

Appendix 3 QRP Notes

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London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: Hale Wharf

Wednesday 22 June 2016

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

Panel

Peter Studdert (chair)
Andrew Matthews

Attendees

Richard Truscott	London Borough of Haringey
Sarah Carmona	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey
Deborah Denner	Frame Projects

Confidentiality

This is a post-application review. 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.

1. Project name and site address

Land at Hale Wharf, Ferry Lane, N17 9NF

2. Presenting team

Michael Orr	Muse Developments
Chris Bearman	Allies & Morrison
Hendrik Heyns	Allies & Morrison
Neil Swanson	Landscape Projects
Sean Bashforth	Quod

3. Planning authority's views

The scheme has been presented to the Quality Review Panel (QRP) on two previous occasions: 18 November 2015; 20 January 2016. Since the most recent review the applicant has provided flexible provision for B1 Office use in the 2nd phase of development (subject to market demand and financial viability) which satisfies the AAP requirements for employment space. The applicant has submitted a hybrid application (reference HGY/2016/1719) for the scheme. Further details are now available for the associated bridge which was presented to the QRP on 27 April 2016. It is noted that the QRP recommended that this be provided in the detailed element of the scheme however the design has not progressed sufficiently to allow this and it is included in outline. Officers have accepted this position.

Officers consider the final design to be broadly in line with the previous QRP comments but would welcome the panel's view on the quality of the final design, the detail of the masterplan and issues covered in the design code. The application is accompanied by all the necessary reports and EIA so previous questions around environmental issues should now be addressed.

4. Quality Review Panel's views

Summary

The Quality Review Panel feels that the scheme has responded well to the feedback from the previous review meetings. Whilst they acknowledge that the development may be controversial, they offer their support for the proposals. It is a big scheme, and in this respect, the panel strongly highlights that the quality of design detailing and specification of materials will be critical in ensuring that Hale Wharf reaches its potential as an interesting place to be, and a good neighbourhood to live in.

The detailed design of the ground floor is also of fundamental importance; the extent of cycle storage limits the scope for ground level active uses. Careful thought will be needed to address this issue. More details on the panels comments are provided below.



Massing, place-making, and character

- The panel notes that the essence of the scheme is about the skyline silhouette; they feel that the silhouette created by the revised proposals is very good.
- Whilst the scheme looks very large, it performs the function of terminating a vista very well.
- In the context of how Ferry Lane is changing, the proposal has become more justifiable in terms of its scale.

Scheme layout

- The panel notes that the current layout shows limited scope for active ground floor frontages.
- The layout of the ground floor accommodation across phase 1 of the development requires further thought, in order to mitigate the negative impact of the bin stores and cycle storage on the building frontages.
- The panel reiterates that the west-facing public space could be a really exciting place that becomes a desirable evening destination.
- The provision, location and layout of restaurant and café uses within this space requires careful thought to ensure that this evening vitality is enabled.

Architectural expression

- The panel feel that the articulation of the massing works very well at the different scales of the building.
- The dwellings lower down the building have a great connection to the ground and public realm around the buildings, whilst the dwellings higher up the buildings will have spectacular views.
- As the architectural expression is quite repetitive in nature, the quality of the design detailing and the quality of the materials chosen will be of critical importance to ensure the success of the scheme.
- The panel notes that the palette of brick colours to be specified is still under consideration, and that the intention is to select a number of colours of high-quality brick to provide a close contrast, from within the same 'family' of tones.
- It was noted that sometimes projecting balconies on the upper storeys of towers can sometimes feel psychologically unsafe, and that introducing increased solidity in the enclosure can help.



The panel questions whether the option to break into the massing further (with sky gardens or 'bites' out of the overall massing) has been fully explored, as suggested in the previous review. This is especially relevant for the wide west-facing facade.

- The way the massing of Block B is articulated provides a good example of this approach. However, further thought about the resulting cut-away areas (on Block B) would be encouraged, to avoid blank façades fronting onto external amenity space, whilst at the same time retaining privacy.

Inclusive and sustainable design

- The panel understands that provision of affordable housing within the development is limited to the second phase of development; whilst the accommodation within the first phase is solely for private sale.
- They would strongly support planning officers in securing timely delivery of the affordable housing on site through a Section 106 Agreement.

Delivery of development

- The proposed phasing of development represents a significant challenge in terms of creating a high-quality 'finished' public realm at the phase one (Ferry Lane) end of the site to the south that is robust enough to withstand the passage of construction traffic to the northern section of site occupied by Phase two.
- The panel would encourage the specification of very robust and high-quality materials for the southernmost section of public realm on site to avoid degradation of finishes during the construction of phase two.
- The quality of detailed design and construction will be critical to ensure that a visually prominent development of this scale is convincing and elegant. Careful thought will be needed to achieve this through the proposed Design and Build construction contract.

