

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

Reference No: HGY/2011/1587

Ward: Tottenham Hale/Tottenham Green

Date received: 16/08/2011

Last amended date: N/A

Drawing number of plans: Applicant's drawing No's: A-567-2000, 200, 2010, 2011, 2020, 2021, 2922, 2023, 2030, 2031, 2032, 2040,2041, 2042, 2043 (All Revision 00); Design and Access Statement 567/300/DAS/100811

Address: Land to the West of Tottenham Hale Station/off Watermead Way, Station Road N17 9LR

Proposal: Erection of canopies over proposed Bus Station; Erection of bus drivers building; Erection of public realm canopy; Erection of taxi queue canopy

Existing Use: Various Uses including Public Highway and Station Land

Proposed Use: Structures Associated with Tottenham Hale Station & Bus Station

Applicant: Transport For London

Ownership: Public

PLANNING DESIGNATIONS

Road Network: Borough Road

Officer contact: Michelle Bradshaw

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The site includes land to the west of Tottenham Hale Station and land off Watermead Way, Station Road and Ferry Lane. The site which is the subject of the specific works associated with this full planning application is not located within a conservation area, however the wider works partially fall within the Tottenham High Road Conservation Area,

PLANNING HISTORY:

Planning Application History

Various planning applications in and around this site for a variety of works. The most recent and relevant application is a concurrent Certificate of Lawfulness application:

HGY/2011/1594 - Certificate of Lawfulness for new and realigned public and private highway, pedestrian and cycle links, taxi, bus, drop off/collection and servicing facilities and including new altered surfaces, lighting, drainage and other infrastructure. New and relocated public realm with associated seats, lighting, bins, cycle parking, and infrastructure and planting. New and relocated bus stops and stands including shelters, posts, signs, barriers, lighting and other apparatus – PENDING

Planning Enforcement History

No Enforcement History for this site.

DETAILS OF PROPOSAL

This application seeks planning permission for the Erection of canopies over proposed Bus Station; Erection of bus drivers building; Erection of public realm canopy; Erection of taxi queue canopy.

CONSULTATION

Haringey Building Control
Haringey Transportation Team
Haringey Waste Management Team

Ward Councillors – Tottenham Hale
Ward Councillors – Tottenham Green
Tottenham CAAC
FLAG – Ferry Lane Action Group
Tottenham Hale Residents Association
Tottenham Civic Society

RESPONSES

Haringey Transportation Team - The highway and transportation authority have been involved in extensive discussions with Transport for London regarding this proposal. There are no highway and transportation objections.

Haringey Waste Management Team – No object subject to an informative regarding waste arrangements.

RELEVANT PLANNING POLICY

NATIONAL POLICY

National Planning Policy Statements and Guidance

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement: Planning and Climate Change-Supplement to PPS1
- Planning Policy Statement 4: Planning for Sustainable Economic Growth
- Planning Policy Guidance 24: Planning and Noise

REGIONAL PLANNING POLICY

London Plan 2011

- Policy 1.1 Delivering the strategic vision and objectives for London
- Policy 5.3 Sustainable design and construction
- Policy 6.1 Integrating transport & development – Strategic Approach
- Policy 6.7 Better Streets and Surface Transport
- Policy 6.11 Smooth Traffic Flow and Tackling Congestion
- Policy 7.2 An Inclusive Environment
- Policy 7.3 Designing Out Crime
- Policy 7.4 Local Character
- Policy 7.5 Public Realm

- The Mayor's Sustainable Design & Construction SPG (2006)
- The Mayor's Planning for Equality & Diversity in Meeting the Spatial Needs of London's Diverse Communities SPG
- The Mayor's Accessible London: Achieving an Inclusive Environment SPG
- The Mayor and London Councils' Best Practice Guide on the Control of Dust & Emissions during Construction

LOCAL PLANNING POLICY

Haringey Unitary Development Plan (Adopted July 2006; Saved July 2009)

