



London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: Berol Quarter

Wednesday 1 March 2023

Room 0:M1, Clockwise, Greenside House, 50 Station Road, London N22 7DE

Panel

Peter Studdert (chair)
Esther Everett

Attendees

Philip Elliot	London Borough of Haringey
Suzanne Kimman	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Chris Mussett	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Joe Brennan	Frame Projects
Kirsty McMullan	Frame Projects

Apologies / report copied to

Rob Krzyszowski	London Borough of Haringey
John McRory	London Borough of Haringey
Elizabetta 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

Berol Quarter, Ashley Road, London N17 9LJ

Planning application reference: HGY/2023/0261

2. Presenting team

Jonathan Carkeet	Berkley Square Developments
Paul Eaton	Allies and Morrison
Paul Hanegraff	Berkley Square Developments
Ben Kelway	Lichfields

3. Planning authority briefing

Tottenham Hale is an area earmarked by the GLA to deliver 1,965 homes as a Tall Building Growth Area and a Local Employment Area: Regeneration Area. It is within the site allocation Ashley Road South for the creation of an employment-led mixed-use quarter, a new east-west route linking Down Lane Park and Hale Village, enhanced public realm and residential use.

The Berol Quarter site sits within the Ashley Road South Masterplan and covers an area of 1.02 ha. A hybrid planning permission has been partially built, with residential building The Gessner completed and occupied since 2021. There are several emerging tall buildings nearby, such as the approved 38-storey Tottenham Hale Island Site building.

A new full planning application at the Berol Quarter site (Phase 4) is now proposed comprising comprehensive refurbishment and extension of Berol House, alongside a new mixed-use building, 2 Berol Yard. This scheme will deliver 210 build to rent homes and approximately 620 sqm of retail and 160 sqm of community floorspace at 2 Berol Yard, alongside the refurbishment of approximately 3,300 sqm of existing commercial floorspace and 2,000 sqm new employment space at Berol House, plus associated public realm and landscaping. Allies and Morrison are designing 2 Berol Yard; John McAslan & Partners are designing the refurbishment and extension works at Berol House; and Churchman Thornhill Finch are leading the landscape design and public realm to connect the two buildings.

The panel reviewed the original hybrid scheme for the Ashley Road Masterplan in January 2017 and a joint reserved matters application for the detailed design of Berol House and The Gessner in September 2017. A separate reserved matters application for the detailed design of Berol House was reviewed in November 2019. The panel saw a very early iteration of the scheme in August 2022 and a revised scheme in October 2022. This review considers 2 Berol Yard only. The panel were satisfied with the proposals for Berol House at the previous review.

Planning officers asked for the panel's comments on the delivery of the bridge (in balance with public realm and community space), the quality of residential accommodation, the response to microclimate and the sustainability strategy.



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4. Quality Review Panel's views

Summary

The proposals for Berol Quarter have been through a number of iterations and have now developed into a scheme that the panel warmly supports. Berol House sensitively safeguards the character of the area and animates the public realm. This review focused on 2 Berol Yard, which the panel is now convinced will contribute to a successful new neighbourhood.

The panel's initial concerns about the appropriateness of the tower's scale in this context have been addressed by creating a skilful relationship with the emerging surrounding buildings, and by the quality of residential accommodation. However, the bridge over Watermead Way, not only the landing, should be delivered to justify the height of this proposal in terms of public benefit. The bridge should be formally tied in with this scheme through a Section 106 agreement. The design of the bridge landing is developing well. Input from an accessibility expert should be sought to determine the best arrangement of the lift and stair. A channel for bicycles should be incorporated into the stairs, and two lifts could be provided to take pressure off the lift.

More mature trees with larger canopies should be included in the landscape design and enough space should be allowed for events. The panel enjoys the historical references used in the seating designs. These could also work as play structures. They should be made from robust, high-quality materials, and offer a good opportunity for co-design with local artists and the community. All private and shared rooftop amenity spaces should be analysed to ensure they are usable in windy conditions. The internal layout of the cores is working well. The panel commends the integration of sustainability considerations into the design, especially through solar shading. Overheating should be tested against extreme summer temperatures. The materials palette is promising. The revisions to the residential entrance experience are also positive improvements.

Bridge delivery

- The panel recognises the complexities involved in delivering the bridge over Watermead Way but does not think that only providing a bridge landing as part of the scheme is a sufficient contribution to the wider public realm.
- The height of the proposed tower must be justified by significant public benefit. The bridge would provide this, going beyond the expected public realm and community space to provide genuine pedestrian and cycle connectivity to the wider context, including access to nearby open green spaces. It is important to adhere to the vision for this neighbourhood and set a strong precedent for other schemes coming forward.
- However, the panel agrees that the second notional bridge (over the railway lines) could be delivered at a future stage yet to be determined, because this is subject to as yet unknown requirements for Crossrail 2.