Next Steps

- The panel offers their support for the scheme, but reiterates that high quality design detailing and materials will be fundamental to the future success of the scheme.
- The panel would support planning officers in securing this through planning conditions.



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FRAME PROJECTS

London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: Hale Wharf

Wednesday 20 January 2016

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

Panel

Peter Studdert (chair)
Robert Aspland
Andrew Matthews

Attendees

Stephen Kelly	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Sarah Carmona	Frame Projects
Tessa Kordeczka	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Neil McClellan	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey
Deborah Denner	Frame Projects

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1. Project name and site address

Land at Hale Wharf, Ferry Lane, N17 9NF

2. Presenting team

Michael Orr	Muse Developments
Chris Bearman	Allies & Morrison
Andrea McAslan	Allies & Morrison
Neil Swanson	Landscape Projects
Steffan Rees	Quod

3. Planning authority's views

The Hale Wharf site comprises 1.80 hectares located north of Ferry Lane, to the east of Tottenham Hale town centre. It is bounded by the River Lee Navigation Channel to the west and the River Lee Flood Relief Channel to the east, both forming part of the Blue Ribbon Network (under the London Plan). The site contains light industrial units and open industrial/waste uses. At the site's southern end there is an existing office building, restaurant and substation. The site and its surroundings are within the Lee Valley Regional Park. It is covered by a number of designations (proposals map 2013), and is immediately adjacent to green belt and important ecological and nature conservation sites.

The applicant is in pre-application discussions with the planning authority's planning and design officers. The site is part of the Tottenham Housing Zone and a large-scale residential-led mixed use scheme is supported. The planning authority seeks to maximise employment provision but recognises the difficulties in delivering this on the site. A position has not yet been reached as to where employment space will be provided within the AAP designation but the applicant has indicated that a separate development on the site of the former lock keeper's cottage could satisfy this requirement.

Since the previous Quality Review Panel review of this proposal (18 November 2015), the applicants have made significant detailed changes to the layout in response to comments from the panel and planning officers, as well as to better accommodate emerging plans for bridges to the site. Planning officers feel that these changes positively respond to earlier concerns, and feel that the focus should now be on detailed design issues, some of which remain unresolved in current proposals.

4. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the clear and thorough presentation, and is encouraged by the significant improvements made since the previous review. The panel feels that this proposal has huge potential. The site is a good location for a residential-led development, and a strong case has been made to support tall



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residential buildings at the southern end of the site on Ferry Lane. The panel would encourage further consideration and refinement of the design of the roofscape of the blocks, given the scheme's prominence in long distance views. Further careful design work is also required on the detail of the residential blocks, to increase the articulation of facades. The inclusion of communal green space (e.g. sky gardens or winter gardens) at different levels of the buildings could help to open up (and provide interest to) the facades.

The design of the public realm needs to embrace the potential of Hale Wharf becoming a destination in itself, while also providing a marker for public routes/circulation within the site. The panel feels that it will be very important for the development of the bridge links to occur in tandem with the Hale Wharf scheme, to avoid design conflicts. Consideration should also be given to ensuring that the public spaces of the first phase work well (and are sufficiently activated) prior to completion of the later phases. The panel welcomes the applicant's expressed understanding and commitment to the legacy of delivering the Hale Wharf development as a high quality place to live, work and visit. The panel recommends that the quality (and degree) of design input should not be compromised in the detailed design and onward delivery of the development. More detailed comments are provided below.

Massing and development density

- The panel supports the proposed scale of development in this location (adjacent to the proposed tall building at Hale Village), providing that the detailed design of the residential blocks (massing, facades and roofscape) is further refined and developed.
- A commitment to embedding high quality design at the detailed design phase will be critical to ensure that a visually prominent development of this scale is convincing and elegant.

Place-making, character and quality

- The panel welcomes the revised layout, which provides an enhanced public space (and arrival point) to the south west of the development at Ferry Lane.
- It was felt that whilst the site forms a key link in the proposed Green Grid Strategy, it also has the potential to become a destination in itself, due to the west facing waterfront location of the proposed public spaces.
- The design of the public realm on site should celebrate this, and should seek to create animated and vibrant spaces.
- Consideration should also be given to the task of ensuring that the public spaces of the first phase work well (and are sufficiently activated) prior to completion of the later phases.



