

ISSUE	COMMENT	OFFICER RESPONSE
Affordable Housing	The scheme contains an absence of social housing	The applicant has amended the proposal to add Council Homes that will be owned by Haringey with rents subject to the National Rent Regime. The issue of Affordable Housing is set out in Section 6.4
	The scheme proposes a low proportion of affordable housing	The scheme proposed 25% affordable housing by habitable room. This is above the maximum reasonable amount given viability constraints. BNP Paribas and GLA Viability Officers consider 25% to be in excess of the maximum reasonable amount.
	The affordable rent element of the scheme will not be truly affordable for local residents	Depending on the decisions of Haringey's cabinet and available funding, the affordable element of the scheme will be more oriented to social housing. Whatever option is progressed, Officers consider the various scenarios to incorporate an acceptable balance of tenures.
	The affordable housing offer is too oriented toward shared ownership.	Depending on the decisions of Haringey's cabinet and available funding, the affordable element of the scheme will be more oriented to affordable housing. Whatever option is progressed, Officers consider the various scenarios to incorporate an acceptable balance of tenures.
	The development should be marketed exclusively to Haringey residents for a set period of time	The applicant has committed to Local Marketing by way of a S106 obligation.

	BAME residents on comparatively lower incomes will be unable to access shared ownership housing	While the details of shared ownership eligibility will be confirmed in the S106 process, the scheme is judged to provide a good mix of affordable units with a high proportion of social units that would be affordable to lower income Haringey residents.
Development Design	The buildings will be visually unattractive	The QRP supports the buildings and they are judged to be of a very high quality design. The issues of Development Design are set out in Section 6.5.
	The buildings are too tall for the local area	Tottenham Hale is a Growth Area and there is clear policy support for tall buildings.
	The buildings will loom over existing development and Down Lane Park	The taller elements of the scheme are oriented toward the Island sites more removed from Down Lane Park. The applicant has submitted a Daylight/Sunlight assessment which indicates that the overshadow impacts to Down Lane Park are acceptable.
	The Pavilion finishes may weather poorly	Officers and Haringey's independent Quality Review Panel judge the proposed Pavilion materials to be robust and high quality. Samples of materials will be required at condition stage. The developer will be required to provide a public space management plan that will ensure a high quality public realm in Ferry Square.
	More green space should be incorporated into the	Officers support the orientation of the public realm to

	design	hardscape given the vision to create a high quality commercial designation. Notwithstanding this, officers consider the applicant's proposal to plant 14 'signature' trees (larger sized and in key locations), 62 street trees and 3 planter trees, totaling 79 trees will provide urban greening and the public spaces will have high quality landscaping.
	The tall building are located too close to the Walthamstow wetlands	The townscape impacts to the Wetlands are judged acceptable given the high quality design and clustering, as well as and the intervening distance between Tottenham Hale and the Wetlands.
	The affordable and market units should have integrated access points Separate access points are unsuitable and stigmatising	The access to Building 3 is tenure blind. The accesses to both cores within Ashley Road West are judged to be high quality. Multiple cores are required to ensure that the number of units per core meet London Plan standards, and ensure that service charges can be delineated by tenure.
	The density of the scheme is too high given the context of the area	The density within an Opportunity Area is supported to optimize the potential of a site with excellent public transport links. The density is accompanied by a high quality design and good quality amenity spaces and good access to Down Lane Park and the amenities of the Lea Valley.

	The amount of child playspace in the scheme is insufficient.	The provision of Child Playspace meets with London Plan standards. The applicant will be required to submit a Child Playspace strategy that will set out details of the layouts and equipment of play space areas identified. The applicant is required to make a playspace contribution to improve off site provision in the vicinity of the site.
Housing Quality	Highrise development will yield unsuitable living conditions for future occupiers	As per Section 6.6, the residential quality of the development is judged to be high. The units will meet London Plan space standards and will provide a good standard of amenity and privacy.
	The highrise element of the scheme will have low levels of light and poor outlook in the lower floors	The applicant's daylight/sunlight assessment indicates the units created will receive high levels of daylight and sunlight. There are no ground floor units in close proximity to high volume roads and the applicant's amenity strategy seeks to mitigate the impacts of site constraints. Quality issues are set in section 6.6.
	The overall unit mix is too oriented toward 1-bedroom and 2-bedroom units at the expense of family housing. This is a policy contravention. This unit mix will promote population churn	The applicant has increased the number of family sized units within the scheme. The scheme is considered to deliver an acceptable balance of unit sizes and the scheme is in compliance with policy. The proposal is not judged to promote population churn. Unit mix issues are set out in Section 3.3.
Amenity of Adjoining Occupiers	The buildings will block light to adjoining occupiers	Daylight/Sunlight issues are set out in Section 6.10. The significant majority of windows tested will continue to receive good levels of daylight. There are minor non-compliances with BRE criteria that are acceptable

