

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2022/2116

Ward: Hornsey

Address: Hornsey Police Station, 98, Tottenham Lane, London, 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: Mr Kuan Leng

Ownership: Private

Case Officer Contact: Valerie Okeiyi

1.1 This application has been referred to the Planning Sub- committee for a decision as it is a major application that is also subject to a section 106 agreement.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The loss of a community facility in the form of a Police Station is acceptable as it forms part of a wider strategic Metropolitan Police Service programme to dispose of existing Police Stations whilst not impacting on police services that are required to meet the needs of the local population
- The development would bring back into use a redundant site a high-quality residential development which responds appropriately to the local context and is supported by the Quality Review Panel
- The development would provide a total of 29 residential dwellings, contributing towards much needed housing stock in the borough.
- The development would provide 19.4% on-site affordable housing by habitable room in the form of 8 flats for London Affordable Rent, which is the main low cost affordable rented housing within block C.
- The proposed development will lead to a very low, less than substantial harm to the significance of the conservation area and its assets that is outweighed by the several significant public benefits of the development. The remainder of the scheme is considered to preserve the character and appearance of the conservation area.

- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. The majority of the dwellings have private external amenity space and all dwellings have access onto a generous communal amenity space.
- The proposal provides good quality hard and soft landscaping.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.
- The development would be 'car free' and provide an appropriate quantity of cycle parking spaces for this location and would be further supported by sustainable transport initiatives. There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area.
- The development would provide appropriate carbon reduction measures and a carbon off-setting payment to provide a zero carbon development, as well as site drainage and biodiversity improvements.
- The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to an agreement providing for the measures set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 10/08/2023 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Summary Lists of Conditions, Informatives and Heads of Terms

Conditions

1. Three years
2. Drawings
3. Materials
4. Boundary treatment and access control
5. Landscaping
6. Lighting
7. Site levels
8. Secure by design accreditation
9. Secure by design certification
10. Unexpected Contamination
11. NRMM
12. Demolition/Construction Environmental Management Plan
13. Land Contamination
14. Cycle parking
15. Mobility Scooter
16. Delivery and Servicing Plan
17. Piling Method Statement
18. Strategic Water Main
19. Satellite antenna
20. Restriction to telecommunications apparatus
21. Architect retention
22. Wheelchair accessible dwellings
23. Noise Management Plan
24. Energy Strategy
25. Retrofit
26. Energy Monitoring
27. Overheating
28. Building User Guide
29. Living Roofs and Walls
30. Biodiversity Measures
31. Water Butts

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Water pressure
- 8) Thames Water Groundwater Risk Management Permit
- 9) Thames Water Underground Asset
- 10) Asbestos

- 11) Secure by design
- 12) Tottenham Lane bus routes
- 13) Construction Contractors

Section 106 Heads of Terms:

1. Affordable housing provision
 - Eight (8) flats for London Affordable Rent
 - Early and late stage viability review
2. Section 278 Highway Agreement
 - Reinstatement of the redundant crossover on Harold Road, resurfacing of the footway to the perimeter of the site to ensure a high quality footway, and changes to the on street waiting and loading restrictions as proposed.
3. Sustainable Transport Initiatives
 - £4,000 (four thousand pounds) towards the amendment of the Traffic Management Order- to exclude residents from seeking parking permits
 - Car Club – Five years free membership for all residents and a credit of £100 per year/per unit for the first two years.
 - £10,000 towards a Construction Logistics and Management Plan, which should be submitted 6 months (six months) prior to the commencement of development
 - Residential Travel Plan should be submitted within 6 months (six months) of first occupation - Monitoring of the travel plan initiatives £3,000 (three thousand pounds) for five years £15,000 (fifteen thousand pounds) in total
 - £100,000 towards sustainable and active travel
4. Carbon Mitigation
 - Energy Plan
 - Sustainability Review
 - Be Seen commitment to uploading energy data
 - Estimated carbon offset contribution (and associated obligations) of £29,355 (calculation based on £2,850 per tonne of carbon emissions), plus a 10% management fee;
5. Employment Initiative – participation and financial contribution towards Local Training and Employment Plan
 - Provision of a named Employment Initiatives Co-Ordinator;
 - Notify the Council of any on-site vacancies;

- 20% of the on-site workforce to be Haringey residents;
- 5% of the on-site workforce to be Haringey resident trainees;
- Provide apprenticeships at one per £3m development cost (max. 10% of total staff);
- Provide a support fee of £1,500 per apprenticeship towards recruitment costs.

6. Monitoring Contribution

- 5% of total value of contributions (not including monitoring);
- £500 per non-financial contribution;
- Total monitoring contribution to not exceed £50,000

2.5 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.

2.6 In the absence of the agreement referred to in resolution (2.1) above not being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

1. The proposed development, in the absence of a legal agreement failing to secure the provision of on-site affordable housing and meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies H4 and H5, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13.
2. The proposed development, in the absence of a legal agreement securing 1) Section 278 Highway Agreement for the reinstatement of the redundant crossover on Harold Road, resurfacing of the footway to the perimeter of the site to ensure a high quality footway, and changes to the on street waiting and loading restrictions as proposed 2) A contribution towards amendment of the local Traffic Management Order 3) Five years free car club membership and a credit of £100 per year/per unit for the first two years. 4) A contribution towards a Construction Logistics and Management Plan, 5) A contribution towards sustainable and active travel 6) Implementation of a residential travel plan and monitoring fee would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal is contrary to London Plan policies T1, Development Management DPD Policies DM31, DM32 and DM48
3. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.

4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI 2 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.
- 2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

CONTENTS

3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
4. CONSULTATION RESPONSES
5. LOCAL REPRESENTATIONS
6. MATERIAL PLANNING CONSIDERATIONS
7. COMMUNITY INFRASTRUCTURE LEVY
8. RECOMMENDATION/PLANNING CONDITIONS & INFORMATIVES

APPENDICES:

- | | |
|------------|---|
| Appendix 1 | Planning Conditions and Informatives |
| Appendix 2 | Plans and Images |
| Appendix 3 | Consultation Responses – Internal and External Consultees |
| Appendix 4 | QRP Reports |
| Appendix 5 | Development Forum minutes |
| Appendix 6 | Pre-application Committee minutes |
| Appendix 7 | Financial Viability Assessment (FVA) |

3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

- 3.1.1. This is a planning application for 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.
- 3.1.2. Block A (the existing but redundant Police Station), located along Tottenham Lane and Harold Road will include internal refurbishment, rear extensions and loft conversions and would comprise of 6 houses and 4 flats. Block B (new build), located along Tottenham Lane would be 3 to 4 storeys in height and comprise of 7 flats and 4 mews houses. Block C (new build), located along Glebe Road and Harold Road will be 3 storeys in height and comprise of 8 flats.
- 3.1.3. The proposal would include 6 one-bedroom units (20%), 11 x two-bedroom units (39.9%), 8 x three-bedroom units (27.8%) and 4 x four-bedroom units (13.6%). Three of the new dwellings would be wheelchair-accessible located within block B.
- 3.3.4 The proposed scheme would be 'car-free' whilst providing 10% on-street blue badge parking, with residents/occupiers applying for a designated on street blue badge bay. Three mobility scooter storage and charging bays are proposed within the new Mews Lane. A communal cycle parking storage facility is provided in blocks A, B and C to serve the residential flats and the houses in Block A will accommodate a cycle storage unit, whilst each of the mews houses of block B will have an internal dedicated cycle storage area. Overall 68 long stay and 4 short stay cycle parking spaces are proposed.
- 3.3.5 The development would include a delivery/loading bay that would replace the existing redundant 'Police' bay in Church Lane. The converted houses of Block A and flats of Block C will share a refuse store in between both Blocks. The residential flats of Block A will have a separate refuse store on the corner of Harold Road and Tottenham Lane and the mews houses in Block B will share a refuse store with the flats of Block B.
- 3.3.6 Soft and hard landscaping is proposed around the boundaries of the site, within the central communal garden, private gardens, on all the flat roofs and the wall on the boundary of the new Mews Lane. The landscaping would comprise of new tree planting, low level planters, shrubs, a bio-diverse roof, wall climbers and permeable paving.
- 3.3.7 The retained existing former Police Station building (Block A) will include alterations to the exterior fabric of the existing building such as brickwork repair where needed and refurbishment of the existing windows and timber panelled doors and a new re-instated slate roof. The new extension to the rear of the

existing building of Block A will be finished in red brick and include aluminium window/door frames and zinc clad dormers. Block B which includes the mews houses will be contemporary in style and finished in red brick to match Block A and the windows/doors will have an aluminium finish. Block C will be contemporary in style and finished in brickwork to match Block A and include a slate roof with aluminium window/door frames and zinc clad dormers.

