

**REPORT FOR CONSIDERATION AT PLANNING COMMITTEE**

<b>Reference No:</b> HGY/2013/1976	<b>Ward:</b> Northumberland Park
<b>Address:</b> Land Off Northumberland Park N17 0AL	
<p><b>Proposal:</b> Variation of condition 42 (pending approval of s.96A application HGY/2013/1861) attached to planning permission HGY/2011/2350, for variation of second floor plan to allow for proposed change of use from stadium-related uses (Use class D2); showroom/brand centre (sui generis), to Class D1 to form a new university technical college and associated minor alterations</p> <p><b>Existing Use:</b> D2/Sui Generis (club use/brand centre)</p> <p><b>Proposed Use:</b> Education (D1)</p> <p><b>Applicant:</b> TH Property Limited / Stardare Limited</p> <p><b>Ownership:</b> Private</p>	

DOCUMENTS
Title
Planning Statement
Transport Assessment - September 2013

PLANS		
Plan Number	Rev.	Plan Title
11580 002	P1	OS Map
11580 NMA 001	P1	Site location plan
11580 NMA 102	P2	Approved second floor plan
411 TOT 6000		Control Option – Level 01
411 TOT 6020		Control Option – Level 02
411 TOT 6020		Control Option – Level 03
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 the completion of a supplemental s106 legal 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 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 second floor from stadium-related uses (Use class D2); showroom/brand centre (sui generis), to Class D1 to form a new university technical college and associated minor alterations.

The site is located in a Local Employment Area as such a flexible approach can be taken on what uses are permissible. The proposed change of use will entail the loss of the showroom/brand centre. However, the loss of this element in favour of an education facility is considered acceptable as it would be supported by policies seeking greater provision of such uses.

Due to the site's high public transport accessibility, a forthcoming CPZ and the provision of 4 disabled parking spaces and additional cycle spaces, the proposed change of use will not cause harm to the highways and transport network.

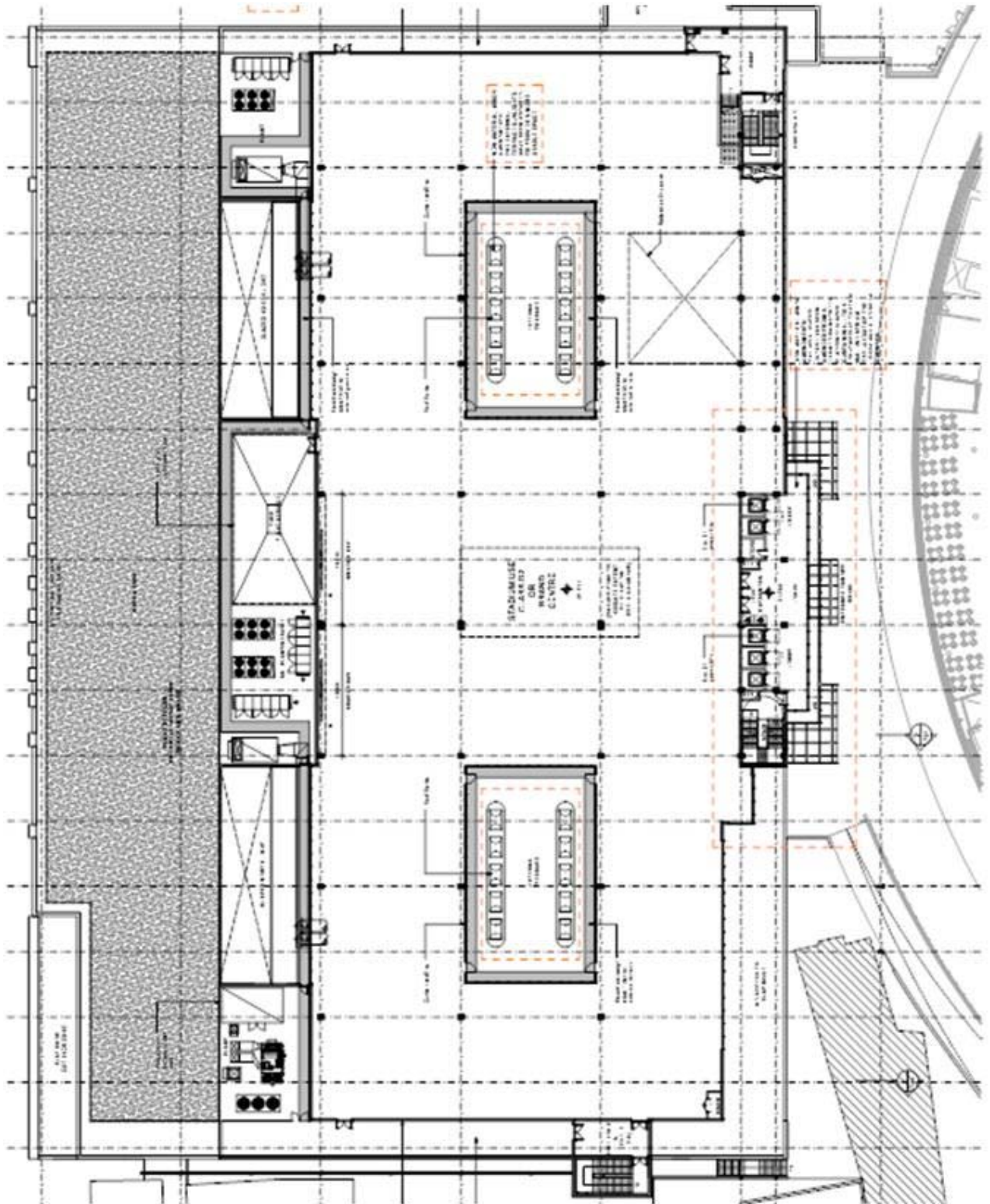
Accordingly, it is recommended that the amendment is approved and Condition 42 be amended to reflect the revised plans, subject to the agreement of a supplemental s106 securing further travel plans and contributions towards their monitoring.

