

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2022/0006

Ward: Hornsey

Address: Hornsey Police Station 98 Tottenham Lane N8 7EJ

Proposal: Retention of existing Police Station building (Block A) with internal refurbishment, rear extensions and loft conversions to create 6 terrace houses and 4 flats. Erection of two buildings comprising of Block C along Glebe Road and Harold Road to create 8 flats and erection of Block B along Tottenham Lane and towards the rear of Tottenham Lane to create 7 flats and 4 mews houses including landscaping and other associated works

Applicant: Kuan Wai Leng Koukan Developments Ltd

Agent: Kuan Wai Leng Koukan Developments Ltd

Ownership: Private

Case Officer Contact: Valerie Okeiyi

2. BACKGROUND

- 2.1 The proposed development is being reported to the Planning Sub-Committee to enable members to view it ahead of the submission of the planning application. Any comments made now are of provisional nature only and will not prejudice the final outcome of any formally submitted planning application
- 2.2 It is anticipated that the planning application, once received, would be presented to the Planning Sub-Committee in November / December 2022. The applicant is currently engaged in pre-application discussions with Haringey Officers.

3. SITE AND SURROUNDS

- 3.1 The site is located on the corner of Harold Road and Tottenham Lane in Hornsey and to the north side of Harold Road/West side of Tottenham Lane. The building occupying the site is 'L' shaped in form and comprises a part two storey, part three storey building known as Hornsey Police Station. There are a number of ad-hoc single-storey structures contained within the service yard/car park which is accessed off Harold Road.
- 3.2 Immediately south of the car park/service yard is a row of two storey terrace houses on Church Lane and to the south west is the two storey building known as Fireman's Cottages and two storey terrace houses on Glebe Road.

Tottenham Lane Local Centre is located immediately east of the site and comprises of a shopping parade with commercial units on the ground floor and residential flats on the upper floors

- 3.3 The site has a public transport accessibility level (PTAL) of 4, considered 'good' access to public transport services. Five different bus services are accessible within 3 to 5 minutes' walk of the site, and Hornsey Railway Station is a 5 to 6 minute walk away.
- 3.4 The site is located within the Hillfield Conservation Area. The prominently sited Police Station building together with its tall red brick boundary walls, makes a positive contribution to the character and appearance of this part of the conservation area.

4. PROPOSED DEVELOPMENT

4.1 The proposed works would involve:

- The conversion of the existing Police Station (Block A) to residential units and the redevelopment of land around it (Blocks B and C) to create 29 flats/houses in total;
- Block A, along Tottenham Lane and Harold Road will include internal refurbishment, rear extensions and loft conversions and would comprise of 6 terrace houses and 4 flats;
- Block B (new build), along Tottenham Lane and towards the rear of Tottenham Lane would be 3 to 4 storeys in height and comprise of 7 flats and 4 mews houses;
- Block C (new build), along Glebe Road and Harold Road will be 3 storeys in height and comprise of 8 flats;
- Houses 1 and 2 in Block A and flat B3 on the first floor of Block B would be wheelchair accessible;
- Associated rationalised landscaping including, public realm improvements including amenity space and playspace;
- Cycle stores;
- Bin stores;
- Car free development with 3 wheelchair accessible onstreet parking bays on Harold Road.

5. PLANNING HISTORY

5.1 The site has planning history dating back to 1993 but nothing relevant to the scheme at pre-application stage.

6. CONSULTATION

6.1 **Public Consultation**

6.2 This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken as yet. However, the applicant has recently undertaken their own pre-application engagement with the local community which consisted of a wide scale leaflet drop to properties in the local area informing residents of the pre-application scheme together with an arranged exhibition hosted by the developers which included a presentation of the scheme to local residents who attended

6.3 Quality Review Panel

6.4 The proposal was presented to the Quality Review Panel (QRP) on 27 April 2022. The report from the QRP Formal Review is attached as **Appendix 1**.

6.5 The Panel broadly supports the proposals for Hornsey Police Station, stating that the scheme is showing potential for achieving a high-quality scheme. The conceptual approach is supported in the context of the conservation area and the existing historic building (former police station). However, the panel did express suggestions of how the scheme could be improved and what aspects of the scheme required further thought and work. The panel was satisfied for officers to pursue further discussions with the developer and that it did not need to be presented to the QRP again.