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- This has particular relevance to the public space adjacent to the bridge link to Hale Village and the site of block C (phase 2) and may involve short-term solutions that can adapt as later phases progress.
- The panel would welcome the inclusion of additional facilities to activate this public space in the centre of the site prior to the development of a restaurant/cafe in block C. This may take the form of a temporary/pop-up or permanent pavilion.
- The panel would welcome the inclusion of 'human scale' elements at ground level within the development and the public realm. For instance, a tree canopy can help to provide this human scale within the landscape.
- The panel identified that the landscape/public realm on site is potentially very three-dimensional, linking different levels (e.g. towpath, ground level, bridge level).
- The landscape design could be very sculptural in how it deals with the changes in levels, and could become 'public art' itself.
- Landscape can also provide a strong visual connection from the towpath up to the ground level of the main body of the development.

Relationship to surroundings: access and integration

- The panel recommends that the design and delivery of the bridges occurs in tandem with the Hale Wharf scheme, to ensure that the design of the bridge landing spaces are seamless and well-integrated.
- The panel is concerned that the lift and/or stairs at the bridge arrival point could divide and dominate the space created on the waterfront, and the bridge design will need to be carefully considered to avoid this.

Scheme layout

- The panel would suggest further reflection on detailed aspects of the scheme layout especially with regard to ensuring that ancillary/service functions with dead frontage (e.g. bicycle storage) do not take up too much of the active frontages adjacent to key parts of the public realm.

Architecture

- The panel acknowledges the way in which the architectural expression of the tall buildings tries to draw inspiration from traditional mill buildings. However, it would encourage a more contemporary architectural expression that would respond to the waterside context without necessarily referencing the smaller scale and detail of mill buildings, which are difficult to transfer to a larger scale



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- The greatest design challenge will be to avoid monotonous elevations whilst maintaining the integrity of the design, and the panel would encourage exploration of different visual concepts for both the façade and the overall massing of the buildings.
- For instance, the visual treatment and integration of balconies can provide shadowing, texture and relief to the façade, and the inclusion of communal green space (winter gardens or sky gardens) on different floors throughout the tall blocks can also serve to open up the facades, creating interest and texture, as well as enhancing amenity for the residents.
- The roofscape of the blocks will be critically important due to the long views afforded of the scheme from further afield, and the panel suggest that options to articulate the massing at high level could be explored, to provide a more elegant solution.
- The panel would also encourage consideration of roof gardens within the development.

Inclusive and sustainable design

- The panel recommends careful design to mitigate the impact of wind on the public realm on site and adjacent to the river.
- The panel acknowledges the aspiration to provide low levels of parking, and agrees that issues of balancing need, provision and control are very important.

Next Steps

- The panel looks forward to commenting on the planning application for this scheme, once it is submitted.



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London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Hale Wharf

Wednesday 18 November 2015
River Park House, 225 High Road, London, N22 8HQ

Panel

Peter Studdert (chair)
Andrew Beharrell
Gary Elliot
Andrew Matthews
Annalie Riches

Attendees

Stephen Kelly	London Borough of Haringey
Emma Williamson	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Deborah Denner	Frame Projects
Sarah Carmona	Frame Projects

Apologies / report copied to

Neil McLellan London Borough of Haringey

Declarations of interest

Gary Elliott is a Quality Review Panel member, and Partner at Elliott Wood. His practice is currently working with Allies & Morrison on a number of projects, unrelated to Hale Wharf.

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Report of Formal Review Meeting
18 November 2015
HQRP18_Hale Wharf

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Land at Hale Wharf, Ferry Lane, N17 9NF

2. Presenting team

Michael Orr	Muse Developments
Chris Bearman	Allies & Morrison
Andrea McAslan	Allies & Morrison
Steffan Rees	Quod

3. Planning Authority's views

The Hale Wharf site comprises 1.80 hectares located north of Ferry Lane, to the east of Tottenham Hale town centre. It is bounded by the River Lee Navigation Channel to the west and the River Lee Flood Relief Channel to the east, both forming part of the Blue Ribbon Network (under the London Plan). The site contains light industrial units and open industrial/waste uses. At the southern end of the site there is an existing office building, a restaurant and substation. The site and its surroundings are within the Lee Valley Regional Park. The site is covered by a number of designations (proposals map 2013), and is immediately adjacent to green belt and important ecological and nature conservation sites.

The applicant is engaging in pre-application discussions with Haringey Planning and Design officers. The site is part of the Tottenham Housing Zone and a large-scale residential-led mixed use scheme is supported. The Council seek to maximise the employment provision but recognise the difficulties the applicant faces in delivering this on the site. A position has not yet been reached regarding where employment space will be provided within the AAP designation. The Council also understand that there are a number of constraints that have impeded previous attempts to secure planning permission on this site over a significant number of years. Officers are currently discussing building heights, layout, access and open space. Officers wish to focus on these issues before considering the elevation treatment and other detailed matters.