- G1 Environment
- G2 Development and Urban Design
- G9 Community Well Being
- UD1 Planning Statements
- UD2 Sustainable Design and Construction
- UD3 General Principles
- UD4 Quality Design
- UD7 Waste Storage
- ENV2 Surface Water Runoff
- ENV6 Noise Pollution
- ENV7 Air, Water and Light Pollution
- ENV11 Contaminated Land
- M2 Public Transport Network
- M3 New Development Location and Accessibility
- M5 Protection, Improvement, Creation of Pedestrian & Cycle Routes

Haringey Supplementary Planning Guidance and Documents

- SPG1a Design Guidance (Adopted 2006)
 - SPG4 Access for All (Mobility Standards) (Draft 2006)
 - SPG5 Safety By Design (Draft 2006)
 - SPG7a Vehicle and Pedestrian Movements (Draft 2006)
 - SPG7b Travel Plans (Draft 2006)
 - SPG7c Transport Assessment (Draft 2006)
 - SPG8a Waste and Recycling (Adopted 2006)
 - SPG8b Materials (Draft 2006)
 - SPG8c Environmental Performance (Draft 2006)
 - SPG8d Biodiversity, Landscaping & Trees (Draft 2006)
 - SPG8e Light Pollution (Draft 2006)
 - SPG9 Sustainability Statement Guidance Notes & Checklist (Draft 2006)
 - SPG10e Improvements Public Transport Infrast. & Services (Draft 2006)
- Tottenham Hale Urban Centre Masterplan

Local Development Framework Core Strategy and Proposals Map (Published for Consultation May 2010; Submitted for Examination March 2011. EiP July 2011)

- SP1 Managing Growth
- SP4 Working towards a Low Carbon Haringey
- SP6 Waste and Recycling
- SP7 Transport
- SP11 Design

Draft Development Management Policies (Published for Consultation May 2010)

- DMP9 New Development Location and Accessibility
 - DMP13 Sustainable Design and Construction
 - DMP15 Environmental Protection
 - DMP20 General Principles
 - DMP21 Quality Design
 - DMP22 Waste Storage
- Draft Sustainable Design and Construction SPD (October 2010)

OTHER DOCUMENTS

- CABE Design and Access Statements
- Diversity and Equality in Planning: A Good Practice Guide (ODPM)
- Planning and Access for disabled people: A Good Practice Guide (ODPM)
- Demolition Protocol Developed by London Remade
- Secured by Design

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues in respect of this application are considered to be:

- Principle and Background of the Development
- Design, Mass, Bulk and Scale
- Access for All
- Maintenance and Safety and Security
- Equalities Impact Assessment

Principle and Background of the Development

In 2007/2008 Transport for London Interchange developed a detailed design for the expansion of the rail and underground station at Tottenham Hale to accommodate increasing passenger numbers and allow for potential future development of the 2 track railway to a 4 track railway. These projects along with a number of related initiatives by the LDA, TfL and LB Haringey have a direct physical and operational impact on the bus station and station square.

The Tottenham Hale Urban Centre Masterplan sets out a framework for regeneration immediately to the north and west of Station Square. The plan includes approximately 12 hectares of light industrial land and park space are to be redeveloped to provide in the order 1600 residential units, a primary school and employment and retail space. Reconfiguration of building to the south of Ashley Road will change the way the new station square would relate to the adjacent land uses, particularly the area north of Hale Road.

Transport for London have produced a fully development Stage C Design for the expansion of Tottenham Hale Station which includes: the extension of the existing concourse, the enlargement and relocation of the passenger over bridge, and to allow for an associated oversite development providing retail at the ground floor and residential/office accommodation above.

The works proposed as part of this full planning application (and concurrent Certificate of Lawfulness application) are coordinated with the Tottenham Hale Masterplan and TfL Interchange Design.

The majority of the bus station, highways and public realm works will be under taken under Permitted Development Rights by Transport for London. A separate Certificate of Lawfulness application (Planning reference HGY/2011/1594) has been submitted for works which will include: “new and realigned public and private highway, pedestrian and cycle links, taxi, bus, drop off/collection and servicing facilities including new altered surfaces, lighting, drainage and other infrastructure. New and relocated public realm with associated seats, lighting, bins, cycle parking, and infrastructure and planting. New and relocated bus stops and stands including shelters, posts, signs, barriers, lighting and other apparatus”.