3.3.8 The planning application has been amended since initial submission and includes the following changes:

- Three secure mobility scooter stores with charging facilities are proposed within the new mews street;
- The roof of block C has been revised from a brick roof to a slate roof.

3.2 Site and Surroundings

3.2.1 The site is the former Hornsey Police Station which dates from 1884 and was originally part of a suite of civic buildings which included a fire station and library. The site is located on the corner of Glebe Road, Harold Road and Tottenham Lane in Hornsey and to the west side of Tottenham Lane/north side Harold Road/east side of Glebe Road. The existing building occupying the site is 'L' shaped in form and comprises a part two storey, part three storey building known as Hornsey Police Station, primarily fronting Tottenham Lane, with a long lower wing fronting Harold Road. There are a number of ad-hoc single-storey structures contained within the service yard/car park which is accessed off Harold Road.

3.2.2 Immediately north of the site is a row of large two/three storey terrace houses fronting Church Lane. A two/three storey flatted block known as Firemans Flats, faces Glebe Road and backs onto the north-west corner of the site, with flank walls and garden walls forming both the site's northern and part of its western boundary. 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.

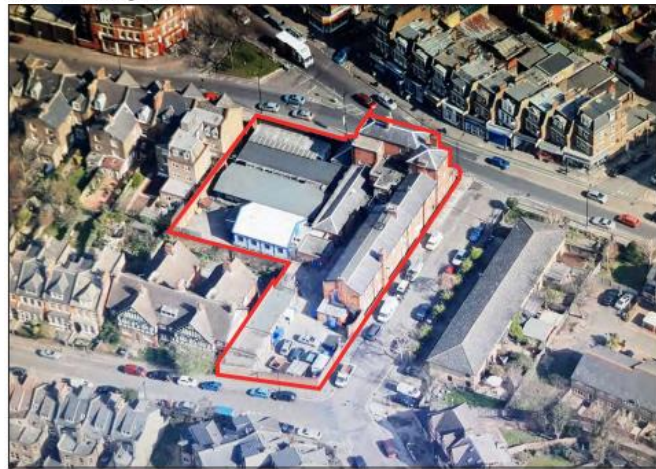
3.2.3 The site has a public transport accessibility level (PTAL) of 4, which is ranked as 'good' access to public transport services.

3.2.4 The Police Station is not statutorily or locally listed but it is located within the Hillfield Conservation Area which also includes the Firemans Flats and all the other properties on Harold Road, but no other properties or spaces on Tottenham Lane, Church Lane or Glebe Road. The site is also located within a 'Critical Drainage Area'.

Fig 1 – Aerial View



Aerial View Looking West



Aerial View Looking East

3.3 Relevant Planning and Enforcement history

3.3.1 The site has a significant planning history including several alterations and extensions to the building but none relevant to this application.

4. CONSULTATION RESPONSES

4.1.1 The proposal was presented to the Planning Sub Committee at a Pre-Application Briefing in July 2022. The minutes are attached in Appendix 6.

4.2 Quality Review Panel

4.2.1 The scheme has been presented to Haringey's Quality Review panel on two occasions.

- 4.2.2 Following the second Quality Review Panel meeting August 2022, Appendix 4, the Panel offered their 'warm support' for the scheme, with the summary from the report below;

The panel appreciates the applicant's constructive response to comments made at the previous Quality Review Panel meeting (27 April 2022), and the subsequent improvements to the proposal, and is broadly supportive of the scheme. The panel feels that the revised proposal has the potential to create a high-quality development that will make a positive contribution to the local area. The architecture of the proposed new residential blocks seems appropriate given the materiality and scale of the largely brick Victorian and Edwardian buildings of the surrounding area. The panel still feels that the elevation of Block C at the corner of Glebe Road and Harold Road facing the conservation area needs more variety in materials. The panel also encourages further thought about the security of windows at low level, which need to be fully openable to maximise ventilation. It supports the layout and landscaping of the shared courtyard, and the design approach to the three gateways to the development, on Tottenham Lane and Harold Road. The panel emphasises the importance to the scheme's success of carrying through the detailing, to prevent its being subject to value-engineering as it approaches construction.

4.3 Development Management Forum

- 4.3.1 The proposals were presented to a Development Management Forum in July 2022.
- 4.3.2 The notes from the Forum are set out in Appendix 5.

4.4 Application Consultation

- 4.4.1 The following were consulted regarding the application:

(Comments are in summary – full comments from consultees are included in appendix 3)

INTERNAL:

Design Officer

Comments provided are in support of the development

Conservation Officer

Comments provided and raise no objections

Transportation

No objections raised, subject to conditions and relevant obligations

Waste Management

No objections

Building Control

No objection

Trees

No objection

Surface and flood water

No objections

Carbon Management

No objections, subject to conditions and S106 legal clause

Lead Pollution

No objection, subject to conditions

Public Health

No objection

Housing

No objection

EXTERNAL

Thames Water

No objection subject to conditions and informatives

Designing out crime

No objections, subject to conditions

Transport for London

No objection

London Fire Brigade

No objection

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

381 Neighbouring properties

Site notices were erected in the vicinity of the site

5.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 80

Objecting: 71

Supporting: 4

Others: 5

5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

Land Use and housing

- No affordable housing provision
- Excessive number of dwellings proposed
- Concerns the affordable housing is in a separate block
- Concerns the affordable housing does not meet required space standards
- Concerns with the viability of the scheme
- The level of social housing should be increased
- On site affordable housing should not be exchanged for a commuted sum
- Affordable housing and extra care sheltered housing should be a priority
- There should be no distinction between the private and affordable blocks
- Flat C2 has no dedicated amenity space and no view to the communal garden
- The site should be retained to benefit the local community
- The loss of the police station will result in more crime in the area

Impact on Heritage Assets

- Design not in keeping with the Conservation Area
- The height is not in keeping with the Conservation Area
- The internal building should be refurbished rather than extended
- Aluminium windows should not be allowed in the Conservation Area

- The existing police station façade should be retained
- Harm to the Conservation Area

Size, Scale and Design

- The design is not in keeping with surrounding properties
- The design is not in keeping with the existing Police Station building
- The design of block C is bland
- The design lacks character
- The communal garden needs soft landscaping
- Poor quality design
- The scheme should be redesigned
- The development should be significantly reduced in scale
- Excessive height, bulk, massing and scale of block B
- Concerns with the exact height of the mews houses
- Overbearing in relation to neighbouring buildings
- Overdevelopment of site
- The design of the new blocks should be similar to the retained police station building
- The low boundary wall on Tottenham Lane should be repaired
- Block C should be set further back from the pavement
- The skyline will be obscured by the development
- The amendments to the scheme are not sufficient

Impact on neighbours

- Loss of privacy/overlooking/overshadowing
- A daylight assessment should be carried out
- Loss of daylight and sunlight
- Noise and disturbance
- The balconies of the mews houses at first floor level should be removed
- The development is in close proximity to the Firemans Cottages

Parking, Transport and Highways

- Pressure on parking
- Road safety concerns
- EV charging points should be provided for parking and cycle storage
- The central communal space should be retained for parking
- Parking should be provided
- Concerns with delivery and servicing vehicles using the mews lane
- Parking permits should be restricted for future occupants
- Concerns parking with take place outside CPZ operation times
- Disabled parking bays should be provided
- Underground parking should be considered

