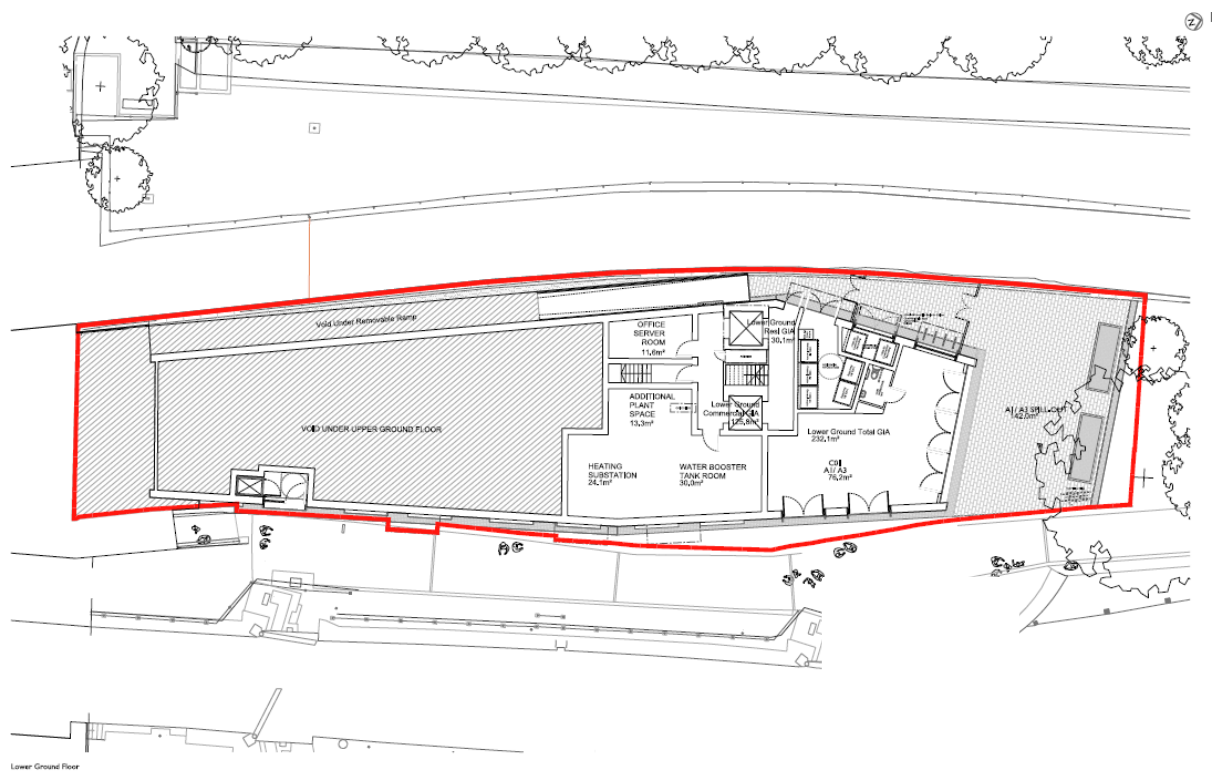
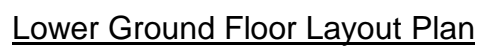