6.6 Following the QRP meeting, the scheme has been amended in order to address officer and QRP comments and suggestions.

6.7 Development Management Forum

6.8 The pre-application proposal is to be presented at a Development Management Forum on 5th July 2022. Comments received will be fed back verbally to members on the 11th July.

7. MATERIAL PLANNING CONSIDERATIONS

7.1 The Council's initial views on the development proposals are outlined below:

Principle of the development

The Police Station currently occupying the site has been closed and redundant for some time – the closure of Hornsey Police Station formed part of the Metropolitan Police Service's rationalisation and investment programme to close old outdated buildings to reduce costs and provide modern, new facilities to support future policing across London. The money raised from the sale of the site is re-invested into modern ways of working, and supporting the Mayor's Office for Policing and Crime (MOPAC)'s Police and Crime Plan 2017 - 2021.

Although the Police Station has been closed and un-operational for some time now, in land use planning terms the pre-application proposal would result in the loss of the site as a community facility – Appendix F of the Council's Development Management DPD defines police buildings as a community facility. The Council essentially seeks to protect the loss of community facilities whilst maintaining and improving community safety in the Borough. Further, Policy D11 of the London Plan seeks to maintain a safe and secure environment.

The developer will be required as part of any formal submission of a planning application to evidence relevant planning policy justification for the loss of the Police Station site from community use to residential use. Policy DM49 Managing the Provision and Quality of Community Infrastructure states that A) the Council will seek to protect existing social and community facilities unless a replacement facility is provided which meets the needs of the community. It goes on to state that B) where a development proposal may result in the loss of a facility, evidence will be required to show that: a) the facility is no longer required in its current use; b) the loss would not result in a shortfall in provision of that use; and c) the existing facility is not viable in its current use and there is no demand for any other suitable community use on site. Policy DM49 C) also requires evidence and marketing information demonstrating that the premises has been marketed for use as a community facility for a reasonable length of time (minimum 12 months) and that no suitable user has been/or is likely to be found.

Given that the proposed closure and disposal of Hornsey Police Station forms part of the Metropolitan Police Service's rationalisation and investment programme, Officers consider that policy DM49 A), B)) b) and part of c) are met subject to reassurances that the loss of the police station will not result in the overall reduction in public safety/policing services in the locality and the Borough more generally. Further evidence is required to demonstrate that parts c) and C) of the policy are also met i.e. there is no demand for any other suitable community use on site, supported by marketing information.

Design, Appearance and Heritage Impact

Hornsey Police Station is a three-storey building, constructed in 1915, designed in a Baroque style by John Dixon Butler, architect to the Metropolitan Police. It is built in bright-red brick with terracotta banding and window surrounds, six-over-six pane sash windows and a bold pedimented entrance inscribed 'POLICE'. It replaced an earlier police station of c1868 and originally formed part of a fine group of civic buildings including a public library, demolished in the 1960s after

the library was relocated to Crouch End, and a fire station, also demolished. Hornsey Police Station is located within the Hillfield Conservation Area. The most recent appraisal identified the building, together with its tall red brick boundary walls, as making a positive contribution to the character and appearance of this part of the conservation area. The retention of the historic police station building (known as block A) is therefore supported.

Officers consider that taking into consideration the historic development of the site and the existing townscape, the site can accommodate additional development. Officers consider that the height, massing and scale of the proposed 'new build' part of the development to be acceptable within the site's context and existing built form of surrounding buildings.

The contemporary reinterpretation of the Police Station (Block C – which is the 'new build' part of the scheme) is promising subject to further refinements such as adding more interest to the corner gable and upper floor balconies. From a design point of view, the architectural concept of the 'weaved chequered board pattern' works well within its context.

In terms of Block B (also part of the 'new build' part of the scheme), the retention of the gap between the proposed development and the police station building maintains a clear separation between the historic building and the proposed contemporary development. The proposed brickwork for this block matches the brickwork of the Police Station, retaining some connection with the historic building while the contemporary design of the proposed block creates a contrast and distinct separation between old and new. The rhythm of the windows reflects the pattern of fenestration of the former Police Station and adds interest to the proposed block. From a Conservation point of view, although block B is considered a fine piece of architecture, the conservation officer has a concern that the building may appear alien in its surroundings. The design of the mews houses of block B towards the rear of Tottenham Lane would appear subservient in terms of height and scale.