Environment and Public Health

- Significant increase in pollution
- Increased emissions

- Noise pollution
- Major disruption to the local community
- Impact on the quality of life of local residents
- Dust concerns
- Pressure on existing infrastructure
- The courtyard space should be publicly accessible
- The applicants should consider a new tree at the pedestrian crossing to provide more screening
- Insufficient refuse provision
- Planting will need to be maintained well

5.4 The following issues raised are not material planning considerations:

- Impact on property values (**Officers Comments:** This is a private matter and therefore not a material planning consideration)
- Consultation process not adequate (**Officers comments:** The consultation process was extensive and excluding the applicant's own consultation consisted of a wellattended DM Forum before submission of the planning application; presentation to Cllrs at public Committee meeting at pre-application stage. Once the application was submitted, the Council consulted residents twice by letter, site notice and press notice. The application was able to be viewed on the council's website)
- Lack of transparency to the businesses that were engaged (**Officers comments:** Officers are satisfied that adequate community engagement took place)

6 MATERIAL PLANNING CONSIDERATIONS

6.1 Statutory Framework

6.1.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with policies of the statutory Development Plan unless material considerations indicate otherwise.

6.1.3 The main planning issues raised by the proposed development are:

1. Principle of the development
2. Affordable Housing and Housing Mix
3. Heritage Impact
4. Design and appearance
5. Residential Quality
6. Impact on Neighbouring Amenity
7. Parking and Highways
8. Sustainability, Energy and Climate Change
9. Urban Greening, Trees and Ecology
10. Flood Risk and Drainage
11. Air Quality and Land Contamination

- 12. Fire Safety
- 13. Employment
- 14. Conclusion

6.2 Principle of the development

National Policy

- 6.2.1 The National Planning Policy Framework 2021 (hereafter referred to as the NPPF) establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.
- 6.2.2 Paragraph 93 of the National Planning Policy Framework 2021 (hereafter referred to as the NPPF) seeks to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:
 - c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs;

Regional Policy

- 6.2.3 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.2.4 London Plan Policy H1 ‘Increasing housing supply’ states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, including through the redevelopment of surplus public sector sites.
- 6.2.5 London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.
- 6.2.6 Part B of London Plan Policy D11 states that boroughs should work with their local Metropolitan Police Service ‘Design Out Crime’ officers and planning teams, whilst also working with other agencies such as the London Fire Commissioner, the City of London Police and the British Transport Police to identify the community safety needs, policies and sites required for their area to support provision of necessary infrastructure to maintain a safe and secure environment

and reduce the fear of crime. Policies and any site allocations, where locally justified, should be set out in Development Plans

6.2.7 Part F of London Plan Policy S1 states that 'Development proposals that would result in a loss of social infrastructure in an area of defined need as identified in the borough's social infrastructure needs assessment required under Part A should only be permitted where:

1) there are realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider community, or;

2) the loss is part of a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities to meet future population needs or to sustain and improve services.

6.2.8 Part G of London Plan Policy S1 states that 'Redundant social infrastructure should be considered for full or partial use as other forms of social infrastructure before alternative developments are considered, unless this loss is part of a wider public service transformation plan (see Part F2)

Local Policy

6.2.9 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision.

6.2.10 Local Plan Policy SP1 states that the Council will maximise the supply of additional housing by supporting development within areas identified as suitable for growth.

6.2.11 Local Plan Policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the stated minimum target, including securing the provision of affordable housing. The supporting text to Policy SP2 of the Local Plan specifically acknowledges the role these 'small sites' play towards housing delivery.

6.2.12 The Development Management Development Plan Document 2017 (DM DPD) supports proposals that contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed.

6.2.13 Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites.

6.2.14 Policy DM49 of the DM DPD states that where a development proposal may result in the loss of a facility, evidence will be required.

5 Year Housing Land Supply

6.2.15 The Council at the present time is unable to fully evidence its five-year supply of housing land. The 'presumption in favour of sustainable development' and paragraph 11(d) of the NPPF should be treated as a material consideration when determining this application, which for decision-taking means granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole. Nevertheless, decisions must still be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).

Land Use Principles

6.2.16 The proposed development would replace the existing redundant Police Station site (Use Class Sui Generis) with a wholly residential development. The loss of the police station is assessed in land use policy terms as follows;

Loss of existing police station

6.2.17 The site is currently occupied by a former police station (Use Class Sui Generis). The police station as a land use would not be re-provided as part of the proposed scheme.

6.2.18 The applicant has advised that the property was vacated by the Metropolitan Police) in March 2021. The existing building comprises of cellular office spaces, interview rooms and 'holding' cells. The office space itself has been vacant since 2020 although the police station operated until March 2021. Although the Police Station has been closed for some time now, in land use planning terms the proposed development 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 provide the necessary infrastructure to maintain a safe and secure environment and Policy S1 of the London Plan seeks to address re-provision, loss and redundant social infrastructure

6.2.19 Policy DM49 of the DM DPD - 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.

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, where a proposal results in the loss of a community facility, 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.

6.2.20 Notwithstanding above, paragraph 7.17 of Policy DM49 of the DM DPD states;

The loss or change of use of existing community facilities will be acceptable if it is shown that the disposal of assets is part of a wider programme to deliver public services and related infrastructure. Such a programme will be required to demonstrate that the facility under consideration is neither needed nor viable, and that adequate facilities are, or will be made available to meet the ongoing needs of the local population. In such cases no accounts or marketing information will be required.

6.2.21 Paragraph 7.17 of Policy DM49 is considered to be applicable to this proposal as the proposed closure and disposal of the Police Station forms part of the Metropolitan Police Service's rationalisation and investment programme to reduce costs and provide modern, new facilities to support future policing across London. The applicant has provided evidence within the planning statement to demonstrate that the former Police Station site has been closed and disposed as part of a wider programme to deliver public services. The following evidence includes the Mayor's Office for Policing and Crime (MOPAC)'s Police and Crime Plan 2017 – 2021 which states that the proposed closure and disposal of Hornsey Police Station forms part of the Metropolitan Police Service's rationalisation and investment programme to reduce costs and provide modern, new facilities to support future policing across London. This includes closing old and outdated buildings that are no longer fit for purpose re-investing the proceeds of site sales into modern ways of working, and supporting the Mayor's Office for Policing and Crime (MOPAC)'s Police and Crime Plan 2017 – 2021

6.2.22 The MOPAC Estate Strategy 2013-2016 included closing old and outdated buildings that are no longer fit for purpose and re-investing the proceeds of site sales into modern ways of working. The Public Access Strategy (2017) confirmed plans to reduce the number of police front counters in London and save an

additional £8 million – equivalent to the cost of 140 police constables – in order to protect and support frontline policing as much as possible, and keep Londoners safe, in the face of Government cuts to police funding. The MOPAC evidence suggests that 1.7 crimes were recorded daily at the front counter (May 2017) at Hornsey Police Station.

6.2.23 Further to the above police commissioned documents, the applicant has provided evidence in the planning statement from various members of Police Service leadership setting out that the rationalising of the police estates will not lead to a reduction of public safety but only seek to improve it. The planning statement states that at a more local level and specific to Haringey the Borough Commander assured that the loss of Hornsey Police Station will not have a negative impact on public safety/ policing services in the locality and set out that with the roll-out of mobile technology, police officers were able to be out on the streets for longer and to have greater visibility.

6.2.24 Therefore, given that the disposal of the former Police Station site forms part of a wider programme to deliver public services and that the Borough Commander has provided assurances that the policing of the area will remain available to meet the ongoing needs of the local population the proposed loss of the police station is considered acceptable as is no longer required and would not result in a shortfall in provision in accordance with Policy DM39.

Residential Use

6.2.25 The proposal would introduce 29 new dwellings that would contribute to meeting the council's identified housing targets.