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## 2.0 IMAGES

### Second 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 of 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.

3.5 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 second floor from Use Class D2/Sui Generis (Club use/brand centre) to D1 (education) to accommodate the Tottenham University Technical College (UTC). The UTC will occupy both the second (5,666 sqm) and third floor (3,238sqm) providing a 8,904 sqm facility. The third floor already benefits from D1 (education) consent but the green roof at this floor will be converted into an amenity space for students.

4.2 Condition 42 lists the approved plans to which the planning permission must adhere to and the change of use is sought by varying the list of drawings to include plans showing the UTC.

- 4.3 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 substation 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 3.18 Education facilities

Policy 4.12 Improving Opportunities for All

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  
SP16 Community Facilities

Saved Unitary Development Plan 2006 Policies

UD3 General Principles  
TCR2 Out of Town Centre Development  
M10 Parking for Development

**7.0 CONSULTATION**

<b>Internal</b>	<b>External</b>
Ward Councillors Transportation Education Tottenham Team	<u>Residents:</u> 1-41 (c) Worcester Avenue, N17 790-814 (e) High Road, N17 incl. flats within 1-57 (o), 50, 52 (Northumberland Park, N17 incl. flats within  Tottenham CAAC Tottenham Civic Society Transport for London

**8.0 RESPONSES**

**8.1 Greater London Authority (GLA)**

- 8.1.1 The proposal does not raise any new strategic planning issues.
- 8.1.2 The original application represented EIA development and the environmental information available to date has been taken into consideration in formulating these comments.
- 8.1.3 The Council may proceed to determine the application without further reference to the GLA.

**8.2 LBH Transportation**

- 8.2.1 The proposed site has 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.

