

## Appendix 5 – Quality Review Panel Response

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### **London Borough of Haringey Quality Review Panel**

Report of Chair's Review Meeting: 573-575 Lordship Lane

Wednesday 24 February 2021

Via video conference

#### **Panel**

Peter Studdert (chair)

Phyllida Mills

#### **Attendees**

Katerina Koukouthaki	London Borough of Haringey
John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Christopher Smith	London Borough of Haringey
Kiki Ageridou	Frame Projects
Deborah Denner	Frame Projects
Carolina Eboli	Frame Projects

#### **Apologies / report copied to**

Dean Hermitage	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey

#### **Confidentiality**

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

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### 1. Project name and site address

573-575 Lordship Lane, Wood Green, London, N22 5LE

### 2. Presenting team

Abigail Alderson	Sphere25
Peter Jeffery	Sphere25
Viktor Rohacs	RnH Architects Limited

### 3. Planning authority briefing

The proposal is a redevelopment of a light industrial site into 17 affordable residential units. The site is located off the southern side of Lordship Lane, neighbouring Coldham Court and behind an existing petrol station. It currently hosts a double-glazing company within one and two-storey buildings.

The site does not form part of any site allocation, nor is it within a conservation area or contain a listed or locally listed building. However, it is located immediately adjacent to two conservation areas: Lordship Lane Conservation Area to the east and Noel Park Conservation Area to the south. The Moselle Brook, a designated Blue Ribbon with a presumption for de-culverting, is located to the site's southern end.

The surrounding area is predominantly residential, aside from the adjacent petrol station fronting Lordship Lane. Three and four-storey blocks of flats front onto Lordship Lane, while Moselle Avenue (to the south) is lined with two-storey terraced houses.

The panel's comments are sought on the scale, massing and layout of the proposed development, along with its materiality and detailed design in relation to its heritage context. Officers also asked for the panel's views on the proposed access and parking arrangements, the potential relationship with adjoining buildings, the residential quality offered and the quality of landscape provision.

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### 4. Quality Review Panel's views

#### *Summary*

The panel supports the development's residential use and overall scale but urges the team to consider the residents' experience and environmental quality more fully. One crucial aspect is improving daylight and cross ventilation in the units and the access galleries, to ensure high-quality living spaces. Dual-aspect flats should be prioritised wherever possible, and elevations should respond to their orientation, context and individual conditions. The internal layout of the flats should better consider the relationship between private and common areas within each unit. Further, there is an opportunity to improve the design of the entrance of the building and access to the shared garden. The relationship of the development with the adjacent conservation areas also needs further consideration. The panel feels that the architecture could be softer and less dominating, using materials that relate to the houses on Moselle Avenue; balconies could be lighter in both form and materials. The landscape design needs a more robust and cohesive narrative, carefully considering all of the site's edges and the large existing tree to the east. The green roof also requires a clearer rationale and careful detailing, and a green wall on the north boundary could anticipate future development on the petrol station's site. A potential for creating a connecting path with Coldham Court's gardens should also be investigated. These comments are expanded below.

#### *Design approach and architecture*

- The panel supports the development's overall design approach. It feels it is appropriate to treat the building as an extension of Coldham Court and that the heights and scale are suitable to the site.
- The proposed single aspect units have poor daylight and ventilation, especially since the primary glazing is south facing and overhung by deep balconies. The panel urges the team to revisit the design and provide as many dual-aspect units as possible.
- The elevations should respond to their orientation, context and individual conditions. For example, there is an opportunity to create openings on the east side to increase daylight and ventilation, and to create a visual connection with the neighbouring yard.
- The team should investigate alternative designs for the balconies. Lighter elements could allow more daylight while still providing shading, and soften the appearance of the south facade.
- The panel urges the team to rethink the residents' circulation spaces, including the access galleries and staircase. They should be more open and provide enough daylight and ventilation, contributing to a welcoming experience.

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- The main entrance currently faces the disabled car park. There is an opportunity to improve the experience of arrival by rethinking the relationship between the entrance and its immediate surroundings.
- The access to the shared garden is also via the disabled car park. It is essential the residents can access the gardens from within the building, ensuring a pleasant experience and safety for children.
- The panel questions the value of the green roof. The comparative benefits of alternative elements, such as solar voltaic cells, should be evaluated. If proceeding with the green roof, it requires careful detailing, including the revision of widths, to ensure its viability.

### *Layout*

- The layout of the 2-bed flats should be revised to improve the quality of the accommodation provided. For example, the kitchen is notably distant from the living spaces and creates tension between the private and living areas.
- The panel also questions the symmetry of the scheme layout. The units should respond to the different conditions of the building's orientation, especially the east and west facades.
- The panel highlights the risk that the current layout will damage the existing tree on the east boundary. It recommends that the building line should be pulled back from the boundary, to ensure this valuable mature tree survives.

### *Conservation area*

- The development will have an impact on views from the adjacent conservation area. In particular, the relatively short distance to the houses on Moselle Avenue, and the concentration of balconies and openings facing the conservation area, risks appearing dominant.
- The panel suggests the houses on Moselle Avenue could inform the design to achieve a lighter architectural expression. Yellow bricks with red detailing, for example, could help soften the impact of the development on the conservation area.

### *Landscape and ecology*

- There needs to be a more robust and comprehensive landscape strategy, covering the entire site, to ensure high-quality shared spaces.
- A green wall, for example using creepers, between the building and the petrol station could soften the blank north facade and create a better relationship with any future development on the petrol station site.
- The narrow strip of green on the north boundary requires further thought regarding maintenance and access.

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- The panel welcomes the idea of opening the Moselle Brook, which has potential to contribute to biodiversity. However, the team should seek advice regarding its viability and integration with the shared garden.
- The tree on the eastern boundary of the site should be retained, as it is of significant biodiversity and amenity value. The design team should therefore ensure an exclusion zone to protect its roots.

### *Relationship to surroundings: access and integration*

- Since the development relies on access via the driveway to Colham Court, there needs to be clarity regarding its management and maintenance once the project is delivered.
- There is an opportunity to connect the new garden created by the development, with the existing gardens at Coldham Court. This should be explored, as a means of integrating the scheme into the local community.

### *Next steps*

The panel is confident the comments above can be addressed in discussion with Haringey officers.