6.2.26 The proposal would introduce a new residential land use on the site in place of the former Police Station, which is a community use and it is considered that the proposed residential scheme is an acceptable alternative use for the site given the above assessment and the proposed new housing development with a mix of 1, 2 and 3 bedroom homes will provide a much-needed contribution to the Borough's housing stock.

Conclusion

6.2.27 Given the above considerations, the loss of the existing police station with the replacement of good quality housing stock is therefore supported and subject to all other relevant considerations as assessed below.

6.3 Affordable Housing and Housing Mix

Housing and Affordable Housing Provision

- 6.3.1 The NPPF 2021 states that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site in the first instance. The London Plan also states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low-cost rented units.
- 6.3.2 Local Plan Policy SP2 states that subject to viability, sites capable of delivering 10 units or more will be required to meet a Borough wide affordable housing target of 40%, based on habitable rooms, with tenures split at 60:40 for affordable rent and intermediate housing respectively. Policy DM13 of the DM DPD reflects this approach and sets out that the Council will seek the maximum reasonable amount of affordable housing provision when negotiating on schemes with site capacity to accommodate more than 10 dwellings, having regard to Policy SP2 and the achievement of the Borough-wide target of 40% affordable housing provision, the individual circumstances of the site Development viability; and other planning benefits that may be achieved.
- 6.3.3 As a former Police station the site is included in the definition of 'Public Sector Land' in the London Plan which includes "land that has been released from public ownership..." In this regard London Plan Policy H4 states that the strategic target is for 50 per cent of all new homes delivered across London to be genuinely affordable. Specific measures to achieve this aim include public sector land delivering at least 50 per cent affordable housing on each site and public sector landowners with agreements with the Mayor delivering at least 50 per cent affordable housing across their portfolio. Part B of London Plan Policy H5 states that the threshold level of affordable housing on gross residential development is initially set at 50 per cent for public sector land where there is no portfolio agreement with the Mayor
- 6.3.4 Paragraph 4.5.5 of London Plan Policy H4 states that the Mayor recognises that public sector land can play a significant role in meeting affordable housing need. The threshold for public sector land (land that is owned or in use by a public sector organisation, or company or organisation in public ownership, or land that has been released from public ownership and on which housing development is proposed) is set at 50 per cent to be considered under the Fast Track Route. This is because these sites represent an opportunity to meet a range of objectives, including making better use of sites, improving services and delivering more affordable housing. Moreover, as public assets, these landholdings should be used to deliver development and outcomes that are most needed by – and matter most to – the public.
- 6.3.5 The Mayor of London's Affordable Housing and Viability (AHV) SPG states that It is widely recognised that land in public ownership should make a significant contribution towards the supply of new affordable housing. Land that is surplus to public sector requirements typically has a low value in its current use, allowing higher levels of affordable housing to be delivered. For

these reasons the Mayor has an expectation that residential proposals on public land should deliver at least 50 per cent affordable housing to benefit from the Fast Track Route.

- 6.3.6 Where a public landowner has an agreement in place with the Mayor to provide 50 per cent affordable homes across a portfolio of sites, individual sites which meet or exceed the 35 per cent affordable housing threshold and required tenure split may be considered under the Fast Track Route. Where such an agreement is not in place, schemes that do not provide 50 per cent affordable housing will be considered under the Viability Tested Route.

Viability assessment and review

- 6.3.7 The applicant proposes 8 London Affordable Rent units which equates to 27.58% of all housing on site that would represent 19.4% affordable housing by habitable room.
- 6.3.8 The proposed development does not meet the 50% threshold as set out in the above policies, the affordable housing is therefore considered under the Viability test Route. The applicant has submitted a viability assessment to support the shortfall of the required threshold of affordable housing units as set out in the above mentioned policies. The Applicant's Affordable Housing & Viability Statement (AHVS) was independently assessed and it was found that;
- 6.3.9 The scheme as proposed (8 London Affordable Rent units) both meets, and is capable of, supporting contributions towards the Council's affordable housing provision. The provision of an all London Affordable Rented scheme, is deemed acceptable in this instance for affordability and saleability on to an affordable housing provider, although this is not in line with the Council's policy compliant tenure split at 60:40 for affordable rent and intermediate housing respectively. The Residual Land Value of the scheme has been assessed against the Existing Use Value (EUUV) of the police station which was concluded to be £275psf. A 20% premium was considered to be reasonable to incentivise the landowner to sell the land and therefore the Benchmark Land Value was concluded to be £3.993m.
- 6.3.10 It was therefore concluded that the affordable housing offer is the maximum reasonable amount and the development is unable to provide additional affordable housing than proposed or a payment in lieu of onsite provision. The Financial Viability Assessment (FVA) submitted in support of the planning application is attached in Appendix 7
- 6.3.11 Early and late stage viability review mechanisms have been secured by legal agreement in order to capture any uplift in values on completion of the units.

6.3.12 The flats in Block C will be solely London Affordable Rented accommodation on ground, first and second floor level. Although the affordable tenures provide 100% affordable rented homes, maximising the provision of solely affordable rent units is considered acceptable. London Affordable Rent units have a greater impact on viability than other affordable tenures. It is acknowledged that social rented is the Council's preferred low cost rented option. However, it is noted that London Affordable Rent is now the main low cost affordable rented housing that the GLA currently expects to fund.

6.3.13 A S106 planning obligation will ensure that the Council has the first right of refusal to purchase all of the affordable rent units.

6.3.14 The applicant has confirmed that the scheme is designed so that all future residents will have access to the communal amenity space.

Affordable Housing Dwelling Mix

6.3.15 Haringey's Housing Strategy identifies a targeted housing mix for affordable housing. The table below sets out the proposed development's dwelling mix by tenure and how this relates to the target mix for affordable housing.

Unit type	Low Cost Rent	Low Cost Rent Target	Low Cost Rent Proposed
1 bed	5	10%	62.5%
2 bed	2	45%	25%
3 bed	1	45%)	12.5%
Total units	8		
Total (Hab Rooms)	20		

6.3.16 The proposed affordable housing dwelling mix provides a higher proportion of one bed units. Whilst this does not meet the Council's recommended dwelling mix for new affordable housing, Block C is constrained due to its layout and orientation and therefore 1 bed homes maximise the space within the block and in turn maximises the level of affordable units. The applicant has confirmed that they have been liaising with a number of Housing Associations who are satisfied with the proposed unit mix proposed for Block C.

Overall Housing Mix

6.3.17 London Plan (2021) Policy H10 states that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, it advises that regard is made to several

factors. These include robust evidence of local need, the requirement to deliver mixed and inclusive neighbourhoods, the nature and location of the site (with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity), and the aim to optimise housing potential on sites.

6.3.18 The London Plan (2021) states that Boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low cost rented units of particular sizes.

6.3.19 Policy SP2 of the Local Plan and Policy DM11 of the DM DPD adopts a similar approach.

6.3.20 Policy DM11 of the DM DPD states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.

6.3.21 The overall mix of housing within the proposed development is as follows:

Unit type	Accommodation mix		
	Total units	%	Wheelchair accessible (M4 3)
1-bed 2- person dwelling	6	20%	
2-bed 3- person dwelling	4	37.9%	
2-bed 4- person dwelling	7		3
3-bed 5- person dwelling	6	27.8%	
3-bed 6- person dwelling	2		
4-bed 5- person dwelling	4	13.6%	
Total	29	100%	3 (10%)

6.3.22 Twelve of the proposed homes (41.4%) would be three/four-bedroom family sized accommodation. This substantial provision of family-sized homes would avoid an overconcentration of smaller units in the area and would contribute significantly towards meeting the demand for family housing locally and in the Borough generally. The development as a whole would provide a mix of residential units that would contribute towards the creation of mixed and balanced neighbourhoods in this area. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

6.4 Heritage Impact

Policy Context

- 6.4.1 Paragraph 194 of the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting
- 6.4.2 Paragraph 202 of the NPPF states that ‘Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use’
- 6.4.3 Policy HC1 of the London Plan seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Policy SP12 of the Local Plan and Policy DM9 of the DM DPD set out the Council’s approach to the management, conservation and enhancement of the Borough’s historic environment, including the requirement to conserve the historic significance of Haringey’s heritage assets and their settings.
- 6.4.4 Policy DM9 of the DM DPD states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. It also states that buildings projecting above the prevailing height of the surrounding area should conserve and enhance the significance of heritage assets, their setting, and the wider historic environment that should be sensitive to their impact.