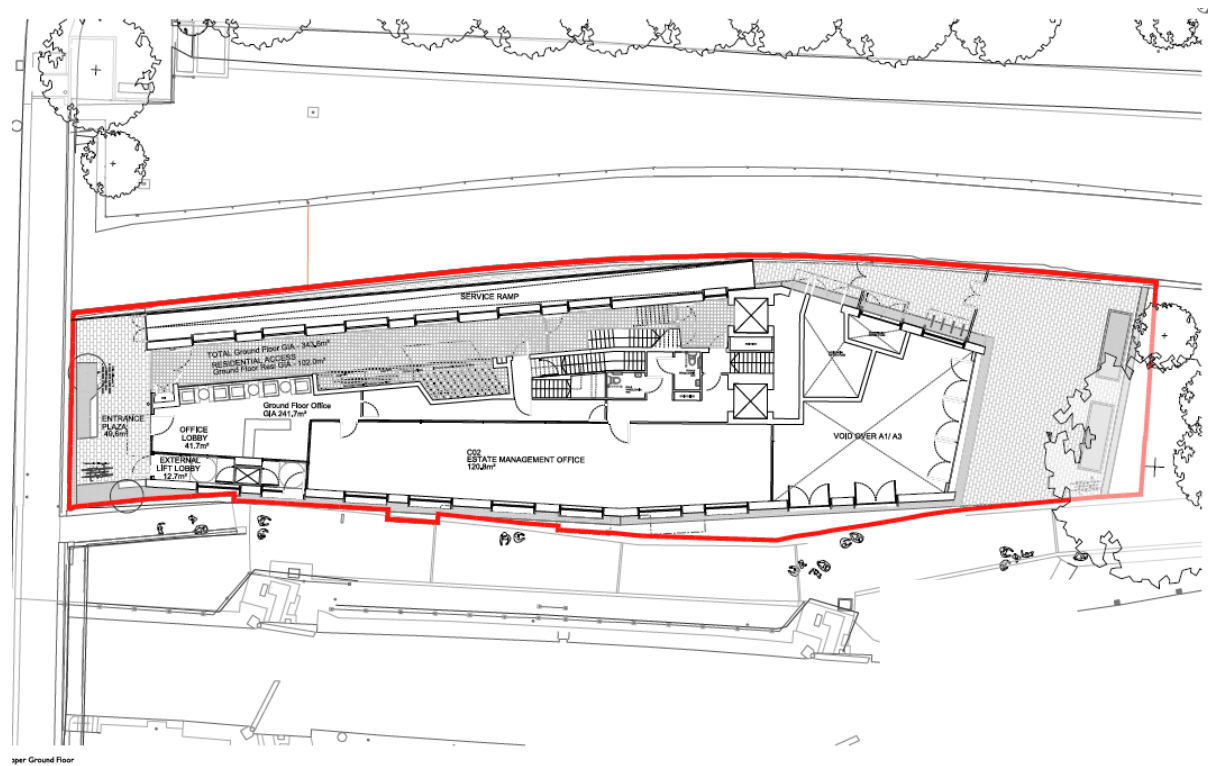


