

APPENDIX 1 – Plans and application documents

Cover letter;

Applications forms;

CIL Additional Information Form;

Design and Access Statement (prepared by Allies and Morrison, with input from Landscape Projects), including details required by conditions B6, B7 and B15;

Planning Statement, prepared by Quod;

Environmental Compliance Report (prepared by Ramboll) (including Phase 2 Wind Conditions Note);

Internal Daylight Assessment Report, prepared by Hilson Moran;

Sustainability Statement, prepared by Hilson Moran;

Energy Statement, prepared by Hilson Moran;

Overheating Analysis, prepared by Hilson Moran.

APPENDIX 2 – Summary of resident and amenity group representations

Representations	Officer comments
Pleased with the plans; welcome investment into the area to bring much needed new homes, businesses and jobs.	Support noted.
After decades of no investment in Tottenham Hale this development is more than welcome.	Support noted.
New commercial uses supported as there is a lack of cafes and restaurants locally	Support noted.
Pleased with plans and welcome investment.	Support noted.
Percentage of affordable housing justified given existing provision in area;	Support noted.
No objections but important that the improvements at Tottenham Hale Station, which is already congested will handle the additional demand.	Support noted. The principle of growth on this scale at Tottenham Hale has been established through the relevant policy framework and various outline permissions including the Hale Wharf hybrid consent.
Many objections raised due to no social housing. Tottenham already has one of the highest percentages of social housing in the country and any new such housing wouldn't go to Tottenham residents anyway.	The proposal does in fact include provision for affordable rent and shared ownership, secured via the s.106 agreement.
Love the plans, new shops and a cinema will create a great destination and much needed new homes. Great to see no social housing, the taxpayer already subsidises more than its fair share in Tottenham.	The development at Hale Wharf does not include a cinema. Reference must relate to another planning application under consideration in the wider area. As indicated above, the proposal does in fact include provision for affordable rent and

	shared ownership, secured via the s.106 agreement.
Received brochure from Argent. Support regeneration plans. Good to see high quality homes being built in Tottenham Hale.	Reference being made to application by Argent currently under consideration for another major redevelopment in the wider area.
Social housing brings more crime and anti-social behaviour, drugs and asylum seekers who don't integrate into the community.	Do not agree.
Disgrace that not no social housing planned, only so called affordable housing. This is not a development intended to benefit local residents or help the huge number on the waiting list or homeless.	The proposal does include provision for affordable rent and shared ownership, secured via the s.106 agreement in accordance with planning policy.
Scale and height of development contrary to Council guidelines and will spoil the character, appearance and use of the surrounding area.	The scale and height of the proposed buildings comply with the development parameters approved under the hybrid consent.
Architecture inappropriate.	The design of the proposed buildings reflect the approach established by the hybrid consent and associated guidance. The rationale is based on traditional wharf-side industrial architecture.
New buildings will cause loss of light and privacy locally.	The proposed buildings are too far away from neighbouring existing development to adversely affect light and privacy. The buildings have been carefully positioned and designed so as not to cause such impact between them and comply with the parameters established by the hybrid consent.
Development will exacerbate existing traffic congestion and affect road safety.	The principle of development was established by the hybrid

	<p>permission. This was accompanied by a Transport Impact Assessment which identified and considered the implications of the development on the local highway network and other transport modes. Appropriate mitigation measures were secured by the consent.</p>
<p>Local amenities including Tottenham Hale Station currently overcrowded.</p>	<p>As mentioned above, the principle of development was established by the hybrid permission. This was accompanied by an Environmental Impact Assessment including a Transport Impact Assessment which identified and considered the implications of the development on the local area. Appropriate mitigation was secured via the consent to address impacts on local facilities.</p>
<p>Construction work and traffic will be noisy and environmentally damaging.</p>	<p>The hybrid consent requires the developer to prepare a construction management plan to guide the construction process and ensure the local area including the natural environment is not adversely affected.</p>
<p>Adjoining waterways do not have adequate protection against children falling in.</p>	<p>The proposed development is carefully designed to ensure access to the water's edge is restricted in part for safety and environmental grounds. Appropriate landscaping, boundary treatment and fencing will be incorporated to mitigate risk.</p>

<p>Play areas are small and next to access road and parking.</p>	<p>The proposed play areas comply with the parameters and design guidance established by the hybrid consent. One of the play areas is located adjacent the central access route but is appropriately landscaped and fenced off from the carriageway.</p>
<p>Facilities should be provided for cruising boaters.</p>	<p>This was not agreed at the hybrid application stage. The consent does however safeguard the existing commercial barges and enhances access and facilities for existing boating community to the north of the site.</p>
<p>Development encroaches onto local open space and green belt.</p>	<p>The proposed development does not encroach onto open space nor the adjoining Green Belt land.</p>
<p>The proposed development will have detrimental effects on the character and value and enjoyment of the Tottenham Marshes. The new buildings and glazing in particular will adversely affect local wildlife including bat and bird flight patterns causing injury and make it more difficult when hunting for food.</p>	<p>The principle of development including the position and height of buildings was established by the hybrid permission. This was accompanied by an Environmental Impact Assessment which identified and considered the potential impacts of the development on the local environment including flora and fauna.</p> <p>This application and the current Reserved Matters submission was reviewed by Natural England and the Councils Nature Conservation officer and no objections were raised in relation this</p>