Legal Context

- 6.4.5 There is a legal requirement for the protection of Conservation Areas. The legal position on the impact on these heritage assets is as follows, Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: “In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.” Among the provisions referred to in subsection (2) are “the planning Acts”.
- 6.4.6 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: “In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its

setting or any features of special architectural or historic interest which it possesses.”

- 6.4.7 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case states that "Parliament in enacting section 66(1) intended that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”
- 6.4.8 The judgment in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight.
- 6.4.9 The Authority’s assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasised in Barnwell, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.4.10 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.4.11 The site is located within the Hillfield Conservation Area and is occupied by the former and now redundant Hornsey Police Station.
- 6.4.12 After the junction with Glebe Road, fronting Tottenham Lane, Hornsey Police Station is a three-storey building constructed in 1915 in a Baroque style to the

designs of John Dixon Butler, architect to the Metropolitan Police. It is constructed of red brick with terracotta banding and window surrounds, six-over-six sash windows and a bold pedimented entrance inscribed 'POLICE'. It replaced an earlier police station of c.1868 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, which has also been demolished. None of the buildings currently on site are statutorily or locally listed.

6.4.13 The site and in particular, the former Police Station is considered to make a positive contribution to the streetscape and wider conservation area. Whilst new-build development on the site is supported in principle, it is crucial that any proposed development fits into its surrounding historic environment, which would be key to its success.

6.4.14 The Conservation Officer has advised that the amendments to block C which includes revising the roof from brick to slate is now considered to preserve the character and appearance of Hillfield Conservation Area, in compliance with Paragraph 206 of the NPPF.

6.4.15 In terms of Block B of the proposal, the Conservation Officer advises that the proposed design, whilst well-designed and articulated, is overly-busy when considered in the immediate environs of Hornsey Police Station and would detract from its prominence and visual dominance within the streetscape and wider conservation area. The Conservation Officer considers that the harm would be 'less than substantial', making Paragraph 202 of the NPPF relevant. The Conservation Officer concludes that the proposed scheme is acceptable from a conservation perspective as it will lead to a very low, less than substantial harm to the significance of the conservation area and its assets. Officers consider this low level of harm would be more than outweighed by the several significant public benefits of the proposed development namely the provision of affordable housing; bringing a redundant heritage asset back into beneficial and sustainable use thus securing its long term future, the provision of high quality accessible housing which will meet the Council's sustainability objectives and will provide a significant increase in urban greening and biodiversity. With the exception of the low level of 'less than substantial' harm arising from Block B, the remainder of the scheme is considered to preserve the character and appearance of the conservation area.

6.4.16 Given the above and the support from the design officer and the QRP for the design of Block B The proposed development in conservation and heritage terms is therefore acceptable.

6.5 Design and Appearance

National Policy

- 6.5.1 Chapter 12 of the NPPF (2021) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 6.5.2 Chapter 12 also states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

Regional Policy – London Plan

- 6.5.3 The London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 of the London Plan notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers (where relevant). It emphasises the use of the design review process to assess and inform design options early in the planning process (as taken place here).
- 6.5.4 Policy D6 of the London Plan seeks to ensure high housing quality and standards and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It includes qualitative measures such as minimum housing standards.

Local Policy

- 6.5.5 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.5.6 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.5.7 Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1 of the DM DPD. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in in urban design terms, including being of a high design quality.

Assessment

Quality Review Panel (QRP) Comments:

- 6.5.8 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage twice (on 27 April 2022 and 17 August 2022). The panel on the whole supported the scheme.
- 6.5.9 The full Quality Review Panel (QRP) report of the review on 17 August 2022 is attached in Appendix 4. The Quality Review Panel's summary of comments is provided below;

The panel appreciates the applicant's constructive response to comments made at the previous Quality Review Panel meeting (27 April 2022), and the subsequent improvements to the proposal, and is broadly supportive of the scheme. The panel feels that the revised proposal has the potential to create a high-quality development that will make a positive contribution to the local area. The architecture of the proposed new residential blocks seems appropriate given the materiality and scale of the largely brick Victorian and Edwardian buildings of the surrounding area. The panel still feels that the elevation of Block C at the corner of Glebe Road and Harold Road facing the conservation area needs more variety in materials. The panel also encourages further thought about the security of windows at low level, which need to be fully openable to maximise ventilation. It supports the layout and landscaping of the shared courtyard, and the design approach to the three gateways to the development, on Tottenham Lane and Harold Road. The panel emphasises the importance to the scheme's success of carrying through the detailing, to prevent its being subject to value-engineering as it approaches construction. Further details on the panel's views are provided below.

- 6.5.10 Detailed QRP comments from the most recent review together with the officer comments are set out below in Table 1.

Table 1

Panel Comment	Officer Response
Architecture	
<p>The panel is supportive of the ‘weaving past and present’ theme and feels that the new-build aspects of the scheme bring contemporary ideas to the development that sit well alongside the existing building.</p>	<p>QRP comment noted</p>
<p>The panel underlines the importance of ensuring high-quality detailing throughout the scheme and that this cannot be diminished through value-engineering.</p>	<p>QRP comment noted. A condition will be imposed that requires details and samples of all key materials and further details of the design and detailing of key junctions including cills, jambs and heads of windows, balconies and roof parapet to be agreed, prior to commencement of works on site.</p>
<p>The panel welcomes the progress made in the development of the internal layouts of the flats, which it sees as an improvement on the previous proposals.</p>	<p>QRP comment noted.</p>
<p>The panel suggests further consideration of the scheme’s window detailing in relation to ventilation and safety, particularly in Block C. This might include the introduction of guardrails, or alternatives to fully opening windows.</p>	<p>To address the window detailing in regards to ventilation, the applicant has revised their overheating strategy to include a dynamic thermal modelling assessment. In regards to safety, the Secure by Design Officer does not object to the proposed development subject to conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme</p>
<p>The panel still feels that, in contrast to the rich palette of the conservation area, the appearance of Block C is too uniform in texture and, in particular, is pleased that the Glebe Road elevation will be considered further.</p>	
<p>The panel has reservations about using brick as the roofing material for Block C — where, given the local context, this</p>	<p>To address this issue raised by the panel the roof material of Block C has been revised from brick to slate which is more</p>

<p>might be expected to be slate — but appreciates that this forms part of the ‘weaving’ theme. If brick is to be used, the panel stresses the importance of ensuring that this aspect of the scheme is well detailed in order to create a richness of texture.</p> <p>The panel finds successful the way that the architecture of the new additions flows from the existing police station frontage and is also happy that each unit has a ‘front’ and a ‘back’.</p>	<p>in keeping with the local context.</p> <p>QRP comment noted</p>
<p>Access Strategy</p> <p>The panel supports the re-positioning of the refuse / bin stores on the site, feeling that, as well as eliminating their negative impact on the Tottenham Lane frontage, the new locations will be more functional.</p> <p>It also welcomes the parking provision for wheelchair-accessible and family units, noting that on-street parking for the development will be for 13 spaces (an increase of two spaces from the dedicated police parking of 11).</p> <p>The panel feels that access to the wheelchair-accessible units in Block B has been adequately addressed by the inclusion of a platform lift where there are three steps, level access to the lift, ample circulation space and access into / out of units, acknowledging that the details are to be finalised.</p>	<p>QRP comment noted</p> <p>QRP comment noted</p>
<p>Landscape</p> <p>The panel welcomes the simplification of levels of the interior courtyard, the softer separation using trees and planting, and the more integrated landscaping, feeling</p>	<p>QRP comment noted. The applicant has submitted a landscape statement prepared by rna architecture ltd which explains the landscape strategy in more</p>

<p>that these revisions have created a calmer environment. As elsewhere, the panel stresses the importance of the high-quality detailing of this aspect of the development.</p> <p>Equally, the panel highlights that management of the development's communal spaces will be key to its success.</p>	<p>detail.</p> <p>QRP comment noted. A condition will be imposed that requires details of both hard and soft landscape works. The soft landscape works would require details of a long term management programme.</p>
---	---

Image 2 Design in Context



CGI: Tottenham Lane



CGI: Mews Street



CGI: Block C Corner View

Height, Bulk and Massing

6.5.11 The Council's Design Officer has been consulted and notes that the height, massing and scale of the proposed 'new build' part of the development (Blocks B and C) successfully responds to the site's context and existing built form of surrounding buildings. In terms of Block B, the proposed height of four storeys on the Tottenham Lane frontage retains the primacy of the police station building in that it matches the height of the retained police station to its eaves.