While the elements of the design described above do not need full planning permission, the design for all of these elements has been carried out in close consultation with Haringey Design and Regeneration Officers, Design for London, The London Development Agency (LDA) and a wide range of public sector stakeholders.

The existing layout comprises a complex network of one-way roads, filter lanes and indirect crossings which create a hostile environment for pedestrians and cyclists. Proposals within this current project will transform the road junction into a generous public space in front of the station, provide a unified bus interchange and create more legible pedestrian and cycle routes.

The essential characteristics of the scheme (which includes the works proposed as part of this full planning application and Certificate of Lawfulness application) are:

- A change to a two way traffic system for all sections of the Gyratory;
- Removal of the existing contraflow bus land on the High Road;
- New public square and bus station layout at Tottenham Hale interchange
- Closure of Hale Road between Watermead Way and Ferry Lane;
- Reduction of through traffic along Broad Lane; and
- New layouts for junctions

National, Regional and Local Planning policies support the provision of improved public transport infrastructure and improved links and connectivity. On this basis, the proposed development is considered to be acceptable in principle.

Design, Mass, Bulk and Scale

The square will perform a number of functions including providing a space for buses to stop, stand and circulate as well as areas for passengers to wait undercover, including the following elements:

Bus Station Canopies

Two parallel high level canopies will provide weather protection for the 7 bus stops located on the eastern side of the bus station.

Each canopy comprised three bays, with each bay consisting of a central column supporting a cantilevered rectangular canopy above. The bays are approximately 8m x 17m in size, each supported by 6 tapered cantilevered arms that extend from the central column. Each bay takes the form of a shallow inverted pyramid.

On the north and south side (short ends) of each column, powder coated metal panels provide access to servicing voids running full height. These allow cabling and rainwater elements to be hidden from view. Rainwater will be collected in the central hopper mounted on the central column and be discharged through the column services void into the sub-surface drainage system.

The roof of each canopy will be covered by transparent ETFE single-ply membrane which will allow daylight to penetrate through the canopy roof. The ETFE foil has a design life of 30 years + and does not discolour over time.

The overall area of coverage of the two full length canopies is approximately 860 square metres, excluding the open section between the two canopies. The dimensions of each full length canopy (3 bays) are 51 metres in length and 8.4 metres in width.

The height of the canopies is determined by TfL operational requirements, which require the minimum clearance between the highway and the lowest part of the canopy structure to be 6m.

Bus Drivers Building and Canopies

A low level canopy has been designed, in discussion with the Urban Design Group, as it is considered important in urban design terms to provide a distinctive edge along the eastern side of the square, until such time as a more substantial oversite building might occupy this footprint (as identified in the Masterplan).

To the north, the canopy will be enclosed to provide a bus drivers mess room and wc facilities, along with storage and plant room. The main entrance door will be located to the western elevation. The enclosure (eastern and western elevations) would be constructed predominantly of white, acid etched Reglit glass panels to allow maximum daylight to the structure while providing privacy to the inside occupants. High level louvres would provide ventilation. The northern and southern elevations would be constructed of full-height powder coated metal panels. The roof of this building, along with the roofs over the eastern canopies will be standing seam aluminium.

The gross external footprint of this building would be 68sqm (approximately 10m x c7.5m) with a height of 3.9m to the eaves.

Public Realm Canopy

The central section of the eastern canopy building provides an open canopy which is enclosed on its eastern edge by a full height etched Reglit glass screen. The southern elevation would be clad in dark grey powder coated steel panels.

The function of this canopy is to provide a location for covered public facilities. Initially it is proposed that this will take the form of cycle parking. In the future this space may also include a retail kiosk. The cycle parking does not require planning permission and it would be up to the Council to obtain the necessary consents for the kiosk if it decides to replace the cycle parking.

The footprint of the covered public realm canopy would be 210sqm (c28m long by 7.5m wide) and with a height of 3.9m to the eaves above the level of the square.