- 8.2.2 The applicant is proposing to change the use of the second floor from stadium related use to (D2) to a university technical college (D1); the proposed facility will incorporate some 5,666 m<sup>2</sup> floor area which was to be used for stadium related activity. This is in addition to the previously approved 3,238 m<sup>2</sup> approved for D1 use; this is a total of 8,904 m<sup>2</sup> in total for use as a UTC. The applicant's transport planning consultant has forecasted that the proposed UTC will have some 924 students and 120 staff. As UTC's are specialist educational facilities and are limited in number, there are no comparable sites in the TRAVL trip prediction database. As such the applicant's transport planning consultant has forecasted that the proposed trip rates based on first principle, using surveys from the 2011 census data. The results of the analysis suggest that a development of this nature will generate the majority of trips by sustainable mode of transport with some 97% of trips by sustainable modes of transport. A larger proportion of students will travel by bus or will walk to the proposed facility with both modes each accounting for 36% of modal split (72% of overall travel). The TA has proposed that some 16% will travel by rail, 7% will cycle and 3% will be dropped off by car.
- 8.2.3 We have some concerns with regards to the proposed modal split for walking, which predicts that some 36% of overall travel to the proposed UTC will walk only. We have considered that as the proposed facilities will be specialist in nature, it will have a larger catchment area and as such the number of walking trips should be lower, and the percentage of trips by bus trips higher. We have however considered that as there is spare capacity on the bus network that any percentage change from walking trips to bus trips would not have any impact on the transportation and highways network. The applicant has proposed providing four disabled car parking spaces, we would have expected a development of this type to have provided at least eight disabled car parking spaces for the UTC aspect of the development. However as there are no specific parking standards regarding the provision of disabled car parking spaces for UTC; this does not form sufficient grounds to object to this application.
- 8.2.4 The applicant has not proposed providing any parking for general needs i.e. visitors and staff, we consider this acceptable as the site is located in an area with a high public transport accessibility level (PTAL 5), and is proposed to be covered by an all day CPZ. This will encourage staff and students to use sustainable modes of transport which is in line with the Council's local plan policies SP1, SP4 and SP7. In addition the applicant has proposed providing 120 cycle parking stands. The cycle parking provision is in line with Haringey's cycle parking standards; however the applicant has not clearly identified how the cycle parking will be accessed and how access will be securely controlled.

Consequently the transportation and highways authority would not object to this application subject to the following conditions:

1) A school travel plan must be secured by a 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 students, travel pack to be approved by the Council's transportation planning team.

c) 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.

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 students and teachers.

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 also required to submit a servicing and delivery 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.

### 8.3 Transport for London

8.3.1 The site will be accessed by vehicles, pedestrians and cyclists through the existing proposed access points, which is acceptable to TfL.

8.3.2 As the site has good access to public transport, TfL welcomes the car free nature of this development, including four on-site spaces for blue badge holders. This proposal is therefore in accordance with London Plan policy 6.13. In addition, TfL recommends those accessible spaces are equipped with active electric vehicle charging points, which should be secured through a planning condition. In addition, provision for vehicle drop-offs, including minibuses, should be adequately catered for.

8.3.3 TfL welcomes the applicant's commitment to provide 105 cycle spaces, as this level of provision meets the standards set out in London Plan policy 6.9 and draft Revised Early Minor Alterations to the London Plan (August 2013). Details should be provided within the application drawings as to the location of the proposed cycle stands to enable TfL to assess their suitability, as stands should be located in accessible, convenient, secure and sheltered areas of the site.

- 8.3.4 TfL supports the method used to calculate the trip rate and modal split for the proposed change of use.
- 8.3.5 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.
- 8.3.6 TfL is satisfied that given the number of proposed trips in comparison to that predicted with the permitted use of this building, the impact on the capacity of the Underground and Bus network is acceptable, which is in accordance with the London Plan policy 6.3.
- 8.3.7 TfL requests that a school travel plan is submitted to, and approved by the Council, in consultation with TfL, in accordance with London Plan policy 6.3.
- 8.3.8 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:

- Submission of a School Travel Plan to be secured

As stated above, this item should be secured via the appropriate planning conditions and obligations.

## **8.4 Cllr John Bevan**

### **8.4.1 Objection**

- Increased congestion from 924 students plus 100+ staff
- Additional transport provision is required, including contributions through a s106 agreement
- The proposed car parking, disabled parking and cycle parking provision is inadequate
- Local jobs should be sought through this application
- The UTC should be required to work closely with the nearby 6<sup>th</sup> Form Centre through a planning condition
- It is assumed that a college of this size is a practical proposition and meets all relevant standards under building control, health and safety

### **8.4.2 One response from a local resident**

- Principle of a UTC is acceptable
- There have been 'sham' institutions located on this site previously and in the local area which served a visa circumvention route rather than as a true academic institution

- The credibility of the higher education body should be verified

8.4.3 How many local jobs will be generated for both teaching and non-teaching staff

#### 8.4.4 One objection from Haringey Sixth Form Centre

- Is a UTC the best use of floor space above a carpark and supermarket and beneath office space
- The design should afford high standards of child protection, pupil and staff amenity
- There is a risk of over provision in the area. Northumberland Park School and Haringey Sixth Form Centre are available. If the UTC is not able to fill its places it will harm pupil experience
- The Sixth Form Centre would welcome the opportunity to work in collaboration with the UTC

### 9.0 ANALYSIS / ASSESSMENT OF APPLICATION

#### 9.1 Principle of Development

9.1.1 The approved scheme incorporates an education use on its third floor and the current application seeks the change the use of the second floor from showroom/brand centre (D2/Sui Generis) to education (D1). This is to provide a University Technical College (UTC) over both of these floors (8,904 sqm in total).