6.5.12 The Council's design officer notes that the height of Block B is also appropriate in that there was previously a library and fire station of a similar height and monumental to the police station in what later became the gap. The bulk and massing is also similar to those of the shopping parades on Tottenham Lane. The height difference between Block B and the terrace on Church Lane is modest. Whilst its flat roof is contrasting to the prevalent local pitched roofs it is not completely out of character where some of the shopping parades have high parapets, and even the police station itself has a shallow pitched roof which can barely be seen from the street. The mews houses that run to the rear of Block B follow its form but step down in height gradually as the mews street gently slopes down, resulting in the last mews house lower in height than the Fireman's Flats that back onto the end of the mews. In terms of block C the proposed height of two storeys, with modest minimalist front facing dormer windows on the corner of Harold Road and Glebe Road, modestly matches the neighbours' height, bulk and massing. This also appropriately expresses the more residential, side street character of Harold and Glebe Road.

Form, Rhythm and Fenestration

6.5.13 The existing Police Station to be retained on the site (Block A) would remain the dominant block from the key corner of Tottenham Lane to most of its length along Harold Road. The new build blocks (Blocks B and C) with their contrasting detailed design to the retained Police Station building responds successfully to its

rhythm and proportions in two contrasting manners that express their different locations and contexts.

6.5.14 The Design officer advises that Block B, facing Tottenham Lane and the triangular public space, is designed following a “weaved” concept which takes its design inspiration from the age of the construction of the Police Station and its surroundings in a contemporary design that maintains the richness of decoration and detail and animation to the street front found in other residential buildings along Tottenham Lane and other Victorian-Edwardian high streets. The “chequerboard” effect references and emulates the scale of the projecting porches, bay windows and dormers of surrounding Edwardian residential terraces and retail parades, whilst the overall composition is organised into three bays, matching the rhythm of the terraces of houses and retail parades. This design approach is continued into the mews houses, where it further helps provide privacy to residents whilst providing passive surveillance.

6.5.15 The Design officer advises that the “minimalist” design of Block C provides a far more calm, restful, domestic, side-street approach, with windows again matching those of the existing police station but in a regularly spaced pattern. The communal entrance is marked by a deep angled brick recess with patterned brickwork above, animating Block C’s southern elevation, and with a corresponding but more modestly detailed front door to the ground floor flat animating its western elevation. The corner is simply faceted, with a mini gable addressing the diagonal route Harold Road takes after the Glebe Road junction. The roof, including its dormer windows, aligned with the main windows below, is in a contrasting slate colour typical of the neighbourhood, but again detailed minimally with a secret gutter.

6.5.16 The Design officer advises that there is a fourth family of architectural form in the development. The tall, thin feature between Blocks A and B provides the entrance to Block B as well as an entrance and view through to the central communal amenity space and addresses the level differences between the pavement level and internal floor levels. Similarly, this feature is repeated between Blocks A and C, and Block C and the neighbouring Fireman’s Cottages to provide access to the refuse and cycle stores respectively. Each are designed to be robust metallic, in contrast to the brick of the existing and new buildings and has similarities to the gate over the mews entrance between Block B and end of terrace at 1 Church Lane. They also provide roof terraces to the adjacent flat, and those in Block C also feature an additional cantilevered glass balustraded balcony to the adjacent second floor flat, between the two gables.

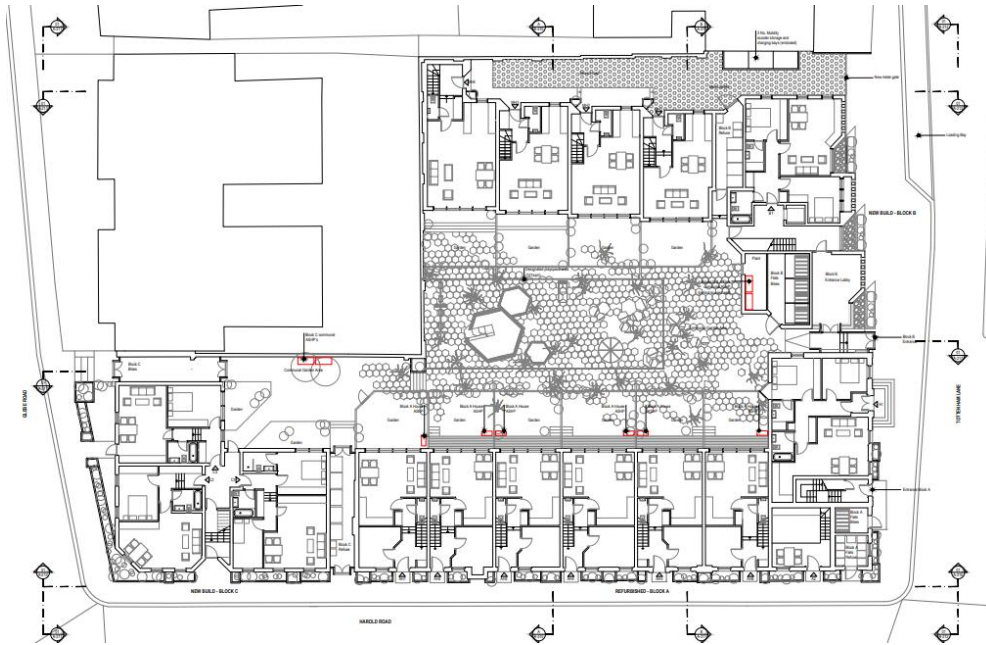
Site Layout, Streetscape Character

6.5.17 The Design officer advises that the proposals would maintain and restore the main, monumental, original, three-storey Police Station building on the Tottenham Lane-Harold Road corner, as Block A, and the long, lower, two-storey

wing down most of the Harold Road length of that side of the site converted to six houses but demolishes various one and two storey ad-hoc later side extensions and outbuildings. Block B would fill most of the gap between Block A and the end of terrace on Church Lane. A narrow gap separates Blocks A and B, housing a lower communal entrance, with a wider gap between Block B and the end of terrace house on Church Lane leading to the short private mews street to the rear, which is occupied by four mews houses.

- 6.5.18 The narrow gap between Block C and the two-storey existing wing to Block A, and Block C and the existing neighbouring Fireman's Flats, is filled with contrasting, single-storey infills housing refuse and bike stores. The three blocks, together with the two-storey existing wing behind Block A, the new mews houses behind Block B, and the rear gardens wall of the neighbouring existing Fireman's Flats enclose a large private communal amenity space, accessible to all residents of this development, yet secure from outsiders.
- 6.5.19 The Design Officer advises that these proposals have a generally excellent, straightforward, direct and clearly legible relationship to the street, with existing and new buildings completely lining the surrounding streets, leaving no spaces that are of ambiguous ownership or purpose, and with front doors to the three flatted blocks, the converted houses along Harold Road and two of the ground floor flats within Blocks A and B, having front doors facing and opening off the street, generally behind short defensible space front gardens, with all stretches of street around the site animated and passively surveillance by at least one front door as well as several ground floor habitable room window, generally to a living room or kitchen.
- 6.5.20 The one new street created by this development is the mews street on the northern edge of the site, this is a very short street, that provides access to the four new mews houses behind Block B. The new mews street is gated to to maintain security and would not provide access to the rear of any properties, as the end mews house "wraps around" the end of the mews, which also adds to passive surveillance of the mews street from these houses, as well as all the passive surveillance from the rest of the mews houses and corner flats in Block B, and the end of terrace house bordering the mews, which has an existing high brick boundary wall.