Taxi Queue Canopy

This structure forms an open sided canopy to provide a weather protected walking route and waiting area between the Station entrance and front of the taxi queue. The height of this canopy remains consistent with the height of the public realm canopy and bus drivers canopy. The structure is cantilevered to allow only a single row of supporting columns to minimise pedestrian obstructions. The canopy would cover an area of approximately 125sqm (c31m long and 4m wide).

Overall, the design of the proposed structures is considered to be appropriate and in line with the relevant national, regional and local planning policies regarding design and amenity.

Access For All

The orientation of the bus station itself has been considered in detail to ensure pedestrian lines and direct views are maintained between the Station Entrance and Ashley Road to the north. This has been a key consideration in the diagonal alignment of the bus station and the location of the northern pedestrian crossing point.

The design of station square, the bus station and canopies have been established on fully accessible principles.

One of the key design principles has been to negotiate the complex levels around the Ferry Lane entrance/bridge, the bus station and the station entrance to allow step free access and to adopt a landscape treatment that is inherently suited to shifting levels.

Currently, there is a 1m level change between the general ground level and the station. As such, passengers must use steps or a ramp to access the station. The intention is to raise the ground level in the future so that the entrance to the station, where it meets the square, is at the same level as the rail concourse. The design of the new square will re-set ground levels to the west of the station, raising these to the point where the new station can be developed without the need for steps or lifts in the future.

Access for cyclists will be improved by a clearly demarked shared surface for pedestrians and cyclists, providing a north-south link between Watermead Way and Ferry Lane without traversing the busy interchange between the bus and rail stations. Cycle parking zones will be located to the north of the square, beneath the public realm canopies and at the foot of the Ferry Lane steps.

The following provides a summary of the access improvements proposed:

1. Steps adjacent to Ferry Lane have been reduced by 3 risers and a ramp at DDA compliant gradients located to the west of the stairs
2. Levels along the eastern side of the square will be raised to ease the level transition into the railway station
3. Paving layouts will aid wayfinding to key destinations
4. A shared surface to the west of the station provides a north south route for cyclists in addition to cycle parking facilities
5. Single column canopy supports and careful location of stops maintains uncluttered movement within the bus station island
6. Benches are designed to TfL's accessibility guidelines in terms of height, back and arm rests.
7. Lighting across the station will be 100 lux minimum with 150 lux at crossings
8. The canopies are step free and ramps down to the taxi area are at 1:20 or less.

Overall, the proposed development will improve the existing arrangement in terms of access, in line with the intent of the relevant national, regional and local planning policies.

Maintenance and Safety and Security

The maintenance and management of the bus station and station square is to be shared between Transport for London and London Borough of Haringey. The principles of maintenance are set out in section 7.0 of the applicants Design and Access Statement.

Transport for London has had detailed consultation with the British Transport Police and Metropolitan Police to ensure the design of the new bus station and station square are safe by design. The full range of specific safety measures are set out in section 8.0 of the applicants Design and Access Statement.

Equalities Impact Assessment

In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. An Equalities Impact Assessment is undertaken to evaluate the effects of the proposed scheme on people depending on their ethnicity, gender, age, disability, religion and belief or sexual orientation.

In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

Some policies, projects, functions, major developments or planning applications may have a greater impact on equality and diversity than others. The Council has developed a screening tool to help identify whether a full Equalities Impact Assessment (EqIA) should be undertaken. An EqIA screening has been undertaken and found that there are no adverse or unequal impacts identified across each of the equality strands and that a full EqIA is not considered necessary for this particular application.

SUMMARY AND CONCLUSION

The proposal for the erection of canopies over proposed Bus Station, erection of bus drivers building, erection of public realm canopy and erection of taxi queue canopy is considered to be acceptable in principle. The need for improved transport infrastructure is acknowledged by the Council and planning policy.

The massing, scale, layout and appearance of the proposed structures are considered to be appropriate, enhancing the character of the street scene. There would be no significant adverse impact on the amenity of nearby residents or businesses. The proposed facility is considered to be acceptable in terms of access and equalities.

Overall, the proposed development would provide modern and improved transport infrastructure, enhancing public transport services in Haringey for the benefit of the local community.