The central communal landscaped garden has progressed. A good quality landscaped plan is fundamental to the success of the scheme. Public realm improvements are also proposed.

Residential Unit Mix and Affordable Housing

The proposal would provide 6 x 1 bed flats, 11 x 2 bed flats, 2 x 3 bed flats, 6 x 3 bed houses and 4 x 4 bed houses of which include 3 wheelchair accessible units. This range of unit sizes is considered appropriate in this location and optimises the use of the site to meet housing need particularly the need for family sized accommodation.

The scheme proposes 7 Affordable Housing Units of which 5 can be rented (London Affordable Rent) and 2 intermediate (Shared Ownership) this equates to 24% affordable units. The affordable units would be located in block C

The developer's viability report will be submitted as part of any formal planning application and thereafter independently assessed to ensure that the proposal provides the maximum amount of affordable housing that can viably be delivered as part of the proposed scheme.

Transportation and Parking

This site has a public transport accessibility level (PTAL) of 4, which is considered 'good' access to public transport services. Several bus services are accessible within 3 to 5 minutes' walk of the site, and Hornsey Railway Station is a 5 minutes walk from the site.

The site is also located within the Hornsey South CPZ, which has operating hours of 11.00 to 13.00 Monday to Friday.

The proposed scheme would be a car free development. With a public transport accessibility level of 4 the pre-application scheme does meet the criteria of Policy DM32 of the Development Management DPD for formal designation as a car free/permit free development. Cycle parking stores will be located in each block. The cycle parking to be provided will need to meet London Plan standards for residential in terms of absolute numbers. Any future planning application will require full details of cycle parking which will be scrutinised by officers to confirm it will be achievable within the development footprint. Three blue badge spaces for the accessible units would be provided which is policy compliant (10% of the overall number of residential units).

Discussions are ongoing with the Council's Transport Planning team who require a parking stress survey to be carried out for the existing arrangements to provide details on the existing parking conditions and provision. In addition to this the developer will likely be required to provide mitigation measures to reduce potential parking impacts and promote the use of sustainable and active modes of travel.

Impact on residential amenity

The windows of the proposed mews houses (Block B) towards the rear of Tottenham Lane would need to be designed to ensure they mitigate potential overlooking and loss of privacy issues to the rear garden and windows of the surrounding properties, in particular the neighbours on Glebe Road and Tottenham Lane.

Further assessment will be required in relation to existing and newly published BRE guidelines in relation to daylight / sunlight requirements so as to ensure that the amenity of neighbouring residents is not materially affected.