Image 3: Site layout



Materials and Detailing

6.5.21 The Design officer advises that the materials and detailing have been carefully considered. Blocks B and C will be predominantly constructed using red brick to match both the existing police station and other neighbouring buildings with some moderate variation. The brick will be treated differently in each of the three blocks.

6.5.22 Block A, the converted existing police station, is a sensitive conversion to the front and side facing the street, with existing doors retained and used for flat entrances, bins and bike doors, and new doors sensitively inserted where required to the Harold Road side to match existing in place of the existing windows. Whilst the rear of Block A has greater modifications to replace existing outbuildings and lean-to's the new build elements at the rear are detailed simply and plainly and will not compete with the retained existing elements.

6.5.23 In terms of Block B which includes the mews houses, the “weaving” pattern is expressed in projecting and recessed brick panels, some in patterned “hit & miss” brickwork, especially to the ground floor street frontage, to provide a robust, “rusticated” base, to give privacy to habitable room windows, especially bedrooms, and so the first-floor windows read as matching the ground floor windows of the retained police station.

6.5.24 Block C is detailed to be “minimalist”; using the same brick but with an invisible gutter and plain, slender cheeked metallic dormer windows. The metallic “gate-like” structures in the gaps between blocks will also require their metal and glass components to be specified and shown to be sufficiently functional and robust to suit their purpose, where impact damage and privacy concerns are a factor.

6.5.25 The use of high-quality materials is considered to be key to the success of the design standard. As such, a condition will be imposed that requires details (Scale 1:10 or 1:5) of the communal entrance, overhangs, projections, parapets, soffits, balcony and planter edges will be required in regard to Block B and details of the roof material, bin store, bike store, balcony, gutter, ridge, dormer window and balcony in regards to Block C.

Design Summary

6.5.26 The Design Officer supports the proposed development stating that the design of the development is considered a sophisticated and subtle response to what could be a challenging site, that achieves a design of exceptionally high quality, appropriate to context and promising to provide superb new homes. The proposal would bring back into use an architecturally notable former police station that acts as a local landmark, and marker of a potentially attractive and important urban space. The striking, innovative, distinctive and unusual contemporary buildings will fill in the undesirable gaps at either side of the former police station and will complement their locations and settings on appropriate forms for their character. Provided sufficient quality is followed through in the selection of materials, design of details and quality of construction, this proposal has the potential to be an exemplary, award winning new residential development.

6.6 Residential Quality

General Layout

6.6.1 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan 2021 standards are consistent with these. London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.

6.6.2 The Mayor of London’s Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved.

Indoor and outdoor space/accommodation standards

- 6.6.3 All proposed dwellings exceed minimum space standards including bedroom sizes. Generous private gardens are provided to all houses, and balconies are provided to most flats, but many are north-facing and not all are of sufficient size to meet the requirements of the Mayor's Housing SPG Standard 26 due to the constraints of the site. Six of the flats do not have private amenity space. Three of these flats are located in Block A and are constrained due to their location within the existing tall element of the existing police station. Creating such space would dramatically alter the existing building. There are also 3 flats within Blocks B and C that do not have private amenity space due to the constraints of the layout, however all homes would have access to the generous landscaped communal amenity space.
- 6.6.4 A majority of the dwellings have direct access to the communal amenity space with the exception of four flats in Block A who do not have direct access due to the constraints of the site. Access to the communal amenity space would therefore be from the main entrance of Block B. All dwellings have a minimum floor to ceiling height of 2.5m. All dwellings are well laid out to provide useable living spaces and sufficient internal storage space. The units are acceptable in this regard. All flats and houses are at least dual aspect, many triple, all with at least one sunny southerly or westerly aspect.

Accessible Housing

- 6.6.5 London Plan Policy D5 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Local Plan Policy SP2 is consistent with this as is Policy DM2 of the DM DPD which requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.6.6 10% of the dwellings achieve Building Regulations M4(3) compliance located within block B (Flats B2, B4 and B6). The flats in Block B provide step free access throughout and the Block incorporates a passenger lift for a wheelchair user. The entrance lobby to Block B will also have a platform lift due to the steps. The applicant has confirmed that the mews houses of Block B and the converted houses of Block A will be able to achieve Building Regulations M4(2) compliance with an internal chair lift. Lift access is not incorporated within Blocks A and C as these buildings are 3 storeys in height. The applicant however has confirmed that all dwellings of these blocks can achieve compliance with Building Regulations M4(2) as all internal steps can be fitted with a platform lift. A platform lift will also be installed in Block C to access the communal amenity space.
- 6.6.7 Occupiers of the three accessible units will have access to the three secure mobility scooter stores with charging facilities proposed within the new mews street. These occupants are also able to apply to have a designated accessible car parking spaces if they meet the relevant criteria.

Child Play Space provision

- 6.6.8 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.
- 6.6.9 The applicant has provided a child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator. The proposed development requires 130.2sqm square metres of play space based on the latest GLA child playspace calculator. The proposed development includes 141sqm of child play space which comprises of informal play space for 0–11 year olds within the communal amenity space. The playspace proposed will include play facilities and a playable landscape treatment incorporating a range of furniture and play elements for children aged from 0-11 years old. The playspace will be accessible to all tenures. For older children (12-17) the site is also well served by parks and open spaces in close proximity to the site - the closest is Priory Park, Alexandra Palace, Crouch End Playing Fields and Highgate Wood which are within walking distance.
- 6.6.10 The play space provision for younger and older children is policy compliant and therefore acceptable.

Outlook and Privacy

- 6.6.11 The proposed development incorporates windows and balconies with an outlook onto the high quality landscaping within the communal amenity space whilst also allowing passive surveillance and animation to the playspace. The homes also have an outlook onto the new soft and hard landscaping proposed around the boundaries of the site facing the street and provides passive surveillance to the street frontage.
- 6.6.12 The layout of the proposal has been carefully designed to avoid overlooking between homes within the development with the narrowest distance between windows or balconies across the communal courtyard being over 18 metres, this distance would ensure a good degree of privacy between the proposed dwellings given the tight constraints of the site. In addition windows close to internal corners are avoided to mitigate privacy concerns.
- 6.6.13 As such, it is considered that appropriate levels of outlook and privacy would be achieved for the proposed units.

Daylight /overshadowing – Future Occupiers

6.6.14 Daylight and sunlight studies have been undertaken to assess the levels of daylight within the proposed development. The study is based on the numerical tests in the new updated 2022 Building Research Establishment (BRE) guidance. Computer modelling software was used to carry out the assessments of the proposed habitable rooms at ground and first floor level where access to daylight will be most restricted.

6.6.15 It concludes that the proposals would achieve good levels of daylight to the proposed dwellings. All principal living rooms on ground and first floor of the whole development will achieve or exceed the recommended level of daylight. 47 (92%) of the bedrooms will achieve or exceed the recommended level of daylight. Taking into account that the BRE guidelines acknowledges that bedrooms are less important and considering the urban location of the site, it is considered that the analysis demonstrates that the scheme will provide accommodation with good access to daylight and the BRE guidelines are achieved.

6.6.16 Overall it is considered the units would benefit from adequate levels of daylight.

Other Amenity Considerations – Future Occupiers

6.6.17 As set out below, further details of air quality will be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition (This is covered in more detail under paragraph 6.12.2 of the report).

6.6.18 Further details of noise will be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

6.6.19 Lighting throughout the site is proposed, details of which will be submitted by the imposition of a condition so to ensure there is no material adverse impacts on future occupiers of the development.

6.6.20 With regards to noise, the application is accompanied by a noise assessment which sets out the glazing requirements to ensure suitable internal noise levels are achieved.