	<p>matter. Appropriate mitigation however was secured including enhancements to local biodiversity, a substantial contribution towards the upgrading of The Paddock and improvements in pedestrian connectivity across the area.</p>
<p>Proposals may set a precedent for other development which would increase the danger to wildlife.</p>	<p>The principle of development has been established by the hybrid permission. Any future development proposals would be considered on their merits having regard to development and development proposals nearby.</p>
<p>Local housing need can be met by the many new buildings going up around the station area.</p>	<p>The principle of development has been established by the hybrid permission. All the development planned in Tottenham Hale will assist in meeting local housing need.</p>
<p>Strongly support the proposed cycle provision and storage. Storage however should be sufficient, internal and secure.</p>	<p>Support noted.</p> <p>Proposed cycle storage meets policy standards and will be internal and secure.</p>
<p>Disabled parking spaces should only be used by disabled users.</p>	<p>The proposals incorporate dedicated disabled parking bays.</p>
<p>Access to and from the site must be safe and encourage walking and cycling. Cycling Lanes should be upgraded to Tottenham Hale.</p>	<p>Noted.</p> <p>The proposals will improve pedestrian and cycle connectivity and limit car usage. The cycling Lanes are beyond the scope of this application.</p>
<p>Strongly support the additional bridges both to The Paddock and west of the canal but suggest a further pedestrian bridge is provided at the northern end.</p>	<p>Support noted.</p> <p>A fourth bridge is beyond</p>

		the scope of this application.
Internal Consultee Responses		
LBH Transport	<p>Arrangements for vehicular movement are satisfactory.</p> <p>Providing proposed cycle storage arrangements can be reviewed and approved prior to commencement of the works, the arrangements are satisfactory.</p> <p>Given the car free nature of the scheme, high quality, easily useable cycle parking that is attractive to residents to use is essential.</p>	A condition is attached to this consent in relation to cycle storage details.
LBH Pollution	<p>Air Quality:</p> <p>The main polluting operations associated with this phase include and associated traffic movements, 58 car parking spaces, natural gas powered CHP units and gas powered boilers. The baseline as described in the 2016 ES and 2017 ES Addendum remains valid.</p> <p>The 2016 ES and 2017 ES Addendum considered both an on-site combined heat and power (CHP) or an alternative connection to the district heating centre located at Hale Village, once operational. It is considered that the HW HPP would connect to the district heating centre, and as such the basis of the EIA remains unchanged.</p> <p>An air quality assessment (Ramboll, Environmental Statement, August 2018) and an Air Quality Neutral Assessment (AQNA) has been submitted along with the planning application to assess the air</p>	

	<p>pollution impact of the proposed developments and determine the change in pollutant concentrations of NO2 and PM10. The air quality neutral (AQN) assessment submitted as part of the 2016 ES and reviewed as part of the 2017 ES Addendum was further clarified during the LBH consultation period. As the proposed development would not exceed the non-residential and residential floorspace, residential unit number or commercial use classes as assessed in the 2016 ES, the air quality neutral assessment remains valid.</p> <p>Contaminated land:</p> <p>The Phase 2 proposed development would be compliant with the approved maximum parameter plans, including the proposed land uses, as assessed within the 2016 ES and 2017 ES Addendum. In addition, no additional ground reduction works are proposed as part of the Phase 2 proposals. As a result, there would be no changes to the environmental effects previously reported or additional likely environmental effects because of the Phase 2 proposed development. Accordingly, the conclusions as reported in the 2016 ES and 2017 ES Addendum remain valid.</p>	
LBH Waste Management	No further comments. RAG rating of green for waste storage and collection.	
LBH Nature Conservation and Landscaping	<p>Bird and bat boxes need to be incorporated into the development as per Condition B8 attached to the hybrid consent.</p> <p>Green or brown roofs need to be</p>	<p>Bird and bat boxes will be included within the development as part of details to be agreed with the Authority under Condition B8 of the</p>

	considered as part of the development.	hybrid permission. Green and brown roofs have been explored as part of the proposals and required as part of the hybrid consent but are not feasible given design of roofscape. Green and brown roofs will be considered as part of the design of Block K which will come forward separately.
LBH Sustainable Urban Drainage	No objections. Proposed arrangements accord with the requirements of the hybrid consent.	
LBH Regeneration	No major comments.	
External Consultee response		
London Fire Authority	The Commissioner is satisfied with the proposals.	
TfL (London Underground)	No comment on this application.	
Environment Agency	Satisfied that queries have been addressed and comfortable that the designs are in accordance with the approved parameter plans in respect to a satisfactory buffer zone/biodiverse edge.	
TfL (Crossrail 2)	No comment on this application. The application relates to land outside the limits of land subject to the consultation by the Crossrail 2 Safeguarding Direction.	
Natural England	No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection	
TfL (Spatial Planning)	Support the proposals. TfL is satisfied the development will positively contribute to the	