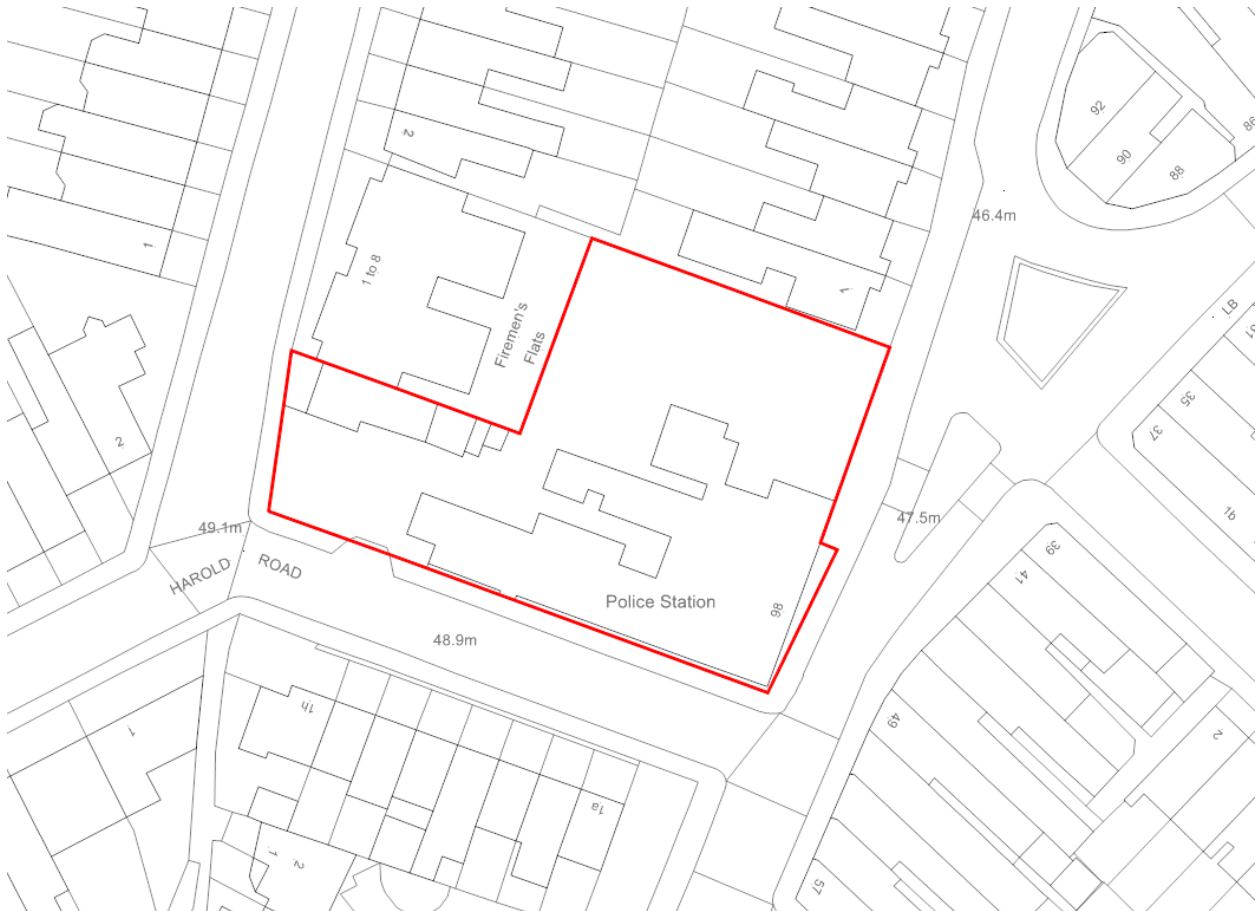
Other matters

Consideration on the following matters is also required – but has not yet been discussed in detail:

- Flooding and drainage (the site is in a critical drainage area);
- Energy strategy;

PLANS AND IMAGES

SITE LOCATION PLAN



PLANS AND IMAGES



View along Harold Road



View east along Harold Road showing vehicle access



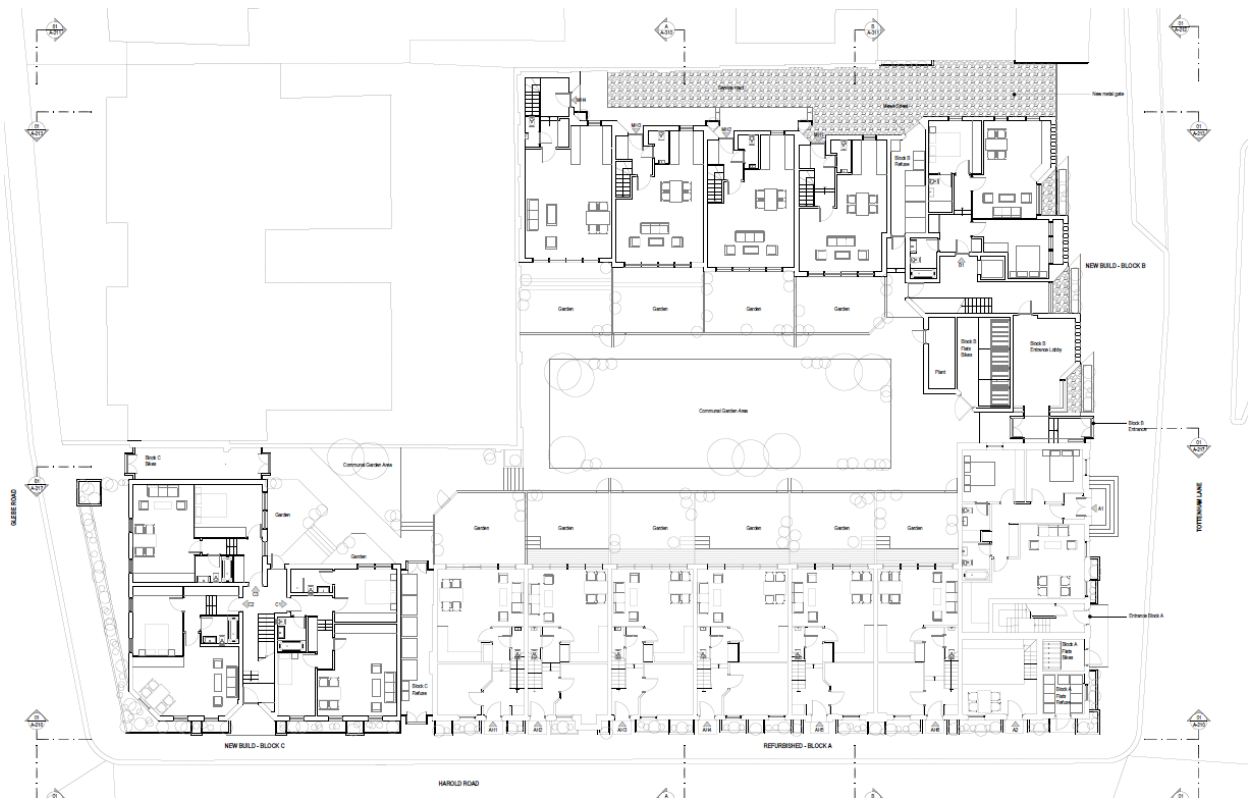
Corner of Tottenham Lane and Harold Road



