

12.1 Appendix 1 – Consultation Responses

| No. | Stakeholder | Question/Comment | Response |
|-----|-------------|---|--------------------------------------|
| | INTERNAL | <p>The proposed site is located in an area with a high public transport accessibility level (PTAL5) and is part of the strategic road network (SRN). There are ten bus routes serving this area: routes 149, 279, 259, 341, 476, 123, 243, 318, W3 and 349 with bus stops on the High Road and on Northumberland Park. There are two national rail stations within reasonable walking distance of the site. White Hart Lane station is approximately 450m to the west and provides access to services on the Seven Sisters branch of the Lea Valley Line. Northumberland Park station is approximately 600m to the east and provides access to services on the Tottenham Hale branch of the Lea Valley line. The nearest underground station is Tottenham Hale on the Victoria Line, approximately 2.2 km from the stadium. Seven Sisters is 2.3km to the south, of the stadium.</p> <p>The applicant is proposing to change some 3,055 sqm of B1 space on the fourth floor which was previously proposed to be use as stadium related B1 use to general B1 use. We have assessed the car trips likely to be generated by the proposed facility using similar site from the TRAVL trip prediction database (Brent Town Hall HA9 and Chiswick Park W4) the results of the analysis suggest that, this development proposal would generate some 22 in/out trips during the critical am peak period; the applicant has proposed providing 7 off street disabled car parking spaces for the use of the B1 units. The Disable car parking provision is in line with Saved UDP policy M10, which requires the applicant to provide 2 disable car parking spaces per 1000Sqm.</p> <p>The parking standard requires the applicant to provide 3 additional off street car parking spaces to service this</p> | Noted. Conditions and s106 provision |

| No. | Stakeholder | Question/Comment | Response |
|-----|-------------|---|----------|
| | | <p>development proposal. However considering that the proposed office is located in an area with high public transport accessibility (PTAL 5); and reduced parking would promote travel by sustainable modes of transport which is in line with Haringey's Local Plan Policies, SP1 Managing Growth, SP4 Working towards a Low carbon Haringey, and SP7 Transport. The applicant does not need to provide any additional off street car parking spaces. It is also to be noted that an all day CPZ is planned for this area which will restrict parking demand during the day and visitors parking will be available on the streets surrounding the site in the form of pay and display parking bays.</p> <p>Consequently the Transportation and highways authority would not object to this application subject to the following s.106 obligations and conditions:</p> <p>1) A work place travel plan must be secured by the S.106 agreement. As part of the travel plans, the following measures must be included in order maximise the use of public transport:</p> <p>A) The developer must appointment a travel plan co-ordinator for the school aspect of the development and must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.</p> <p>B) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new employees, travel pack to be approved by the Council's transportation planning team.</p> <p>C) Shower, lockers storage and changing facilities to be</p> | |

| No. | Stakeholder | Question/Comment | Response |
|-----|-----------------------|---|----------|
| | | <p>included as part of development proposal.</p> <p>D) The developer is required to pay a sum of, £3,000 (three thousand pounds) per travel plan for annual monitoring for a period of 5 years.</p> <p>Reasons: To promote travel by sustainable modes of transport to and from the site.</p> <p>2) The applicant is required to provide details on the cycle parking provision proposed, including details on how the cycle parking will be secured and how secure access will be given to employees and visitors</p> <p>Reason: To ensure that cycles can be parked securely and promote travel by sustainable modes of transport to and from the site.</p> <p>The applicant is required to submit a service and deliver plan (DSP)</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic.</p> <p>Informative The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.</p> | |
| | | | |
| | EXTERNAL | | |
| | Greater London | The proposal does not raise any new strategic planning issues. | |

| No. | Stakeholder | Question/Comment | Response |
|-----|--|--|---|
| | <p>Authority (GLA)</p> | <p>The original application represented EIA development and the environmental information available to date has been taken into consideration in formulating these comments.</p> <p>The Council may proceed to determine the application without further reference to the GLA.</p> | |
| | <p>Transport for London (TfL)</p> | <p>The site will be accessed by vehicles, pedestrians and cyclists through the existing proposed access points, which is acceptable to TfL.</p> <p>As the site has good access to public transport, TfL welcomes the car free nature of this development, which is in accordance with London Plan policy 6.13.</p> <p>No details were provided regarding the provision of cycle parking spaces. Cycle parking provision must be in accordance with London Plan policy 6.9. The cycle parking for the wider Northumberland Development Project may need to be re-configured as deemed appropriate to account for the proposed change of use.</p> <p>Considering the scale of the wider Northumberland Development Project, TfL does not require any trip generation analysis to be undertaken, as it is assumed the net trips generated can be accommodated on the public transport services, in accordance with London Plan policy 6.3.</p> <p>TfL is satisfied that given the car free nature of the change if use, the impacts on the TRLN and SRN are acceptable, which is in accordance with the London Plan policy 6.3.</p> | <p>Noted. Recommendations followed.</p> |

| No. | Stakeholder | Question/Comment | Response |
|-----|------------------|---|--|
| | | <p>TfL considers that the impact of the proposed use, over and above that already permitted is unlikely to have an adverse impact on the public transport or highway networks. That being said, in order to ensure that the proposed development complies with the transport policies in the London Plan, the following matter should be addressed:</p> <ul style="list-style-type: none"> - Community Infrastructure Levy - Provision and/or allocation of sufficient cycle parking <p>As stated above, this item should be secured via the appropriate planning conditions and obligations.</p> | <p>CIL is not liable as development is for change of use only.</p> |
| | RESIDENTS | n/a | |