

# **ADDENDUM**

This page is intentionally left blank

Planning Sub Committee 18 December 2017

**UPDATE FOR CONSIDERATION AT PLANNING SUB-COMMITTEE Item No. 7**

<b>Reference No:</b> PRE/2017/0337 (Note: Change of reference no.)	<b>Ward:</b> West Green
<b>Address:</b> Westbury Court, 435 Lordship Lane, N22 5DH	
<b>Proposal:</b> Demolition of the existing building and erection of a new part 7 part 5 storey building with 50 residential units and commercial units at ground floor.	

**UPDATES**

Since the Agenda was published a planning application has been submitted.

**2. BACKGROUND**

2.2 The planning application has not yet been validated and is likely to be presented to the Planning Sub-Committee in early 2018. The applicant has been recently engaged in pre-application discussions with Haringey Officers.

**Appendix 1**

Inclusion of 'Appendix 1' setting out the latest comments from the Quality Review.

The summary of the comments is as follows:

*Summary*

The Quality Review Panel feels that the scheme has greatly improved since the previous review, and potentially promises a good quality urban development. It welcomes the adjustments to the layout and massing, as well as the emerging elevational treatment. Scope also remains to improve the quality and materiality of the public and private external spaces within and adjacent to the development. Further thought is also needed to improve access arrangements for the wheelchair suitable units. These comments are expanded below.

## UPDATE FOR CONSIDERATION AT PLANNING SUB-COMMITTEE Item No. 9

<b>Reference No:</b> HGY/2017/2005	<b>Ward:</b> Tottenham Hale
<b>Address:</b> SW Plot Hale Village Ferry Lane London N17 London	
<b>Proposal:</b> Mixed use development ranging from 11 to 33 storeys comprising 1,588 sqm commercial space (flexible A1/A3/A4/B1/D1 uses), 279 residential units including affordable housing, together with roof garden and associated landscaping, the provision of basement car parking, bicycle spaces, associated plant including building maintenance unit and internal refuse storage at Plot SW, Hale Village.	

## UPDATES

Amendment to include the affordable housing provision as a proportion of habitable rooms which is shown in the table below:

Site	Number of units	Affordable housing provision (units)	Private housing provision (units)	Percentage affordable units (%)	Affordable housing provision (habitable rooms)	Private housing provision (habitable rooms)	Number of habitable rooms	Percentage affordable habitable rooms (%)
Hale Village	959	542	417	56.52%	1,636	1,135	2,771	59.04%
SW Plot	279	44	235	15.41%	108	609	717	15.06%
Total	1,238	586	653	47.33%	1,744	1,744	3,488	50.00%

The Portfolio Approach for Tottenham Hale Table (para 6.5.23) has been updated to show the latest position within Tottenham Hale following the recommendation to grant planning permission for Berol Yard and Ashley Gardens, and following further updates on other potential future applications within the Tottenham Hale AAP.

Tottenham Hale Portfolio Approach											Overall affordable (%)
				Tenure mix							
SITES				Market			Affordable				
Site Allocations DPD Reference	Site allocation	Site Title	Total Units		For Sale	For Rent	Shared Ownership	Pocket	DMR / LLR	Affordable Rent	
<b>A. Sites with Recommendation to Grant Planning Permission</b>											
Ashley Road South	TH6	NHHG	265	no.	118	0	112	0	0	35	
				%	45%	0%	42%	0%	0%	13%	
Station Square West	TH4	One Station Square (BSD)	128	no.	11	0	117	0	0	0	
				%	9%	0%	91%	0%	0%	0%	
Hale Wharf	TH9	Hale Wharf (Muse)	505	no.	328	0	143	0	0	34	
				%	65%	0%	28%	0%	0%	7%	

Monument Way	TH10	Monument Way (Newlon)	54	no.	0	0	0	0	0	54	
				%	65%	0%	0%	0%	0%	100%	
Ashley Road South	TH6	BSD	561	no.	261	158	101	0	8	33	
				%	47%	28%	18%	0%	1%	6%	
<b>Sub-total (A.)</b>			<b>1513</b>	<b>no.</b>	<b>718</b>	<b>158</b>	<b>473</b>	<b>0</b>	<b>8</b>	<b>156</b>	<b>42%</b>
				<b>%</b>	<b>47%</b>	<b>10%</b>	<b>31%</b>	<b>0%</b>	<b>1%</b>	<b>10%</b>	

<b>B. Sites before Planning Committee in December 2017</b>											
Hale Village Tower	TH8	HVT (Anthology)	279	no.	236	0	43	0	0	0	
				%	85%	0%	15%	0%	0%	0%	
<b>Sub-total (B.)</b>			<b>279</b>	<b>no.</b>	<b>236</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15%</b>
				<b>%</b>	<b>85%</b>	<b>0%</b>	<b>15%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	
<b>Running Total (A+B)</b>			<b>1792</b>	<b>no.</b>	<b>954</b>	<b>158</b>	<b>516</b>	<b>0</b>	<b>8</b>	<b>156</b>	<b>38%</b>
				<b>%</b>	<b>53%</b>	<b>9%</b>	<b>29%</b>	<b>0%</b>	<b>0%</b>	<b>9%</b>	