4. Quality Review Panel's views

Summary

The panel welcomes this opportunity to comment on the development proposals for Hale Wharf at an early design stage, and finds much to admire in the site analysis and evolving development strategy. The site has huge potential for development, and although it offers many challenges, there is an opportunity to create a unique place and at the same time to enhance the surrounding area. The panel expressed concerns regarding the access points to the site (both vehicular and pedestrian), and the lack of a welcoming sense of arrival from Ferry Lane. The panel supports the concept of the internal 'street', but expressed caution that unless very carefully



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designed, this central space could become dominated by car parking. The panel felt that the proposed density of development was broadly appropriate, but recommended a reduction in the height and massing of development to the south, with redistribution of development across the site. In particular, the panel felt that the northern tip of the site could be an appropriate location for a taller building.

As design work continues, further thought will be needed to ensure that this scheme responds to the Haringey Quality Charter (Haringey Development Management Policy DM1), in terms of the quality of the places created, links to surrounding areas, sustainability, and the mix of uses proposed. More detailed comments are provided below on massing and development density, place-making, character and quality, relationship to surroundings, sustainable and inclusive design.

Massing and development density

- Whilst the panel thinks that the overall density of development proposed is appropriate, it recommends further thought about the distribution of mass and height across the site.
- Tall buildings are currently proposed to the south, and the panel thinks the height of these blocks is excessive – creating an unwelcoming entrance from Ferry Lane, and overshadowing the site.
- The panel identified an opportunity to acknowledge the northernmost point of the site with a taller building, or one that turns to address the north, which would also maximise the views of the surrounding natural habitats.
- The panel also felt that some of the mass currently placed to the south of the site could be redistributed by closing some gaps between blocks.
- A smaller number of wider gaps could reinforce the more significant routes and views, for example to create a visual opening across to the Paddock.
- However, a 'wall' of development is not considered to be an appropriate approach.
- The panel questioned how the east and west sides of the development worked together, and felt that this could be refined further.

Place-making, character and quality

- The panel supported the boldness of the forms of the flats, in addition to the industrial architectural references, linking to the site's heritage.



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- It was felt that the sense of arrival could be enhanced at the entrance point at the south of the site (Ferry Lane), as currently there was nothing that visually signifies the route beyond, especially for visitors unfamiliar with the area.
- The public edge of the site at Ferry Lane needs to be more attractive; in current proposals it appears unfriendly.
- The panel agree that the offset arrangement of the two pedestrian bridges creates an opportunity to draw people through the site (into the central street), and create a series of arrival 'thresholds' across the site, at which new views or spaces are revealed.
- The panel welcomed the scale of the internal street at the northernmost section, and felt that considering the new pedestrian route across and through the site between the bridges could start to define how the space is broken up and designed in detail.
- The panel highlighted that the central space should not be dominated by car parking, but instead should provide quality public realm that supports the residential communities, the pedestrians passing through the site, and the businesses that front onto the key parts of the route/space.

Relationship to surroundings: access and integration

- The panel considers that the design and integration of the pedestrian bridges will be critically important in helping to define the quality and character of the place – and would welcome an opportunity to comment on these at a future review.
- The panel would advocate a bridge design that avoids external lifts where possible, and would suggest careful consideration of the arrival point of the bridges on site to ensure ease of travel for pedestrians and cyclists.
- The vehicular entrance off Ferry Lane requires very careful consideration, appearing to be very close to the Ferry Lane canal bridge.
- Due to phasing requirements outlined by the project team, the main entrance to the site at Ferry Lane must facilitate construction traffic for the later phases to the northern end of the site.
- This potentially conflicts with the need to create a pedestrian-friendly arrival point at the site entrance on Ferry Lane; measures to minimise this conflict need to be considered.
- The panel understand that the applicants have an aspiration that the development is car-free, but feel that this may not be realistic.



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- Any commercial uses on site would need a certain level of visitors car-parking to be viable.
- The panel suggest that further work to explore the viability of excavating the site to the south to provide car parking below ground should be considered.
- It was felt that if a high development density was proposed for the sites, then the issue of parking is a fundamental issue.

Sustainable and inclusive design

- The panel recommended the incorporation of green roofs to support sustainability in terms of drainage, in addition to solar panels on the saw-tooth roof configurations.
- It was felt that there was a missed opportunity to create a vibrant hub of creative industries within the mix of uses, situated at ground level opposite the workspace barges.
- The panel expressed the desire to see a greater mix of uses on site, to avoid the site developing as a 'dormitory'.
- The provision of nursery or crèche facilities could be considered, in addition to other uses that would support a 24-hour development, which would help the viability and inclusivity of the scheme.
- It was identified that the needs of the workspace barges need to be realistically anticipated and met, especially regarding parking and on-site facilities.

Next steps

- The panel would welcome a further opportunity to review the scheme prior to submission of a planning application.