HUMAN RIGHTS

All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decisions of this Committee will accord with the requirements of the above Act and Order.

RECOMMENDATION

GRANT PERMISSION subject to conditions

Registered No: HGY/2011/1587

Applicant's drawing No's: A-567-2000, 200, 2010, 2011, 2020, 2021, 2922, 2023, 2030, 2031, 2032, 2040,2041, 2042, 2043 (All Revision 00); Design and Access Statement 567/300/DAS/100811

Subject to the following conditions:

COMMENCEMENT OF DEVELOPMENT

1. The development to which this permission relates must be commenced not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

DEVELOPMENT IN ACCORDANCE WITH APPROVED PLANS

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by, the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details.

DETAILS OF MATERIALS

3. Notwithstanding the description of the materials in the application, no construction shall be commenced until precise details and samples of the facing materials and roofing materials to be used for the external construction of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

LIGHTING PLAN

4. Notwithstanding the details of lighting referred to in the application submission, full details of a lighting plan for the site shall be submitted to and approved in writing by the local planning authority, prior to the occupation of the premises.

Reason: To safeguard the amenities of the occupiers of adjoining properties.

HOARDINGS

5. Prior to the commencement of development full details of a scheme for the provision of hoardings to be erected around the site from the commencement of works and to be retained during the construction period including details of design, height, materials and lighting shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the scheme as approved unless otherwise agreed in writing by the local planning authority.

Reason: In order to have regard to the visual amenity of the locality and the amenity of local residents, businesses and visitors during construction works.

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

6. The development hereby approved shall not commence until a Construction Environmental Management Plan, including Site Waste Management Plan and a Site Management Plan, has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include but not be limited to the following: a) Public Safety, Amenity and Site Security; b) Operating Hours, Noise and Vibration Controls; c) Air and Dust Management; d) Storm water and Sediment Control and e) Waste and Materials Re-use. The Site Waste Management Plan will demonstrate compliance with an appropriate Demolition Protocol. The development shall be carried out in accordance with the approved details.

Reason: In order to have regard to the amenities of local residents, businesses, visitors and construction sites in the area during construction works.

CONSTRUCTION DUST MITIGATION

7. No development shall commence until the appropriate mitigation measures to minimise dust and emissions are incorporated into the site specific Construction Management Plan based on the Mayor's Best Practice Guidance (The control of dust and emissions from construction and demolition). This should include an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring). This must be submitted to and approved in writing by the LPA prior to any works being carried out on the site.

Reason: To protect the environment and amenities of the locality.

CONSTRUCTION – CONSIDERATE CONTRACTORS

8. The site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Reason: In the interest of amenity.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN & CONSTRUCTION LOGISTICS PLAN

9. The development hereby permitted shall not commence until a Construction Traffic Management Plan (incorporating Travel Plan), including a Construction Logistics Plan (CLP) and a construction vehicle routing plan, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented at all times during the construction of the development, to the satisfaction of the Local Planning Authority.

Reason: In the interest of residential amenity and highway safety and to promote sustainable transport and in order to confine construction traffic to permitted routes so as not to prejudice the free flow of traffic or pose any potential highway and safety hazards for all other road users.

CONSTRUCTION HOURS

10. The construction works of the development hereby granted shall be carried out in accordance with the scheme submitted under to and approved in writing under section 61 of the Control of Pollution Act 1974, in consultation with the London Borough of Haringey Environmental Health Officers and London Borough of Haringey Planning Officers.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

CCTV AND SECURITY LIGHTING

11. Prior to occupation of the development a scheme showing full details for the following shall be submitted to and approved in writing by the Local Planning Authority.

a) CCTV;

b) Security lighting

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable communities and in order to ensure the location of CCTV protects the privacy of neighbouring residential properties.

INFORMATIVES:

INFORMATIVE – REMOVAL OR VARIATION OF CONDITIONS

The applicant is advised that Section 73 of the Town and Country Planning Act 1990 (Determination of applications to develop land without compliance with conditions previously attached) requires formal permission to be granted by the Local Planning Authority for the removal or variation of a condition following grant of planning permission.