	<p>Healthy Streets approach. Issue has been resolved.</p> <p>TfL welcomes the submission of a Public Realm Management & Maintenance Plan; this should be secured by condition. TfL are satisfied with a speed limit of 20mph, this maximum speed limit should be secured. Issue has been resolved.</p> <p>TfL is satisfied with proposed cycle parking provision. Issue has been resolved.</p> <p>TfL is satisfied 5% provision will be accessible to the larger models of bicycle. Issue has been resolved.</p> <p>Given the date the original proposal was submitted TfL would accept a Parking Plan submitted in accordance with current London Plan standards. Issue has been resolved.</p>	
Historic England (Greater London Archaeology Advisory Service)	No need to consult with the GLAAS.	
Canal and River Trust	<p>The Canal and River Trust is listed as a joint applicant for this development. Matters relevant to the Trust as a statutory consultee and affected landowner have been considered in the development of the scheme and will continue to be, through to implementation.</p> <p>The Trust has reviewed the application and have no comment to make.</p>	
Lea Valley Regional Park Authority	No further comments.	
Thames Water	No further comments.	
Greater London Archaeological	On the basis of the information provided, we do not consider that	

Advisory Service (GLAAS)	it is necessary for this application to be notified under the GLAAS Charter.	
London Borough of Hackney	No objections.	

APPENDIX 3 – Quality Review Panel Reports

11 July 2018

Summary

The Quality Review Panel considers that this review has been very provisional in nature, and it would welcome an early opportunity for a further review to enable consideration of the details of the scheme, in addition to the detailed landscape and public realm proposals, which were not available at the review.

The panel were unable to comment in detail on the proposals for public realm, landscape and play, as the information was not presented. It would like to see these aspects in detail at the next review, and highlights key themes / issues that it would like to see addressed within the proposals.

The panel supports the general approach to architectural expression. However, scope for some refinement remains within blocks D, E and F. Block C would benefit from a re-visit of the expression and form in order to enhance and differentiate the personality of the building. Block K potentially plays a very important role within the development; the panel would encourage a greater focus on the nature and qualities of the building. It would also like more information on blocks H, I and J.

The design of bridge 3 is generally supported; however, the panel would like to know more information about the interface of the bridge with both the landing areas at Hale Wharf and the Paddock, including the landscape proposals, design for wayfinding and the shaping of the visual sequences in the pedestrian experience.

Further details on the panel's views are provided below.

Massing and development density

- The panel notes that the building heights of the proposals have been established within the parameter plans of the hybrid planning consent of June 2017.

Place-making, public realm

- The panel welcomes the sensitivity of the proposals in terms of protecting the ecology of the site and its surroundings. It highlights that it was unable to comment in detail on the landscape and public realm proposals as the information was not available at the review; however, the panel comments below are included in order to inform the emerging proposals.
- There are potentially three different zones in the public realm; the panel feels that scope remains to work up an additional level of detail that explores and reinforces the different qualities of each of these different areas.
- It would like to interrogate the nature and detail of the central street at a greater depth, including what it is like to pass through or linger in as a space. The juxtaposition of buildings of 10 storeys on one side of the street and four storeys on the other side could be interesting.
- The distance between blocks C and K is quite narrow; the panel questions whether more space is needed at this junction of the arrival space at Hale Wharf (from Hale Village) and the central street.
- It considers that as the pedestrian bridge to the Paddock is located at the northern end of the site, away from the primary axis of pedestrian movement across Bridges 1 and 2, the detailed design of the landscape, the public realm, the buildings, the bridges (and landing areas) themselves should be very carefully considered in order to support and reinforce wayfinding along this important pedestrian route from Hale Village to the Paddock.
- Consideration of the sequence of views along this route (i.e. what a pedestrian can see from each vantage point) can help to inform the detailed design of the buildings and spaces.

Landscape design and play strategy

- The panel would like to know more details about the play strategy, and suggests alternative locations for play space are explored, for example at the northern end of the development. It highlights potential conflicts between the existing play location adjacent to bin stores within adjacent buildings.
- The panel expresses concern that all of the play space needs are not fully accommodated on site, and will need to spill over onto the paddock and to the open space at the east of Hale Village.
- It would like to know more information concerning the proposed upgrading of the Paddock, and how this will relate to the open and play spaces at Hale

Wharf.