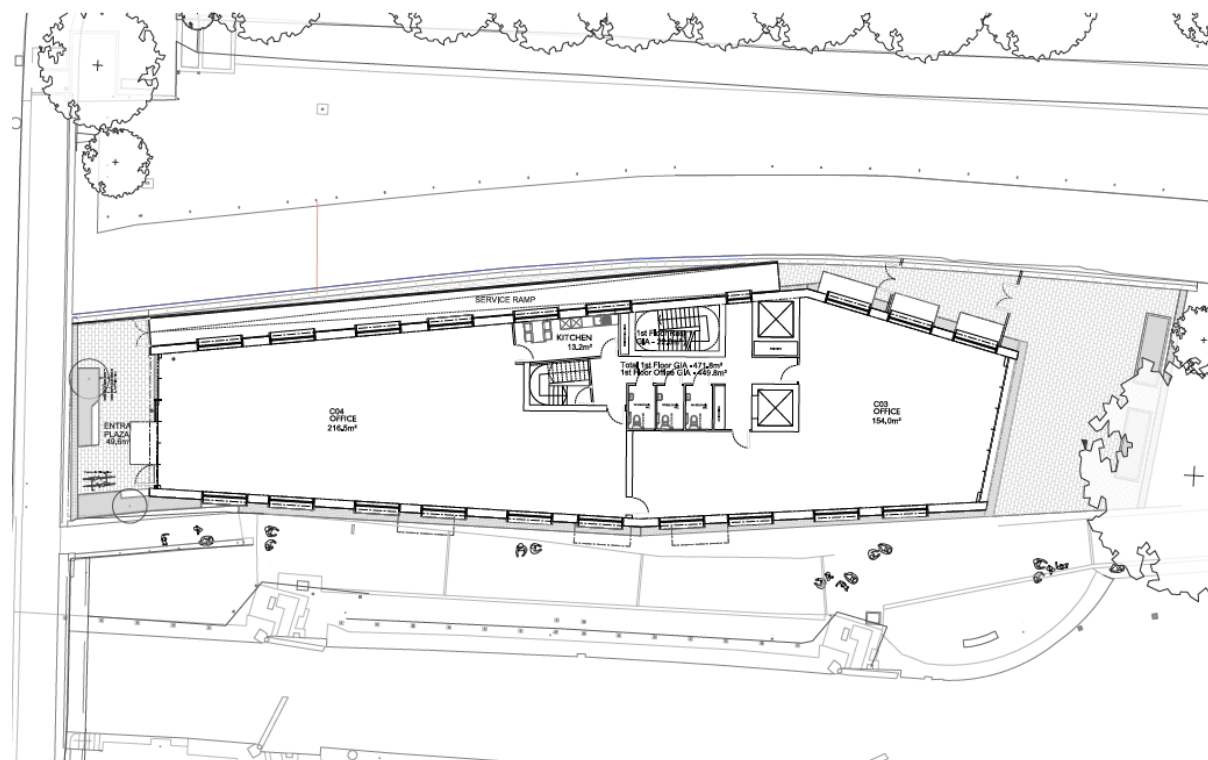
### Existing Site Location Plan



## Upper Ground Floor Layout Plan



## First Floor Layout Plan



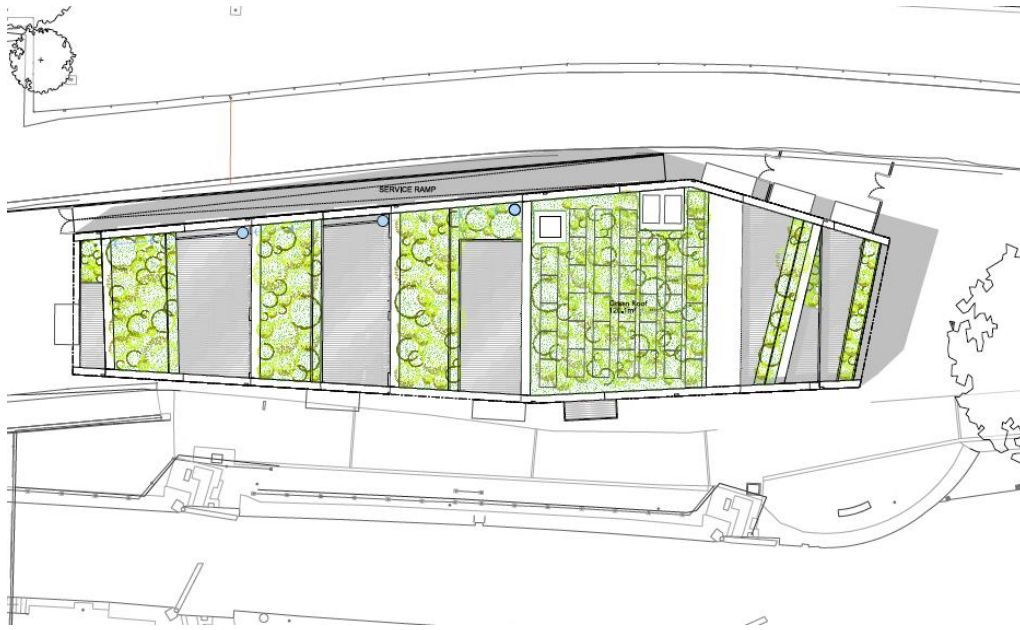
## Second Floor Layout Plan



## Fifth Floor Layout Plan



## Roof Layout Plan



## Proposed North and South Elevations





Proposed Aerial View from Hale Village (West)



View from River Lee (East)



## Appendix 3: Quality Review Panel Response

24<sup>th</sup> July 2019

### **1. Project name and site address**

Lock Keepers site  
Ferry Lane, Tottenham Hale, London N17 9NE

### **2. Presenting team**

Chris Shellard	Lee Valley Estates
Simon Marks	Montagu Evans
Chris Tapp	RM_A Architects
Chloé Nicol	RM_A Architects
Lucy Dossett	BDP