View into the car park



View from Tottenham Lane and Church Lane



Proposed ground floor plan



Proposed elevation of new houses towards the rear of Tottenham Lane



Indicative landscaping CGI

APPENDIX 1 – QUALITY REVIEW PANEL REPORT

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1. Project name and site address

Hornsey Police Station, 98 Tottenham Lane, N8 7EJ

2. Presenting team

| | |
|-------------|---------------------|
| Chris Boyle | Archanaeum |
| Kuan Leng | Dixon 8 |
| Rie Nijo | Rie Nijo Architects |

3. Planning authority briefing

The site is located on the corner of Harold Road and Tottenham Lane in Hornsey, in the Hillfield Conservation Area. Immediately south of the carpark / service yard, partially comprising the site, is a row of two-storey houses on Church Lane, and to the southwest is the two-storey Firemans Cottages and two-storey terraced houses on Glebe Road. Tottenham Lane local centre is immediately east of the site, comprising a shopping parade with commercial units at ground floor and residential flats above.

The principal building currently occupying the site is the 'L'-shaped, part two-storey, part three-storey Hornsey Police Station, built in 1915. Built of red brick with terracotta banding and window surrounds, the police station replaced an earlier one, c1868, and originally formed part of a group of civic buildings including a public library and fire station. Access to the police station's carpark/service yard is off Harold Lane.

The proposal comprises the refurbishment and extension of Hornsey Police Station and the construction of two new residential buildings to provide 30 units and associated landscaping.

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4. Quality Review Panel's views

Summary

The panel broadly supports the proposals for Hornsey Police Station, feeling that it has the potential for a high-quality scheme. The conceptual approach of 'weaving the past with the present' is promising in the context of the conservation area and existing historic building. However, it recommends that this idea is developed further. For example, it suggests that Block C could be more exuberant, using cues from the conservation area, to give this important corner block greater presence. The scale of Blocks A and B at Tottenham Lane seems appropriate given the surrounding area. However, the panel questions the scale of the mews housing element of Block B, which it suggests is likely to be more viable at two storeys than three. The panel is also concerned about how the level changes across the site are addressed currently and recommends further detailed sectional analysis of this aspect of the scheme. Similarly, the panel is not yet convinced by the proposed layouts of individual residential spaces and suggests further detailed consideration of this in order to improve the quality of the interior spaces. The panel has some concerns about the scheme's environmental and energy strategy, commenting that these appear to be being considered late in the scheme's development. It also has some concerns about the complexity of the landscaping of the internal courtyard.