<b>C. Sites in Pre-application Discussions with the Planning Authority</b>											
Station Square West	TH4	Station Square West (AR)	592	no.	0	484	108	0	0	0	
				%	0%	82%	18%	0%	0%	0%	
Station Square North	TH5	Ashley Road East (AR) Ashley Road West (AR)	256	no.	210	0	46	0	0	0	
				%	82%	0%	18%	0%	0%	0%	
Monument Way & Welbourne Centre	TH10	Welbourne Centre (AR)	166	no.	66	0	0	100	0	0	
				%	40%	0%	0%	60%	0%	0%	
<b>Sub-total (C.)</b>			<b>1014</b>	<b>no.</b>	<b>276</b>	<b>484</b>	<b>154</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>25%</b>
				<b>%</b>	<b>27%</b>	<b>48%</b>	<b>15%</b>	<b>10%</b>	<b>0%</b>	<b>0%</b>	
<b>Running Total (A+B+C)</b>			<b>2806</b>	<b>no.</b>	<b>1230</b>	<b>642</b>	<b>670</b>	<b>100</b>	<b>8</b>	<b>156</b>	<b>33%</b>
				<b>%</b>	<b>44%</b>	<b>23%</b>	<b>24%</b>	<b>4%</b>	<b>0%</b>	<b>6%</b>	

<b>D. Top-up affordable from Argent Related Strategic Development Partnership Development Agreement (Cabinet Authorities in Place)</b>											
<b>Running Total (A+B+C+D)</b> 118 Additional Grant Funded Units on Ashley Road South (NHHG); Contract Under Negotiation			<b>2806</b>	<b>no.</b>	<b>1112</b>	<b>642</b>	<b>788</b>	<b>100</b>	<b>8</b>	<b>156</b>	<b>37%</b>
				<b>%</b>	<b>40%</b>	<b>23%</b>	<b>28%</b>	<b>4%</b>	<b>0%</b>	<b>6%</b>	

<b>E. Top-up affordable from Argent Related Strategic Development Partnership</b>											
<b>Running Total (A+B+C+D+E)</b> 133 Additional Grant Funded Units on site TBD based on modelled returns from the SDP			<b>2939</b>	<b>no.</b>	<b>1112</b>	<b>642</b>	<b>921</b>	<b>100</b>	<b>8</b>	<b>156</b>	<b>40%</b>
				<b>%</b>	<b>38%</b>	<b>22%</b>	<b>31%</b>	<b>3%</b>	<b>0%</b>	<b>5%</b>	

### *Cycle Parking*

Amended to correct the number of long stay cycle parking spaces provided:

6.7.23 Long stay cycle parking (448 spaces) would be provided in the basement for both the residential and commercial uses. Additional short stay cycle parking (36 spaces) would be provided at ground level. 5% of all spaces would be for larger cycles.

## **RECOMMENDATIONS**

Amended to clarify the requirement to refer decision to the Mayor of London:

7.11 GRANT PERMISSION subject to conditions and subject to a s.106 Legal Agreement, *and referral to the Mayor of London.*

## **CONDITIONS**

### **Condition 22**

Following discussions with Historic England, the condition wording has been amended for clarification on submission timings and required information

22. No development shall take place other than in accordance with the WSI hereby approved, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by the Stage 1 Investigation then for those parts of the site which have archaeological interest a Stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the Stage 2 WSI, no development shall take place within those relevant areas other than in accordance with the agreed Stage 2 WSI which shall include:

A) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;

B) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.

The development shall thereafter be completed in accordance with the programme set out in the Stage 2 WSI.

Reason: In accordance with Section 12 of the National Planning Policy Framework and the London Plan 2016 Policy 7.8 emphasise that the conservation of archaeological interest is a material consideration in the planning process.

### **Condition 24**

Remove condition 24 and replace with an informative (No.16). Restrictions on encroaching on Network Rail infrastructure are dealt with by non-planning legislation and therefore a condition is not necessary.

**Condition 26**

Condition wording amended to simplify requirements

26. Prior to the first occupation of the development hereby approved a Revised Cycle Parking Layout shall be submitted to and approved in writing by the Local Planning Authority.

The recommendations and requirements of the London Cycle Design Standards document should be followed where appropriate. The approved plans shall be retained as agreed thereafter.

Reason: In accordance with Policy 6.3 and 6.9 of the London Plan.

**Condition 32**

Wording amended to clarify requirements

32. No works requiring such machinery shall be carried out on site until the relevant Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

**Condition 33**

Wording amended to clarify requirements

33. Details of the overheating measures to the south-facing flats shall be submitted to the Local Planning Authority prior to the occupation of the development hereby approved.

Reason: To comply with Policy 5.9 of the London Plan 2016.

**Informatives:**

New informative to replace condition 24 to set out the requirements under other legislation with regard to Network Rail infrastructure:

The developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not: encroach onto Network Rail land; affect the safety, operation or integrity of the company's railway and its infrastructure; undermine its support zone; damage the company's infrastructure; place additional load on cuttings; adversely affect

any railway land or structure; over-sail or encroach upon the air-space of any Network Rail land; cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future.

The developer should comply with any other requirements for the safe operation of the railway and the protection of Network Rail's adjoining land. As the site is adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends the developer contacts [AssetProtectionAnglia@networkrail.co.uk](mailto:AssetProtectionAnglia@networkrail.co.uk) prior to any works commencing on site. Network Rail strongly recommends the developer agrees an Asset Protection Agreement with them to enable approval of detailed works. More information can also be obtained from [www.networkrail.co.uk/asp/1538.aspx](http://www.networkrail.co.uk/asp/1538.aspx).