### **3. Planning authority's views**

The Lock Keepers site falls within the Hale Wharf Site Allocation within the Tottenham Area Action Plan – which envisages mixed use development. Although the site is challenging, the planning authority considers that the proposal shows considerable promise, including in its architectural expression. Planning officers are keen to ensure an appropriate mix of uses and that the opportunities presented by a waterside location are fully exploited. It will also be important to ensure a satisfactory relationship between development on this site and that at neighbouring Hale Wharf and Hale Village, and also the planned new pedestrian bridge between these two developments. Further consideration of access, including to residential entrances, is required.

### **4. Quality Review Panel's views**

#### *Summary*

The Quality Review Panel strongly supports the strategic approach to development of the Lock Keepers site, including the proposed mix of uses. It points, however, to the importance of remediation of the disused lock. It recommends rethinking the building's ground floor plan, in particular in order to identify an alternative to locating residential entrances only on the pedestrian tow path. The proposed scale and massing work well and the architectural expression shows much promise. High quality materials and detailing will reinforce the perception of this building as a 'jewel' within the surrounding context. Refinement of the plan and layout of individual residential units could improve the quality of accommodation. Treatment of elevations should respond to risk of overheating. The panel strongly recommends interventions: to soften and 'green' the public realm along the building's Ferry Lane frontage; to seize opportunities to enhance biodiversity; and to restore Pymme's Brook as a green asset.

These comments are expanded below.



### *Strategic approach*

- The proposal for the Lock Keepers site is strongly supported in principle. The mix of uses, while ambitious, is achievable but will require a rigorous and effective management regime.

### *Site context*

- The panel seeks clarification of the status of the damaged and disused lock at the site. It understands that this is the responsibility of the Canal & River Trust.
- The lock currently detracts from the quality of the environment and the panel stresses the importance of its repair and cleaning, making it safe and secure. A more radical approach might be considered: permanent closure of the lock, together with appropriate landscape design, could be envisaged, provided that the perception of a lock is retained. As a double lock, it would be possible to retain one lock, while taking the other out of use.

### *Plan and layout*

- The only access to residential entrances is from the pedestrian tow path. The panel expresses some concern about how practical this might be, including, for example, for removals and furniture deliveries.
- The panel is unaware of precedents of residential entrances directly from a tow path and suggests that this be reconsidered. Reconfiguring the plan and layout of the ground floor could allow location of residential entrances on Ferry Lane.
- The panel supports inclusion of a café in the development – but its success will depend on an optimum location. It is currently proposed at the north of the building, which will be overshadowed, and where the amount of footfall along the tow path is unclear.
- The panel suggests that other options may be possible that better integrate all uses. It encourages exploring the potential for a multi-functional entrance to the building on Ferry Lane. This would include access to the residential units, the Lee Valley Estates offices, and also the café. (The panel acknowledges that, if the café were relocated and integrated into the entrance sequence from Ferry Lane, it would require careful management.)
- If residential entrances are located along the tow path, adequate lighting will be essential to ensure safety and security. (This could, however, compromise initiatives to enhance biodiversity (see below).)

### *Scale and massing*

- The panel agrees that the scale and massing proposed for the building works well for its location.

### *Architectural expression*

- The architectural expression proposed is considered appropriate for the character of Tottenham and this stretch of the River Lee. It is both modern and interesting.
- The sense of rhythm created by repeated elements in the elevations works well. The proportions of the windows – differentiated for commercial and residential spaces – are also successful. The panel suggests that the gable elevations be treated simply, without extraneous decoration.
- The building could well be conceived of as a 'jewel' within its surrounding context. Materials and detailing should therefore be chosen to effectively convey this quality. This would include, for example, the colour of bricks.

### *Residential accommodation*

- In addition to the comments above on the location of the residential entrances, the panel recommends further interrogation of the plan and layout of individual residential units on the upper storeys of the building, to explore reducing the number of corridors, reconfiguring rooms, and maximising the amenity of terraces.
- As a detailed point, in sections and plans, kitchens and bathrooms do not always appear well aligned – which could pose problems of noise and access. The panel therefore recommends minor amendments to resolve this.

