

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: White Hart Lane Station Upgrade_revA

Wednesday 22 June 2016

River Park House, 225 High Road, London, N22 8HQ

Panel

Peter Studdert (chair)	HQRP
John Lyall	HQRP
Phyllida Mills	HQRP
Ann Sawyer	HQRP
Esther Kurland	HQRP
Patricia Brown	MDAG
Graeme Sutherland	MDAG

Attendees

Richard Truscott	London Borough of Haringey
Gareth Prosser	London Borough of Haringey
John McRory	London Borough of Haringey
Matthew Maple	London Borough of Haringey
Louise Duggan	Greater London Authority
Deborah Denner	Frame Projects
Sarah Carmona	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey
Robbie McNaugher	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.

Declarations of interest

It was noted in the meeting that Esther Kurland is the Director of Urban Design London, which is hosted by TfL (the client for the White Hart Lane Station upgrade). However, part of Urban Design London's role is to provide (and attend) design review of TfL projects, which was not considered a material conflict in this instance.

1. Project name and site address

White Hart Lane Station Upgrade
White Hart Lane London Overground Station, White Hart Lane, London, N17 8HH

2. Presenting team

Chris Lovewell	Transport for London
Laura Stritch	Transport for London
Adam Brown	Landolt+Brown
Abraham Gordon	Landolt+Brown
**Wendy Hardie	Landolt+Brown collaborating artist
Florence Moon	LDA Design

3. Planning authority's views

The new station (and re-vitalisation of the viaduct alongside it) presents a key opportunity to create and reinforce a sense of place into the locality around White Hart Lane, which is an area likely to undergo substantive change. This will be a new rail gateway which in future will be visible from the High Road, as well as from White Hart Lane itself. Relocating the station entrances will enable more efficient use of the platforms, in addition to creating new pedestrian links to the west of the railway. The development also seeks to build on the redevelopment of Tottenham Hotspur Football Club stadium and the creation of a new leisure destination for London. A new public space will create a route from the Station to the High Road and stadium, bringing improved town centre and leisure uses to the North Tottenham area, in addition to providing space for new community and leisure uses. New employment opportunities will be created from the expanded local centre, leisure destination and delivery of new high quality workspace.

The proposal has received positive feedback at pre-application stage both for its design which includes references to the historic industries of the area and its contribution to the movement of the wider area.

4. Views of the Quality Review Panel and Mayor's Design Advisory Group

Summary

The review was held in conjunction with members of the Mayor's Design Advisory Group, in order to enable a coordinated and coherent response from both panels. The joint panel offers very warm support for the scheme, and welcomes the thought and effort that has gone into the proposals and presentation materials. The panel recognises that the scheme represents a huge opportunity for renewal of the area, and highlights some aspects that have scope for further improvement. They would like to see further consideration of the architectural approach to the western side of the site fronting onto Penshurst Road. More thought needs to be given to the relationship of the station structure to the utilities located in this area, and the design



of the ramped section of the new link needs further refinement. Whilst the panel warmly support the ambitious architectural treatment of the eastern side of the site, they would encourage an increase in the height of the lower glazed element of the façade at entry level as well as providing increased continuity in the floor finishes from outside to inside the station. The proposed planting on the station forecourt also needs some further thought to ensure that it is robust enough for the increased footfall on match days. The panel would encourage TfL to bring forward proposals to bring the disused Victorian station building into both short-term and long-term use. Further details on the joint panel's comments are provided below.

Massing and development density

- The panel broadly supports the massing of the proposed station building; however, some questions were raised about the scale and design of the western section of the development, onto Penshurst Road.
- The panel would encourage a reduction in scale of the roof structure on the western side, perhaps limited to sheltering the stairways.

Architectural expression

- The panel warmly supports the ambitious proposals for the eastern station structure, but would encourage the design team to revisit the design of the western structure to enable greater coherence between both sides.
- The level of thought embedded within the choice and expression of materials on this eastern elevation was applauded.
- The panel would welcome further thought about the location and height of the transom element in the façade onto Love Lane, in order to enable a 'lifting up' of the more solid elements of the façade, resulting in increased glazing height at entry level, and opening up the views in and out.
- The panel warmly welcomes the use of terracotta elements in the façade.
- Very careful detailing of the pot elements in the upper part of the façade will be required in order to avoid birds nesting within the individual pots; a solution that also avoids the requirement for netting to deter the birds should be sought.
- The panel noted that pigeon guano, whilst a prosaic subject matter, has a significant impact on the quality and amenity of the public realm; consequently, design measures and maintenance regimes to deter and mitigate pigeon infestation are important.