9.1.2 The provision of education facilities, particularly in areas of high unemployment (such as Northumberland Park), is sought under Policy SP9 of the Haringey Local Plan 'Improving skills and training to support access to jobs and community cohesion and inclusion'. This aim is also sought more generally by SP16 'Community Facilities'.

9.1.3 The application is also supported by London Plan Policy 3.18 'Education Facilities'. The policy also seeks sharing of facilities between schools and college and the Haringey Sixth Form centre has expressed a desire to work with the new UTC. This is supported by Cllr Bevan. A condition will be applied requiring that such an arrangement is investigated so that facilities can be used effectively and the risk of overprovision is lessened.

9.1.4 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. The proposed change of use will entail the loss of the showroom/brand centre. However, the loss of this element in favour of an education facility is considered acceptable. Given the proposed change of use of the fourth floor offices (B1(a)), the overall impact in terms of employment uses is considered neutral/positive.

9.1.5 The proposed development is therefore supported by planning policies seeking provision of education facilities and those seeking provision of employment uses on employment land.

## **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 approved scheme included a green roof at third floor level and it is proposed that it be converted into an outside amenity space for students. There would be two spaces, one on each of the east and west sides. To minimise overlooking from these roof terraces to the nearest residential properties, a condition will be applied requiring the submission of detailed scheme for screening around the edge of the roof terraces. 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.
- 9.4.4 The proposed change of use of will result in a UTC with 8,904 m<sup>2</sup> total floorspace. The applicant's transport planning consultant has forecasted that the proposed UTC will have some 924 students and 120 staff. As UTC's are specialist educational facilities and are limited in number, there are no sites which can be used to compare with the application site. As such the applicant's transport planning consultant has forecasted that the proposed trip rates based on a first principles analysis of 2011 census data. The results of the analysis suggest that for a development of this nature, 97% of trips will be by sustainable modes of transport (36% walk, 36% bus, 16% rail, 7% cycle, 3% dropped off by car).



- 9.4.5 The Transportation Team has expressed doubt that the proportion of users that will walk will be as high as 36% as the UTC is a specialist facility with a wide catchment area. However, it is considered that there is spare capacity on the bus network that can absorb any percentage change from walking trips to bus trips.
- 9.4.6 The applicant has proposed providing four disabled car parking spaces. The Transportation team would prefer eight disabled spaces to be provided but as there are no specific parking standards for UTCs, no objection is raised.
- 9.4.7 No general needs parking (i.e. visitors and staff) has been provided 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.
- 9.4.8 In addition the applicant has proposed providing 120 cycles parking stands. The cycle parking provision is in line with Haringey cycle parking standards. However, the applicant has not clearly identified how the cycle parking will be accessed and how access will be securely controlled. A condition will be applied requiring submission and approval of further details.
- 9.4.9 TfL and the Council's Transportation Team therefore raise no objection to the scheme subject to a supplemental s106 agreement securing a school 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.
- 9.4.10 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 education 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.

9.7 The proposed change of use of part of the building from club use/brand centre (D2/Sui Generis) 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.

#### **9.8 S106 Planning Obligations and Community Infrastructure Levy (CIL)**

9.8.1 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.

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

9.8.3 A school travel plan with the following measures 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 students, travel pack to be approved by the Council's transportation planning team.

c) Payment of, £3,000 (three thousand pounds) per travel plan for annual monitoring for a period of 5 years.

## 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 second floor from showroom/brand centre (D2/sui generis) to University Technical College (D1)
- 10.3 The provision of a UTC would support Borough aims to encourage growth of education and training facilities, particularly in areas of high unemployment. On balance the loss of the showroom/brand centre is acceptable.
- 10.4 Due to the site's high public transport accessibility, a forthcoming CPZ and the provision of 4 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 supplemental s106 securing further travel plans and contributions towards their monitoring.