### *Environmental conditions*

- The panel recommends careful thought to the vulnerability of south facing terraces to noise from Ferry Lane. The design of balustrades could, for example, help to mitigate this.
- The panel recommends careful consideration of potential overheating – and suggests that the architectural treatment of the east and west elevations might differ to reflect this.

### *Public realm and landscape design strategy*

- With development, the site will lose something of its more wild, green nature – and Ferry Lane is a rather unforgiving presence. The panel therefore strongly recommends interventions to the soften and 'green' the public realm along the building's Ferry Lane frontage.
- Development of this site presents considerable opportunities to increase biodiversity, including by planting indigenous species. It suggests inclusion of areas of planting – with sole access by those managing the development – that encourage biodiversity.



- The panel would also strongly recommend the 'greening' of Pymme's Brook which runs along the site's western boundary. It would encourage discussion with relevant partners and the inclusion of a restored Pymme's Brook in this proposal.

#### *Next steps*

- The Quality Review Panel encourages continuing refinement of the proposal for the Lock Keepers site, taking into account the comments above. It is confident that the design team will be able to effectively respond to these comments, in consultation with planning officers.

## Appendix 4: Pre-Application Committee Briefing – Printed Minutes

10<sup>th</sup> February 2020

The Committee considered an application for the demolition of the existing houses and erection of a 3-6 storey mixed-use development including a café at ground floor, approximately 690 sq.m. of office space on the ground to first floors and 13 flats on the floors above. The scheme would be a 'car free' development with 1 accessible parking space provided approximately 100 metres from the main residential entrance on Hale Village. The proposal would provide an Estate Management Office for Hale Village to replace the existing temporary office on Millmead Road.

The Planning Officer and representatives for the applicant gave a presentation on plans for the scheme.

The Chair thanked the representatives for their presentation and requested more detailed and tailored visuals for the scheme be made available before any future applications. The Chair then invited Committee Members to raise any comments or questions. The following was discussed:

- The Committee had serious concerns over the wheelchair accessible car parking space for the site. The Committee was not convinced by the proposal for the single car parking space that was required for the wheelchair accessible unit being provided off-site within the existing Hale village development. This was considered too unreasonable and too far from the development. It was noted that it was a policy requirement for a development of this size to provide a wheelchair accessible unit.
- There was concern the area was already over developed.
- The representatives noted that the primary purpose of the scheme was to provide Lee Valley Estates with a head office so that they could continue employing people in the area. The secondary purpose was to provide estate management. However, the scheme was only viable with the residential element.
- There was concern surrounding entrances to the towpath and also the balconies over the towpath. The representatives noted there was some overlap onto the towpath on the eastern elevation, but this would only be by around 800millimetres, with none of the balconies hanging over the canal.
- The representatives noted they had worked closely with the Canal and River Trust over this development, who they claimed were supportive of the scheme. It was suggested that the developers contribute to the refurbishment of the lock. The representatives responded that they had held discussions with the Canal and River Trust and would provide written confirmation of any agreements made between the two before any future application. They claimed there had been an assurance from the Trust that, were the development to go ahead, then the locks would become a priority to be fixed.

- The representatives accepted the plans were close to the set boundaries, but this was done to utilise all the available space.
- There was concern over the usage of green walls in the scheme.
- The Committee sought to see the Applicant's individual responses provided to each recommendation raised by the QRP. The representatives agreed and informed they had already adopted some of the proposed changes by the QPR, such as moving access from the tow path to Ferry Lane for the residential properties.
- The representatives advised that the scheme was not able to support affordable housing as it was not viable.
- Regarding the shared lift for the café and residential properties, the representatives informed this would be fob operated and only residents with a fob could access the properties.
- There was concern over the design and how the development fitted into the surrounding area, with the absence of any rationale for the colour scheme criticised. The representatives claimed the development had been designed with the surrounding area considered.
- The yellow window frames would be aluminium, with the yellow cladding also likely to be aluminium.
- The absence of any parking close to the development was criticised as not being practical.