- The design, manufacture and installation of the pots should also guard against the potential for breakage through vandalism, and ensure ease of replacement if necessary.

Place-making and landscape design

- The panel welcomes the local historical narrative that has been woven through the design of the buildings and landscape in the choice of materials, and would support the addition of information panels that explain and interpret these links.
- They express caution in some aspects of the landscape design, and would suggest further thought around issues of robustness and appropriateness, with particular reference to the external terracotta plant pots.
- It may be more appropriate to specify larger trees planted in the ground to provide shade and enclosure, rather than dwarf trees in pots.
- The panel noted the intention to screen the existing escape stair located to the north of the site, and suggests that rebuilding the stairway may be preferable in design terms.
- However, the panel understands that rebuilding the escape stair is outside the scope of the existing brief.
- The panel likes the juxtaposition of roses on mesh as an elevational treatment to the escape stair, however the design of the planting screen could potentially have a much stronger architectural impact.
- All accessible elements of the landscape design should be very robust in order to withstand maximum footfall on match days.
- The layout of the public realm outside the station should be generous, and fit for purpose on match days.
- The panel notes that the specification of fruit trees has implications on ongoing maintenance; however, this may be an opportunity to engage with the community, through communal fruit-picking events/afternoons.

Scheme layout

- The panel would encourage further thought on the functional aspects of the station, to include drop-off, turning and interchanges, and the way that these shape the public realm adjacent.



- The development should anticipate and enable an increased level of retail provision in and around the station in the future, with careful consideration of the potential access and servicing requirements.

Relationship to surroundings: access and integration

- The panel welcomes the creation of a new east-west route, but suggests that it may not be immediately clear that it is a pedestrian route as it will involve entering into the new station building.
- Careful thought on the detailed design and management of this aspect could help support east-west pedestrian movement.
- The panel would encourage continuity of the floor surfaces; the pedestrian route from east to west should be coherent and should visually 'flow through' from outside-in, whilst being visually identifiable.
- They suggest that the external brick paving should extend inside the station structure, as it should ideally 'read' as an external space; polished granite may not be appropriate as the internal floor finish.
- The external configuration of ramps and steps at the western entrance is potentially awkward; the panel would encourage the avoidance of 'feathered' steps.
- The panel would encourage further negotiation in order to increase the area of land take on the western side of the railway at Peshurst Road.
- This would enable improved accessibility, and would offer the opportunity to create a much-improved western entrance in addition to some high quality public realm for the local residents of Peshurst Road.

Western approach at Peshurst Road

- The panel would welcome greater visual coherence between the eastern and western structures.
- The panel would also encourage a different approach to the integration of the existing utilities/substation adjacent to the western approach on Peshurst Road.
- This could perhaps also weave into the wider story of the area, through coordinated choice of materials, for example terracotta.
- The panel notes that that on the western side of the scheme, two bays of the new station structure do not have the requirements for access and cleaning (due to the existing utilities).



- This provides an opportunity to introduce a different elevational treatment that could more closely reflect the architectural expression and materials of the eastern station structure, and would lend a greater elegance and dignity to the western structure.
- The panel questions the visual permeability of the western stairwell, and suggests that careful consideration of the detailed design of this part of the scheme should be undertaken to ensure that it is not an intimidating environment to traverse.

Victorian station building

- The panel notes that the Victorian station building will undergo some refurbishment to the external envelope as part of the upgrade to the station.
- They would strongly support attempts to bring it back into use (either with pop-up uses, or more permanent functions), as it has a lot of potential and would otherwise present a dead frontage onto the main arrival space.
- Potential functions could include: café space or kiosk; work space (pop-up or permanent); ancillary station uses (at first floor level).
- Other possible uses could seek to reinforce the story of the local area, for example a florist or garden centre.

Next steps

- The joint panel offers very warm support for the proposals, and highlights some areas that have scope for further improvement (outlined above).
- **It was felt that as the detailed design stage will be critical to the success of such a bespoke scheme, the panel strongly recommends that the existing architects (or other such architects to be approved by the Local Authority) should undertake the detailed design of the project.
- They would welcome a further opportunity for joint review of the proposals following submission of the planning application, with particular regard to the western area of the site (fronting Penshurst Road).

Revisions

A number of revisions have been introduced in order to correct omissions and clarify or expand upon some of the points made within the original report. All revised sections of text are prefaced by **.