- The panel would also like to know more about the northern section of the site, including the proposed turning end. Careful consideration will be needed to ensure that the turning end to the north of the site relates well to open spaces, pedestrian routes and play provision - to avoid conflict or safety issues.
- In addition, careful consideration of the location of planting areas with regard to the microclimate within the development site is also required, to ensure adequate levels of sun.
- Management of the public realm and landscape will need to be comprehensive and well-considered. The planted edges of the site onto the water will be a very positive element of the scheme, but will also potentially collect litter.

Bridge design

- The design of bridge 3 seems to sit coherently within the family of bridges proposed for Hale Wharf. The palette of materials in addition to the approach to design are welcomed.
- The panel would like to know more about the sequence of views approaching and travelling over the bridge in both directions, and how this will inform and impact the detailed design of the bridge, its axis, and its landing areas at both western and eastern ends. It would also like to see the detailed landscape proposals at each landing area, as this will have a critical impact on the success of the bridge.
- Well-considered design of the landscape (both soft and hard) should help to avoid cluttering the public realm with elements such as bollards.

Architectural expression and scheme layout

- The panel supports the robust, solid nature of the proposed architecture of blocks D, E and F, and feels that the rhythms created within the facades are generally very positive. However, scope remains to strengthen the level of detail and texture of the elevations, through enhancing the depth of reveals. It would also encourage some further refinement of the architectural expression that affirms the solidity of the brickwork, utilising a simpler palette of colours and materials in addition to high quality detailing.
- Scope also remains to improve the elevational treatment of these blocks, especially at lower levels, where there is a risk that bin and cycle stores may render areas of the street scene visually sterile.
- The panel would also encourage further thought about the elevations of different facades, and how they could respond to different orientations and microclimate issues. For example, lower level habitable rooms fronting onto

the private planted strip at waters' edge could have a different elevational treatment to those that are fronting onto the very public central street.

- The panel welcomes the open lobbies that allow views through the building to the landscape and water beyond.
- Detailed building / floor layouts were not considered in detail due to time restrictions; however, the panel highlights that single aspect units should be avoided / minimised where possible.
- The panel would encourage the design team to revisit the approach to the architectural expression and three-dimensional form of Building C. It understands the rationale behind orientating the gables in the roofline towards Ferry Lane at the south; however, this results in a very bland frontage addressing the main flow of pedestrian movement from Hale Village.
- The opportunity exists to make Building C much more unique and distinctive, through an alternative architectural approach, whilst also presenting a more dynamic elevation towards the west. One option for further exploration could include a larger gable at the west-facing roofline.
- Building K is also an important building for pedestrians arriving across the bridge from Hale Village. The use, nature and visual qualities of this building need further consideration; the panel would like to see more information on this at the next review.
- The panel would also like to know more information about the four-storey blocks (H, I, J) at the north-eastern end of the Hale Wharf site.

Inclusive and sustainable design

- It would also like to understand more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole. The panel would encourage the design team to explore the inclusion of solar panels at roof level.

Next Steps

The panel considers that this review has been very provisional in nature, and it would welcome an early opportunity for a further review to enable consideration of the details of the scheme, in addition to the detailed landscape and public realm proposals, which were not available at the review.

25 July 2018

Summary

The panel is generally very supportive of the reserved matters designs for Hale Wharf, which have developed in a positive way since the previous review. Some scope remains for enhancements to the public realm and landscape design, and to improve the quality of internal circulation, bin and cycle stores within the residential blocks. It recognises the consideration that has been given to the architecture of Building C - but recommends further thought about how this could provide a more distinctive 'civic' elevation fronting onto the main space to the south.

The panel understands that Building K will form a separate planning application; however, the building potentially plays a very important role within the development, terminating the main pedestrian arrival space from Hale Village. The panel would encourage a greater focus on the nature and qualities of the building at the earliest opportunity. As at the previous review on 11 July, the design of Bridge 3 is generally supported; more information about the landscape design of the landing areas would be welcomed.

Subject to the satisfactory resolution of the issues outlined below, the panel would offer its support for the reserved matters application.

Massing and development density

- As at the previous review, the panel notes that the building heights of the proposals have been established within the parameter plans of the hybrid planning consent of June 2017.

Place-making and public realm

- The panel would encourage the design team to enhance the quality of the public realm within the site, for the enjoyment of residents, and moderate the impact of vehicles and parking.
- Whilst the central area is described as a 'yard', the panel thinks the linear nature of this space, with continuous parking along its eastern side, will mean it feels like a street. It also notes that the three-dimensional graphic renderings of the scheme do not tally with some of the detail in the plans, and it would welcome consistency within the drawings. This is particularly relevant regarding the central space, which is very car-dominated on plan, but appears very open and vehicle-free within the graphics.