INFORMATIVE – WASTE MANAGEMENT

The proposed changes to the public and private highway need to have scheduled daily cleansing arrangements for both the private and public areas. The private and public highway should be clearly defined and correct square meters measurements applied to both with detailed plan and maps. In addition litter and recycling street bins will assist to control street litter. Any planters installed should avoid use of 'defensive' plants with thorns as this will not only 'catch' litter but it will make it difficult to retrieve.

REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows:

- a) It is considered that the principle of this development is supported by National, Regional and Local Planning policies which seek to support the provision of transport infrastructure.
- b) The proposed structures are considered to be suitably located in respect of the surroundings, impact on neighbouring properties and site constraints and it is considered there would be no significant adverse impacts in terms of noise, disturbance, overlooking or overshadowing.
- c) The Planning Application has been assessed against and is considered to be in accordance with the intent of National, Regional and Local Planning Policies requirements including London Borough of Haringey Unitary Development Plan (UDP) 2006, policy G1 Environment, G2 Development and Urban Design, G9 Community Well Being, UD1 Planning Statements, UD2 Sustainable Design and Construction, UD3 General Principles, UD4 Quality Design, UD7 Waste Storage, ENV2 Surface Water Runoff, ENV6 Noise Pollution, ENV7 Air, Water and Light Pollution, ENV11 Contaminated Land, M2 Public Transport Network, M3 New Development Location and Accessibility and M5 Protection, Improvement, Creation of Pedestrian & Cycle Routes.

APPENDIX 1
DESIGN PANEL MINUTES



Haringey Design Panel no. 28

Thursday 30th June 2011

ATTENDANCE

Panel

Stephen Davy
Gordon Forbes
Tim Hagyard
Michael Hammerson
David Kells
Chris Mason
Peter Sanders

Observers

Marc Dorfman (Chair) Assistant Director, Planning and Regeneration, Haringey Council
Cllr. Alan Strickland Cabinet Member for Economic Development and Social Inclusion,
Richard Truscott (Facilitator) Haringey Council
Mortimer MacSweeney Haringey Council

The following scheme was considered by the Panel:

Tottenham Hale Bus Station, N17

The following scheme was considered by the Panel:

Tottenham Hale Bus Station, N17

Adam Brown Landolt and Brown - Architects
Julien Mas Programme Manager - TLRN Major Projects Team -
London Routes & Place

In addition, the Panel discussed its Format & Terms of Reference:

Marc Dorfman opened the meeting with discussion about the revised Terms of Reference. Following a discussion, a finalised version was agreed by all. This will be published separately.

Presentation of proposals for Tottenham Hale Bus Station, N17

Adam Brown of Landolt and Brown Architects presented the scheme, with contributions from Julien Mas of Transport for London. Adam Brown set the proposal in the context of the wider Masterplan for the Tottenham Hale area, currently traffic dominated with confusing level changes, limited accessibility and lack of legibility. This envisages coordinated improvements to the station allowing its extension, the creation of a significant public space, the “station square” and development opportunities for high density mixed use developments around the square and further (probably lower density) developments in adjoining areas including “greater Ashley Road” to the north.

The detailed proposals for the station square include the repaving of the entire square to a coordinated design in asphalt and stone, street furniture, lighting and trees. The bus station itself, for which a planning application is imminent, will form the centrepiece of the square but the space is big enough and with sufficient civic “grandeur” that the bus station will not physically or visually dominate. The proposals had been derived from a rigorous testing process for assuring the efficiency of the bus station.

They include a cycling strategy where car free cycle routes are directed around the east side of the square, parking stands to the north and south and the possibility of secure covered parking within the station block. This is in a single story temporary building and canopy structure proposed as part of this application on the north eastern side of the square, on the footprint of the potential future development site. A canopy will demarcate the eastern edge, provide shelter and separate the taxi drop off and car park entrance area from the square. As it bends to the north east this will become a building suitable for either a convenience retail unit or cycle store (depending on demand), with the northern end, defining the corner with Watermead Way, containing bus driver welfare facilities. This temporary structure will help define the permanent edge to the square on a side where long term development might well take a long time and, if the retail option is taken up, provide life, activity and much needed facilities to animate the square.