## 11.0 RECOMMENDATION

### GRANT AMENDMENT

Subject to the following conditions and a 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 P2, 11580/103 P1, 11580/104 P3, 11580/005 P1, 411 TOT 6000, 411 TOT 6020, 411 TOT 6020 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 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 delivery plan.

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

#### **PARKING STEWARDS**

17. 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.

#### **COLLABORATION**

18. The applicant shall liaise with the Haringey Sixth Form Centre to investigate opportunities for collaboration to ensure best use of facilities. Evidence of such liaison shall be submitted in the form of a written statement setting out what steps have been taken and the results of any discussion. Such a statement shall be submitted within 3 months of occupation.

Reason: In order to ensure best use of facilities between local education institutions in accordance with London Plan Policy 3.18 'Education Facilities'.

#### **SCREENING**

19. Prior to the occupation of the development hereby permitted, a detailed scheme for the screening of the roof terraces shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the details so approved.



Reason: In order to minimise overlooking to nearby residential properties in accordance with London Plan Policy 7.6 'Architecture' and Saved UDP Policy UD3 'General Principles'.

## **12.0 APPENDICES**

### **12.1 Appendix 1 – Consultation Responses**

No.	Stakeholder	Question/Comment	Response
	<b>INTERNAL</b>		
	<b>Cllr John Bevan</b>	<p><b>Objection</b></p> <ul style="list-style-type: none"> <li>• Increased congestion from 924 students plus 100+ staff</li> <li>• Additional transport provision is required, including contributions through a s106 agreement</li> <li>• The proposed car parking, disabled parking and cycle parking provision is inadequate</li> <li>• Local jobs should be sought through this application</li> <li>• The UTC should be required to work closely with the nearby 6<sup>th</sup> Form Centre through a planning condition</li> <li>• It is assumed that a college of this size is a practical proposition and meets all relevant standards under building control, health and safety</li> </ul>	<p>There is sufficient local capacity to accommodate the trips generated</p> <p>Travel plan and travel plan monitoring funds are secured by s106</p> <p>Parking and disabled parking provision considered acceptable. Cycle provision secured by condition</p> <p>Provision of locals jobs have been sought as part of this development and the wider NDP scheme</p> <p>A condition has been applied</p> <p>The UTC has been designed with input from a educational institution</p>
	<b>Transportation</b>	<p>The proposed site as 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</p>	<p>Noted. Recommendations followed.</p>

No.	Stakeholder	Question/Comment	Response
		<p>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 the use of the second floor from stadium related use to (D2) to a university technical college (D1); the proposed facility will incorporate some 5,666 sqm floor area which was to be used for stadium related activity. This is in addition to the previously approved 3,238 sqm approved for D1 use; this is a total of 8,904 sqm in total for use as a UTC. The applicant's transport planning consultant has forecasted that the proposed UTC will have some 924 students and 120 staff. As UTC's are specialist educational facilities and are limited in number, there are no comparable sites in the TRAVL trip prediction database. As such the applicant's transport planning consultant has forecasted that the proposed trip rates based on first principle, using surveys from the 2011 census data. The results of the analysis suggest that a development of this nature will generate the majority of trips by sustainable mode of transport with some 97% of trips by sustainable modes of transport. A larger proportion of students will travel by bus or will walk to proposed facility with both modes each accounting for 36% of modal split (72% of overall travel). The TA has proposed that some 16% will travel by rail, 7% will cycle and 3% will be dropped off by car.</p> <p>We have some concerns with regards to the proposed modal</p>	