- The panel would strongly encourage the design team to mitigate the impact of vehicles within the development. This could be achieved by ‘breaking up’ physically (and visually) the linear swathe of parking along the central street, whilst also exploring an adjustment in layout of the access road, to avoid a continuous and straight run for cars, which is potentially hazardous for pedestrians.
- The panel would encourage the design team to explore the ‘woonerf’ concept, to enhance the social nature of the central street as a space. This could include the use of trees, alongside offsets within the parking areas to break up the linearity of the current proposals.
- A further option to explore could include moving the existing chicane in the road layout southwards, which would slow the traffic down at an earlier point in the development, and signal the change to a more pedestrian (and domestic) environment. It would also allow the location of the play space to be adjusted, so that it sits to the east of the road, adjacent to the four-storey maisonettes, and away from the bin stores of the apartment blocks to the west.
- The panel would also support extra refinement of the parking courts. Whilst they seem very car-dominated at present, the opportunity exists to make them pleasant spaces through improving the landscape within the court, enhancing the greenery and creating a seating area towards the edge of the court closest to the water.
- The entrance area to Building C also requires further consideration; it is currently located at the narrowest point of the central street, between blocks C and K.
- The panel would welcome an approach to public art within the scheme that seeks to integrate art with play and with the landscape as a whole, rather than solely as an object that is placed within the public realm.
- Whilst coherent and integrated signage will be a necessary part of the wayfinding strategy, public art can also help to reinforce the legibility of the pedestrian route through the site. An intriguing and visually distinctive artwork could highlight the route towards the Paddock, if placed at the turning towards the bridge from the central street.

Landscape design and play strategy

- Scope for some refinement also remains within the landscape proposals generally. The precedent images shown during the presentation were very attractive; however, graphic renderings of the landscaped areas within the scheme itself seemed less persuasive, comprising hedges, logs and benches. In addition, the central space has large areas of hard paving and seems very vehicle-focused (as outlined above).
- The panel would encourage the project team to further refine and enhance the landscape proposals, to include a more natural and imaginative approach to play. It would also encourage the inclusion of robust and contained planting

areas that will withstand children trying to cut through beds. The current planting proposals seem overly formal and rigid.

- It would encourage the inclusion of alternative species to box plants, to minimise problems with box moths.
- The panel considers that the scheme would significantly benefit from the inclusion of accessible green open space that has a stronger relationship with the water.
- It would encourage the design team to open up access to a more naturally landscaped waterside amenity space at the northern tip of the site. Careful consideration of the management of this area (in addition to the location, dimension and detail of any fencing, gates or boundary treatments) would be required in order to strike a balance between amenity and safety.
- The panel understands that the play strategy extends across the wider area, and that distances to different types of play provision in the locality have been established as being within policy guidelines.
- However, concern remains that the play provision within the central street is currently located too close to bin stores, and may present conflicts and safety hazards especially during waste collection days. The panel would support an alternative approach that mitigates any conflict between the pedestrian / play environments and waste collection.
- The hard landscaping and edge treatments should also be very carefully and robustly designed and specified to withstand repeated movement of bins on waste collection days.
- The panel notes that the proposals to upgrade the Paddock (funded as a community benefit by the Hale Wharf development) are being progressed by the Council, and it would welcome the opportunity to consider these at review.
- As mentioned at the previous review, management of the public realm and landscape will need to be comprehensive and well-considered. The planted edges of the site onto the water will be a very positive element of the scheme, but will also potentially collect litter.

Bridge design

- As discussed at the previous review, the design of Bridge 3 seems to sit coherently within the family of bridges proposed for Hale Wharf. The palette of materials in addition to the approach to design are welcomed.
- The panel considers that the detailed landscape proposals at each landing area will have a critical impact on the success of the bridge; further information on this would be welcomed.
- Well-considered design of the landscape (both soft and hard) should help to avoid cluttering the public realm with elements such as bollards.

Architectural expression and scheme layout

- The panel supports the robust, solid nature of the proposed architecture of Buildings D, E and F, and feels that the rhythms created within the facades

are generally very positive. It welcomes the refinements to texture and detail within the elevations.