The crucial bus station will contain 2 stands for 4 busses on the island and 3 on the west side, along with 7no. bus stops on the east side close to the station entrance; these will have the canopies proposed. Planning permission is only required for the bus stop canopies and the temporary north eastern canopy / retail / cycle store / welfare building. The square, materials (granite and asphalt), furniture (good quality Escofet concrete benches etc.), trees (London Planes) etc were also demonstrated.

Panel Observations

Concept & Massing

1. The overall concept of the bus station brought together as a single identifiable consolidated facility was welcomed.
2. Some felt the canopy / loggia structures looked “weak” visually. In particular it was suggested by some that the design concept could have been more satisfactorily resolved as a single structure that acted as an all in one canopy cover and shelter to routes and waiting areas. It was felt that the scale of the civic space is so large that a larger canopy structure would be more in proportion.

Appearance and Function

3. The panel members were divided over the appearance of the canopies. Some welcomed the simple “tree” structures as elegant. Others were concerned that the canopies looked utilitarian, similar to petrol filling stations. Panel members recommended that colour choice on the canopies be careful and classic as colour can date rapidly. Trees

and busses provide enough colour. Views down onto the canopies from the eventual high rise buildings around the square will also be important; they had the potential to be successful provided they can be easily cleaned.

4. Some welcomed the choice / design of furniture; others were concerned that it could attract skateboarders. Signage was agreed to be important and the panel encouraged the applicants to use the “Legible London” signage suite. Also ensure that furniture and crossing facilities are placed to allow pedestrians to follow their desire lines and direct pedestrians where they want to go.
5. However the point was also raised that if skateboarding were encouraged within controlled areas and street furniture was selected with the needs and preferences of skateboarders in mind, then that would be distinctive and interesting; the presence of the skateboarders would attract life, animate the space and negate the danger that the large space in what is currently not considered a destination, merely a transport interchange.
6. The possibility of the space being suitable for events, apparently not considered by the applicants or designers, was raised by members of the panel.
7. The panel all agreed that they were disappointed that there was no attempt to incorporate any public art in the bus station / station square generally. This should be in the furniture / seating, not as a separate standalone statue, but should not be neglected.

Durability and Robustness

8. The concerns mentioned above under appearance and function with regards to furniture and skateboards have been mentioned above. Otherwise the street furniture strategy was welcomed.
9. The paving concept, of a series of asphalted planes meeting at stone kerbs so that vehicular (bus bay), cycle and pedestrian areas are visually consistent was welcomed as a design concept but concerns were raised as to robustness and consistency, particularly following areas of asphalt having to be dug up for sub surface maintenance or services. Care will have to be taken every time such works are done to achieve a good match in the replacement asphalt.
10. Lighting levels (100lux over station, 40lux under the logia) were considered excessive. The choice of London Plane trees was also questioned; are they sufficiently drought resistant. One member suggested the Lawson Cypress might be more appropriate.

Environmental Conditions

11. The panel were concerned at how much shelter the proposal would provide from wind, what the wind conditions would be like (both before and after projected high rise developments around the square) and whether any tests or modelling of wind conditions had been done.
12. Shelter from rain that does not always fall vertically! The height of the canopies (which were of a height specified by TfL for maintenance convenience to allow a generous clearance above double decker busses) raised the concern that they would not be effective in providing shelter from wind blown rain. One solution recommended was that the height could easily be considerably lowered without getting close to the height of double decker busses, and that many other bus station canopies elsewhere in London had lower canopy roofs.
13. The panel felt it was important that the applicants endeavoured to incorporate Sustainable Urban Drainage (SUDS) into the development. That the applicants had rejected this was considered disappointing.

Consensus and Conclusions

14. The panel felt this proposal was broadly to be welcomed, albeit that some had concerns that the appearance of the canopies was too utilitarian and not related to the (not yet designed) buildings around the square. These concerns will have to be held until proposals come forward for the surroundings. The canopy structure in the centre of the square was agreed to be important; whilst the current design was considered broadly acceptable, a more bold approach would also be welcomed.