No.	Stakeholder	Question/Comment	Response
		<p>split for walking, which predicts that some 36% of overall travel to the proposed UTC will walk only. We have considered that as the proposed facilities will be specialist in nature, it will have a larger catchment area and as such the number of walking trips should be lower, and the percentage of trips by bus trips higher. We have however considered that as there is spare capacity on the buses network that any percentage change from walking trips to bus trips would not have any impact on the transportation and highways network. The applicant has proposed providing 4 disable car parking spaces, we would have expected a development of this type to have provide at least 8 disable car parking spaces for the UTC aspect of the development. However as there are no specific parking standards regarding the provision on disable car parking spaces for UTC; this does not form sufficient grounds to object to this application.</p> <p>The applicant has not proposed providing any parking for general needs i.e. visitors and staff, we consider this acceptable as the site is located in an area with a high public transport accessibility level (PTAL 5), and is proposed to be covered by an all day CPZ. This will encourage staff and students to use sustainable modes of transport which is in line with the Council's local plan policies SP1, SP4 and SP7. In addition the applicant has proposed providing 120 cycles parking stands. The cycle parking provision is in line with Haringey cycle parking standard; however the applicant has not clearly identified how the cycle parking will be accesses and how access will be securely controlled.</p> <p>Consequently the transportation and highways authority would not object to this application subject to the following conditions:</p>	

No.	Stakeholder	Question/Comment	Response
		<p>1) A school travel plan must be secured by a S.106 agreement. As part of the travel plans, the following measures must be included in order to maximise the use of public transport:</p> <p>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.</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 students, travel pack to be approved by the Council's transportation planning team.</p> <p>c) 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>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 student and teachers.</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>3) The applicant is also required to submit a service and delivery plan (DSP) Reason: To reduce congestion and mitigate any obstruction to the flow of traffic.</p> <p>Informative</p>	

No.	Stakeholder	Question/Comment	Response
		<p>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>	
	<b>EXTERNAL</b>		
	Greater London Authority (GLA)	<p>The proposal does not raise any new strategic planning issues.</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>	Noted.
	Transport for London (TfL)	<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, including four on-site spaces for blue badge holders. This proposal is therefore in accordance with London Plan policy 6.13. In addition, TfL recommends those accessible spaces are equipped with active electric vehicle charging points, which should be secured through a planning condition. In addition, provision for vehicle drop-offs, including minibuses, should be adequately catered for.</p> <p>TfL welcomes the applicant's commitment to provide 105</p>	Noted. Recommendations followed.

No.	Stakeholder	Question/Comment	Response
		<p>cycle spaces, as this level of provision meets the standards set out in London Plan policy 6.9 and draft Revised Early Minor Alterations to the London Plan (August 2013). Details should be provided within the application drawings as to the location of the proposed cycle stands to enable TfL to assess their suitability, as stands should be located in accessible, convenient, secure and sheltered areas of the site.</p> <p>TfL supports the method used to calculate the trip rate and modal split for the proposed change of use.</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>TfL is satisfied that given the number of proposed trips in comparison to that predicted with the permitted use of this building, the impact on the capacity of the Underground and Bus network is acceptable, which is in accordance with the London Plan policy 6.3.</p> <p>TfL requests that a school travel plan is submitted to and approved by the Council in consultation with TfL, in accordance with London Plan policy 6.3.</p> <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</p>	



No.	Stakeholder	Question/Comment	Response
		<p>addressed:</p> <p>Submission of a School Travel Plan to be secured</p> <p>As stated above, this item should be secured via the appropriate planning conditions and obligations</p>	
	Haringey Sixth Form Centre	<ul style="list-style-type: none"> <li>• Is a UTC the best use of floor space above a carpark and supermarket and beneath office space</li> <li>• The design should afford high standards of child protection , pupil and staff amenity</li> <li>• There is a risk of over provision in the area. Northumberland Park School and Haringey Sixth Form Centre are available. If the UTC is not able to fill its places it will harm pupil experience</li> <li>• The Sixth Form Centre would welcome the opportunity to work in collaboration with the UTC</li> </ul>	<p>There is a demand for a UTC is in located.</p> <p>The UTC has been designed with input from an interested education institution</p> <p>Provision of additional educational facilities is supported by planning policy</p> <p>A condition has been applied requiring the UTC to investigate opportunities for collaboration.</p>
	<b>RESIDENTS</b>		
	<b>One response</b>	<ul style="list-style-type: none"> <li>• Principle of a UTC is acceptable</li> <li>• There have been ‘sham’ institutions located on this site previously and in the local area which served a visa circumvention route rather than as a true academic institution</li> <li>• The credibility of the higher education body should</li> </ul>	<p><b>Noted.</b></p> <p>The UTC is sponsored by Middlesex University</p>

No.	Stakeholder	Question/Comment	Response
		be verified <ul style="list-style-type: none"><li>• How many local jobs will be generated for both teaching and non-teaching staff</li></ul>	