- The panel supports the approach that has been taken to the ground floor residential accommodation which fronts onto both the private water's edge and the more public central area.
- It also welcomes the open lobbies that allow views through the building to the landscape and water beyond. It would strongly encourage the inclusion of windows within stair towers, to bring natural daylight into the circulation areas and encourage residents to use the stairs, whilst also enlivening the exterior of the stair towers.
- As mentioned at the previous review, the panel would support an approach that seeks to minimise the area of sterile frontage at ground level at the location of bin and cycle storage.
- The panel welcomes the refinements to the architectural expression and roofline of Building C. The unified single gable at the southern elevation looks good and has an appropriate proportion. The adoption of a simpler palette of brick colours and textures also works well.
- Whilst it is accepted that the western roofline of Building C needs positive articulation to respond to the key strategic views from Hale Village and beyond, a range of views were expressed by the panel concerning the dormers shown within the current proposals. Some of the panel members felt that the dormers were successful at addressing this important view from Hale Village, however others felt that the articulation of the dormers is too domestic in nature, and that a stronger approach to the roofline is required.
- The potential also exists to further refine and explore the eastern roofline of Building C, to take advantage of fantastic views to the east.
- The panel also supports the inclusion of a grid of balconies at the southern elevation of Building C, fronting onto the primary arrival space within the development. It would encourage further exploration of its detailed design, to achieve an appropriate grandeur and visual weight, to reflect the 'civic' nature of this elevation.
- The panel welcomes the additional detail about the four-storey blocks (H, I, J) at the north-eastern end of the Hale Wharf site. These are generally working well, and seem generously proportioned, and well-considered in terms of orientation, outlook over the water, and defensible space at ground level.
- At a detailed level, it would encourage further consideration of the stairwells within the maisonette blocks (H,I,J). The inclusion of windows within the stairwell areas would be welcomed to increase levels of daylight internally. The stairwells themselves are very large in plan; opportunities to utilise some of the unused space for cycle storage or general residential storage would be supported.
- In addition, the panel would support the inclusion of additional windows above ground level in the side elevations of the maisonette blocks overlooking the cycle stores, in order to provide a good level of passive surveillance.
- As noted at the previous review, Building K will be an important building for pedestrians arriving across the bridge from Hale Village. The use, nature and

visual qualities of this building need further consideration; the panel would like to see more information on this at the earliest opportunity.

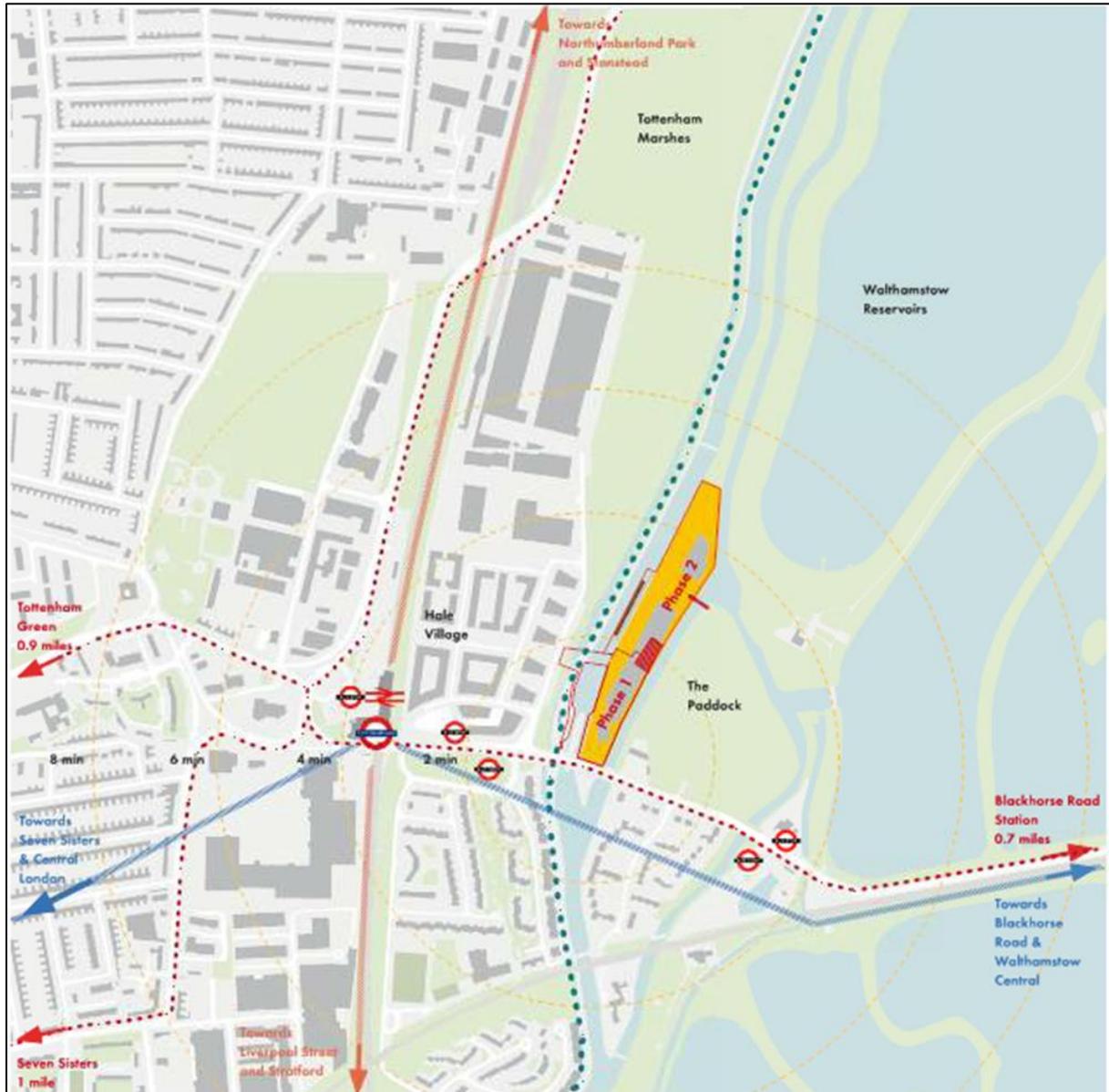
- It considers that Building K may be an appropriate location for a provider of managed workspace; it has the potential to be a hub for small creative industries / businesses. It could be a positive addition to the development as a whole, providing a good level of daytime activity.