Architecture

- The panel admires the conceptual approach to 'weaving the past with the present' and its potential to underpin the architectural approach. However, it feels that this concept would be further strengthened if more rigorously applied across the whole scheme.
- The panel would encourage retention of the existing police station staircases in Block A.
- The panel supports the use red brick throughout the scheme, seeing it as appropriate to the immediate context and adjacent conservation area, and in keeping with the materiality of the existing police station.
- it feels that the concept of 'weaving' could be taken much further to add variation, depth and interest to the facades and to the overall scheme.
- The panel questions the type and placement of the windows at various locations in the scheme. Further consideration of these may lead to improvements in the quality of daylight brought into the interiors across the development, as well as its external appearance.
- The panel is not yet convinced by the roof detailing of the new-build section of Block A and recommends careful consideration of the choice of materials for this roof, including the gutter detailing.



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- In relation to the above point, improving the quality of light brought into the top floor apartments in Block A will be a key determinant of the design of the roof.
- The panel admires the way that the Block B entrance offers a direct view into the courtyard, suggesting that decisions about the cladding of the entrance will be key to the success of its design.

Interior layouts

- The panel recommends further detailed consideration of the internal layouts of the houses and flats, to maximise the quality of the interior spaces for the users.
- For example, one of the new-build flats on Tottenham Lane proposes a dining area with no window. The panel appreciates that this is to prevent overlooking of the refuse store but suggests further thought about the quality of this unit.

Block C

- The panel suggests that Block C could be more exuberant, using cues from the conservation area, to give this important corner block greater presence.
- The panel asks for further thought about the relationship between Block C and the adjacent Firemans Cottages, where currently its first and second floor balconies are tight against the gable end walls.

Block B mews

- The panel is concerned about the mews component of Block B and the proposed scale of the houses at three storeys, where it feels that two storeys would be more appropriate.
- The associated problems caused by large, three- and four-bedroom houses in relation to provision for private vehicles / parking are also a concern, as is the restricted size of their living / dining spaces.
- The panel also suggests that two storeys will be more compatible with the narrow entrance to the mews from Tottenham Lane, and that the materiality of this entrance will be important to the success of that significant corner of the scheme.

Scheme layout

- The panel suggests relocating the refuse stores currently along Tottenham Lane. Whilst this location is ideal for refuse collection, there is a risk they will have a negative impact on that street frontage.



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- The panel recommends further sectional analysis of the two-metre level change across the site. Currently, this appears to be creating some uncomfortable relationships between elements of the development.
- For example, if the mews level was brought to the level of the courtyard space, this might increase the sense of this as a single generous garden space.

Landscape

- The panel feels that the courtyard is a generous offer, but that its design is overcomplicated by the introduction of multiple levels and recommends further consideration of this aspect of the landscape design.
- For the courtyard to be successful as a shared space, it will be important to resolve its relationship with the surrounding private gardens. For example, boundary treatments will need careful thought to ensure the courtyard is welcoming and attractive.
- The panel recommends further thought about how the landscape design responds to the site's sunpath.

Parking strategy

- The panel recognises the work done on the parking strategy so far, particularly given the complexities of changes to the local parking provision. It recommends that the details—particularly of the disabled parking—are pinned down swiftly.
- The panel recommends that further clarity is sought from the council regarding the extent to which parking previously allotted to the police station will contribute to the scheme's provision.
- Providing additional electric vehicle charging points on surrounding streets could contribute well to the parking strategy, which is not intended to increase the parking provision in the area.

Sustainability

- Further thought is needed to refine the development's environmental and energy approach. For example, it highlights that PVs located on flat roofs of the three-bedroom houses may be overshadowed by the second floor accommodation to their south.
- Generally, the panel recommends the positioning of PVs on roofs should be thought of as an integral part of the overall design approach.
- The panel suggests that the development's heating strategy could be improved with heat pumps rather than electric boilers.
- If heat pumps are provided, their location will need careful thought in terms of noise and visual impact.

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- The environmental and heritage aspects of retaining the existing single-glazed windows need to be developed further.
- The panel suggests the introduction of secondary glazing or new double glazed sash windows to match the existing appearance.
- The panel questions the scheme's form factor; the large surface area of the scheme poses a challenge in terms of thermal efficiency.

Next steps

The panel would be pleased to consider the proposals again at a chair's review, if required.