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- In the panel's view, the delivery of the bridge over Watermead Way should be formally tied in with this scheme as an integral part of the planning application and secured by a Section 106 agreement to which Haringey, as highway authority, would also be a party. This could be in the form of a sum of money for others if delivery is not within the gift of this scheme, but should include clear timescales for delivery.

Bridge landing design

- The panel enjoys the design development of the bridge landing. The crank in the layout knits it into the scheme and helps to define the public realm.
- The lift and stair access points for the bridge landing are separate at ground floor level, and together at first floor level. The panel agrees that the current solution is clearer for wayfinding than the stair wrapping around the lift to keep the entrance points together. There are also other benefits such as a sense of arrival at the top, shelter from the elements while waiting for the lift, and the potential to connect to the building's cycle store.
- However, as it is best practice for the lift to be visible from the stair, the panel recommends seeking input from an accessibility expert on the best arrangement. They could also advise whether it is likely that ramps will be needed to allow easy access if the lift is out of action. Allowing for early integration of these requirements will help to future-proof the scheme.
- The panel suggests investigating whether two lifts will be required to provide resident access to the cycle store.
- The panel also suggests incorporating a channel for bicycles into the stairs to take pressure off the lift. This should be comfortable to use, leaving enough spacing between bike pedals and stair balustrades.

Public realm

- The public realm would benefit from an increase in greenery to meet the vision of a 'green link' to connect the site into wider networks.
- The panel recognises that there may be constraints, such as underground servicing. However, it thinks that if it is not possible to have more trees, the trees could have larger canopies. This would not reduce the capacity for movement or events underneath, and the scale of the trees would be more appropriate to the tall buildings in this scheme.
- The public realm spaces should be tested to ensure they are sufficiently sized for larger installations or events. This need can be balanced with the aspiration for an intimate square rather than a civic space.
- The panel is convinced that the width of Berol Street has been well thought through, alleviating its previous concerns that it will feel too constrained.



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- The panel enjoys the pencil theme coming through in the ideas for the public realm artwork and seating. This helps to bring the Berol pencil factory history through to the future development.
- The panel recommends that the hexagonal seating is made from granite or a similar high-quality material robust enough for outdoor weathering, constant use, and potential scrapes with servicing vehicles. These could 'grow' out of the ground like the Giant's Causeway, creating an exciting playscape for children as well as seating.
- The design of the seating, play structures and artwork are ideal opportunities for public engagement and could be developed with local artists and through co-design with communities. This would strengthen the design narrative, adding a layer of local individuality.

Private amenity spaces

- It is positive to see the wind analysis that has been completed so far. The panel asks that this is carried out for all private balconies and shared rooftop amenity spaces, to demonstrate that they will be usable. Although the balconies are recessed the building is very tall, and some façades will be very exposed to the elements.
- The panel supports the internal layout which gives residents direct access to the amenity spaces and clear views to them from each core. This will assist with internal wayfinding, as well as making the circulation spaces more enjoyable to spend time in.

Architecture

- The panel commends the integration of sustainability considerations into the design, especially through the solar shading 'kit of parts'. The solar gain testing of this looks promising.
- While a good balance must be found with daylight and views, the panel encourages the project team to continue to refine the overheating mitigation strategy considering possible future summer temperatures.
- The panel supports the evolution of the scheme's materials palette. The choice of a glazed terracotta baguette rainscreen should create interest and a sense of depth on some of the larger façades.
- The revisions to the entrance sequence and appearance of the entrance door from Berol Square are positive improvements.

Next steps

- The panel is confident that the applicant team can address its comments in liaison with Haringey officers.



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Appendix: Haringey Development Management DPD

Policy DM1: Delivering high quality design

Haringey Development Charter

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
 - b Make a positive contribution to a place, improving the character and quality of an area;
 - c Confidently address feedback from local consultation;
 - d Demonstrate how the quality of the development will be secured when it is built; and
 - e Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development

- B Development proposals should relate positively to their locality, having regard to:
- a Building heights;
 - b Form, scale & massing prevailing around the site;
 - c Urban grain, and the framework of routes and spaces connecting locally and more widely;
 - d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
 - e Rhythm of any neighbouring or local regular plot and building widths;
 - f Active, lively frontages to the public realm; and
 - g Distinctive local architectural styles, detailing and materials.