Next Steps

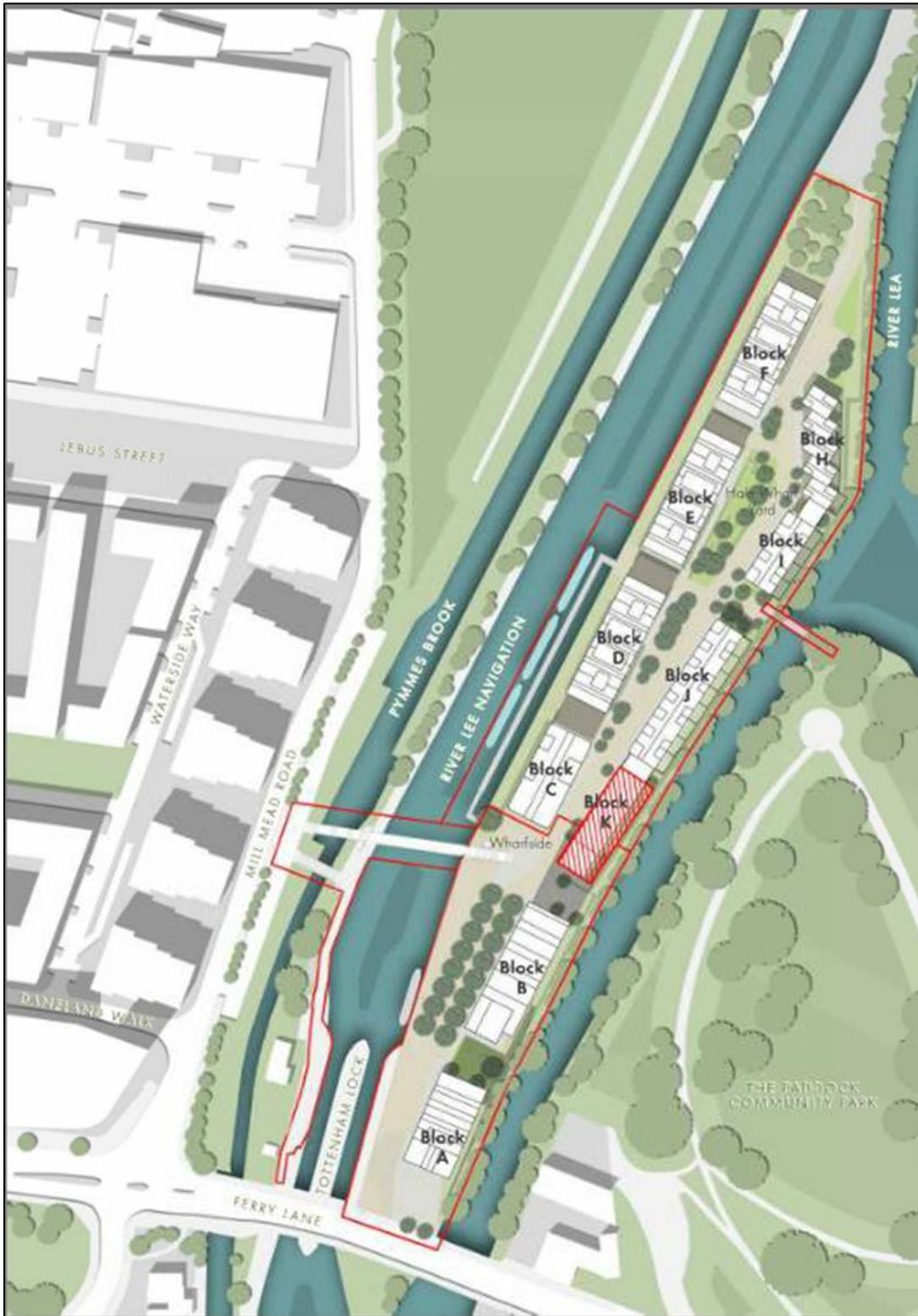
The panel is generally very supportive of the direction and progress of the scheme, and is confident that the design team can address the areas where there is scope for improvement, outlined above. Subject to satisfactory resolution of these issues, the panel would be able to offer its support for the reserved matters application