		given the urban context of the site.
Public Access	The development contains publically accessible areas as opposed to public rights of way	The applicant will be required to ensure access to public areas by way of a S106 obligation. Officers consider the material planning consideration is if the site offers high quality access by a range of a modes of travel, with priority for cyclists, pedestrians and public transport. The proposal delivers this.
Infrastructure	Additional numbers to the local population will put a strain on existing health and schooling facilities	There is sufficient local school capacity to support the increased population. The proposal will deliver increased GP capacity with a new health centre. Social and Community Infrastructure issues are set out in Section 6.7. The applicant will make a CIL contribution as per Section 6.21.
	The Council should ensure that improvements at Tottenham Hale station will handle the extra capacity as the station is already congested in the morning	There is sufficient public transport capacity to address the increased population. Transport for London raises no objection to the scheme. Transport capacity issues are set out in Section 6.11
	The loss of the petrol station and the cash machine with be detrimental for the night-time economy	The loss of the cash machine in the BP station is not judged detrimental to the night-time economy.

	The level of local CIL is not sufficient to address the impacts of the scheme	The CIL rate is not material to the planning decision as this is set at the plan making stage. However the benefits that may be provided by CIL may be considered by members. The CIL contribution made by the applicant will support infrastructure delivery in Tottenham Hale.
Public Transportation and Parking	The health centre should incorporated metered parking on Chestnut Road so local residents can drive to the health centre if unwell	Officers do not currently support metered parking in this location given its high PTAL however the applicant has committed to a S106 obligation to fund further study of Controlled Parking Zone expansion.
	The development will give rise to local highway safety concerns	The development will reduce traffic on local road and is not anticipated to give rise to highway safety issues.
	The health centre will give rise to localised overspill parking impacts in the area	The Health Centre will be subject to an operational management plan by way of a planning condition. Overspill parking impacts are not anticipated.
	The development will give rise to overspill parking impacts specifically to Hale Gardens	Each plot has servicing capacity and is served by a loading bay. The development will be car free except disabled parking. Overspill parking impacts in Hale Gardens are not anticipated.
Fire Safety	Buildings of the height proposed should not be permitted following the Grenfell Tower Fire.	The tall buildings will not contain any unsuitable cladding. The London Fire Brigade are satisfied with the proposals.

	Layout of Buildings should be reviewed following the Grenfell Tower Fire.	The applicant will be required to seek Building Control approvals. The applicant is using Local Authority Building Control. Planning Officers understand Haringey Building Control Team is satisfied with the design to date.
	The 38 storey building only has a single point of escape.	The applicant confirms that the use of residential blocks containing single stair core is in line with Building Regulations and associated design guidance. This design is supported by the fire safety measures. The London Fire Brigade are satisfied with the proposals.
	London Fire Brigade equipment is not suitable for a building of this height.	The London Fire Brigade are satisfied with the proposals. The fire safety design is set out in Section 6.19.
Flood Risk	Tottenham Hale is in a Flood Plain and the buildings would over sit London Underground Tunnels	Issues of Flood Risk were assessed at the plan making Stage. The sites allocations were found sound by a Planning Inspector. The Environment Agency and the Council's Local Lead Flood Authority (LLFA) raise no objection to the proposal.
Air Quality	The build out time (given the site size) will give rise to worsening air quality in Tottenham	The development will be Air Quality Neutral. Construction phase impacts will be mitigated by conditions and monitored by the Council. Issues of Air Quality are set out in Section 6.10 of the report.
	The applicant's submission understates the air quality impacts to the Welbourne School. The applicant is using out-of-date air quality data	The applicant's submission is robust and does not understate air quality impacts to local schools. The applicant is not using out-of-date air quality data. The applicant's air quality consultant has responded to comments concerning air quality methodology in Appendix 19.

	<p>The removal of trees from the site will give rise to air quality concerns. The trees on the Welbourne Centre are a roosting habitat and should not be removed</p>	<p>The number of trees on the site will be increased. The Council's Tree Officer has assessed the proposal and supports the applicant's tree and landscape proposals. The Tree Officer supports the removal of the existing trees on the Welbourne site. The applicant has undertaken a full ecological survey and</p>
	<p>Residents on lower floors of the development will be impacted by higher levels of pollution than on higher floors</p>	<p>The development will be Air Quality Neutral. There are no ground floor units adjoining high volume roads. The Council's EHO raises no objection with respect to the scheme subject to the planning conditions contained in Appendix 1.</p>
	<p>The proposal will give rise to additional car travel and therefore more air pollution</p>	<p>The proposal will see a significant reduction in car journeys in peak times and will remove traffic from local roads. The proposal will be air quality neutral.</p>