APPENDIX 4 – Plans and Images

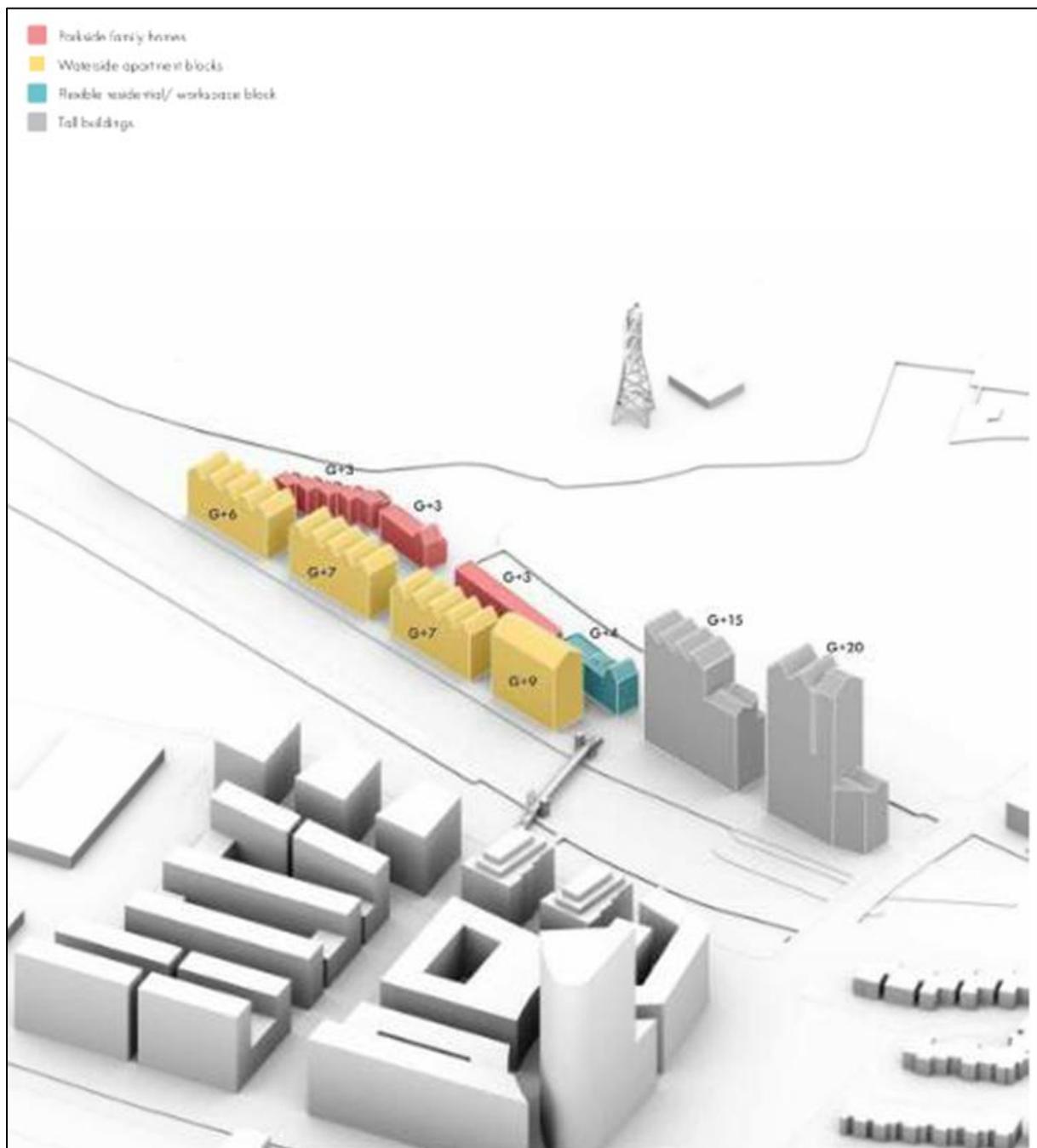
Hale Wharf Location Plan



Hale Wharf Masterplan



Aerial image facing north-east indicating number of floors across the typologies



View across development towards showing buildings, public realm and main bridge
(Phase 1 consented blocks on right with Phase 2 to the left)



View across shared access road through the centre of Phase 2/3.

Tall block in background is Building B, approved.



View across Paddock towards development showing two approved Blocks A and B of Phase 1 on the left and the highest building of Phase 2/3, Block C to the right