6.6.21 The converted houses of Block A share a communal bin store with the flats of Block C which is located in between the two blocks. Block A flats have their own separate bin store located on the corner of Harold Road and Tottenham Lane. The mews houses in Block B share a bin store with the flats of Block B located along the new mews street. The loading bay allocated at the junction of the mews street and Tottenham Lane is conveniently located to meet the 10m drag distance requirement. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection.

Security

- 6.6.22 The internal communal amenity space will be overlooked by residents of the proposed development, which will help to prevent any anti-social behaviour. To further deter any anti-social behaviour; the communal internal and external areas include CCTV; there will be video entry system for all flats and there will be resident only fob controlled access to each specific block.
- 6.6.23 The Secured by Design Officer does not object to the proposed development subject to conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme. It is also recommended that a condition be imposed requiring provision and approval of lighting details in the interests of security.

6.7 Impact on Neighbouring Amenity

- 6.7.1 London Plan Policy D6 outlines that design of new development proposals must not be detrimental to the amenity of surrounding housing, specifically stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.7.2 Policy DM1 'Delivering High Quality Design' of the DM DPD states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring residents. These issues are considered below.

Daylight and sunlight Impact

- 6.7.3 The applicant has submitted a Daylight and Sunlight Assessment that assesses daylight and sunlight to the windows of existing neighbouring residential properties.
- 6.7.4 The assessment finds that overall the impact of the development on existing neighbouring residential properties is very favourable for daylight in that the daylight assessment has considered 95 windows within the neighbouring properties that serve 61 habitable rooms. The results show that 93 (98%) of the windows and 61 (100%) of the rooms will fully comply with the BRE guidelines. The impact on existing neighbouring residential properties is very favourable for sunlight in that the sunlight assessment has considered three rooms within the neighbouring properties. The test shows that all 276 rooms (100%) will achieve

the BRE guidelines. Both the daylight and sunlight results have a relatively low impact on neighbours, especially given that much of the site has been an open air car park and yard for many years, giving those existing neighbours improved daylight and sunlight across the application site than would be expected, the results can therefore be considered wholly acceptable.

Privacy/Overlooking and Outlook

6.7.5 In terms of privacy, the only existing residential neighbours in close proximity are the Firemans Flats. There will be some overlooking between these flats and the new dwellings, but distances are generally reasonable. One first floor bedroom window and one second floor living room window in the north side of Block C will be some 12.2m from the side wall of the rear wing of Firemans Flats, which contains windows at ground and first floor, although they appear to be to kitchens and/or bathrooms. Their main habitable room windows appear to face the street or be east facing. The proposed development (Block B to the rear) is separated from the rear projection of the Firemans Flats by 33.9m furthermore, their outlook onto the communal landscaped courtyard will be a considerable improvement on the previous working yard to the police station and there is an existing boundary wall which already limits the outlook of the ground floor windows. The rear projection of the Firemans Flats is set back 8.2m from the side flank wall of the end mews house which have no windows in the upper floor of the side flank wall to ensure there is no overlooking to the windows in the rear projection of this neighbouring property.

6.7.6 In terms of outlook, existing surrounding residents would experience both actual and perceived changes in their amenity as a result of the development. Nevertheless, taking account of the urban setting of the site and the established pattern and form of the neighbouring development the proposal is not considered to result in an unacceptable material impact on local amenity in this respect.

6.7.7 Therefore, it is considered that residents of nearby residential properties would not be materially affected by the proposal in terms of loss of outlook or privacy.

Other Amenity Considerations

6.7.8 Policy DM23 of the DM DPD states that new developments should not have a detrimental impact on air quality, noise or light pollution.

6.7.9 The submitted Air Quality Assessment (AQA) concludes that the development is not considered to be contrary to any of the national and local planning policies regarding air quality.

6.7.10 It is anticipated that light emitted from internal rooms would not have a significant impact on neighbouring occupiers in the context of this urban area.

6.7.11 Construction impacts are largely controlled by non-planning legislation. Nevertheless, conditions have been imposed requiring details and control over the demolition and construction methodology.

6.7.12 The increase in noise from occupants of the proposed development would not be significant to neighbouring occupants given the current urbanised nature of the surroundings. A condition will be imposed ensuring a noise management strategy is provided.

6.7.13 Therefore, it is considered that the proposal would not have a material adverse impact on the amenity of residents and occupiers of neighbouring and surrounding properties.

6.8 Parking and Highways

6.8.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in Policies DM31 and DM32 of the DM DPD.

6.8.2 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.

6.8.3 This site has a Public Transport Accessibility Level (PTAL) of 4, which is considered 'good' access to public transport services. The PTAL value has increased since 2019 with the current iteration of the WEBCAT values. 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. The site is located within the Hornsey South Controlled Parking Zones, which has operating hours of 11.00-13.00 Monday to Friday.

6.8.4 The Metropolitan police use was previously observed to generate some on street parking demands and had number of on street car parking bays allocated for the sole use of police vehicles.

6.8.5 The Council's Transport Planning Officers have considered the potential parking and public highway impact of this proposal.

Access and Parking

- 6.8.6 The proposal seeks access changes that include fully reinstating the existing vehicle crossover off Harold Road and full height kerb and footway provided. Changes to the on street waiting and loading restrictions are also proposed. The applicant will need to enter into the appropriate Highways Act Agreement to cover all of the associated physical works and administrative processes and procedures for the necessary changes. This can be secured by legal agreement.
- 6.8.7 Pedestrian and cycle access to the new units will be possible from the frontages to both Harold Road and Tottenham Lane.
- 6.8.8 No internal facility for receiving delivery and servicing vehicles is proposed. The applicant has proposed conversion of the existing 'Police' bay on Church Lane/Tottenham Lane side of the site to a formal loading bay.
- 6.8.9 The Transport officer notes that in terms of existing parking conditions in the locality of the site the parking stress survey recorded stresses and spare space availability on individual streets within the survey area, and most of the spare/available spaces were located on Harold Road and Tottenham Lane, with others recorded on all the streets within the survey. The Council's Transport Planning Officer notes that although this area is suffering from high car parking pressure based on the worst-case scenario there are a number of spaces available within the local area.
- 6.8.10 The Transport officer notes that the potential parking demand as a result from the proposed development is expected to be lower than predicted in the Transport Assessment given permit free status, a travel plan, car club provision and high-quality cycle parking. Nonetheless, the locality of the site does already experience high parking stresses. A number of measures are appropriate to further reduce the potential car trip and parking demands arising from it, these will include a financial contribution towards improving the accessibility of the site by active and sustainable modes, along with funding a 5-year provision of a car club facility for residents at the development. This can be secured by legal agreement.
- 6.8.11 The Council's Transport Planning Officer notes that whilst it has not been possible to locate the blue badge parking bays within the curtilage of the site, the Council now operates a scheme whereby residents/occupiers can apply to have a designated on street blue badge bay. The proposed arrangement comes from converting the police bays to the blue badge bays and the loading bays. The existing blue badge bay on Harold Road has been retained along with the three new bays proposed for this development. Compared to existing arrangements there will be a light reduction in kerbside 'pay and display' space compared to present. Future occupants of the three accessible units will be able to apply for an on street blue badge bay subject to the relevant criteria. The applicant will need to enter into the appropriate Highways Act Agreement for the provision of the proposed disabled car parking pay. The allocation of the car parking spaces

must be done via a parking management plan. This can be secured by legal agreement. Notwithstanding this, a secure scooter store with charging facility is proposed within the mews street for the three accessible units. Full dimensional details of the intended system/storage to be used and charging facilities can be secured by the imposition of a condition on any grant of planning permission.

Car Free

6.8.12 A 'car-free' development is proposed and permits would not be allocated to the new properties for on street parking. Due to the site's public transport accessibility level (PTAL) (4 'good' access to public transport services) the proposed development would therefore be acceptable as a car free development, in accordance with Policy DM32 of the DM DPD. The applicant will need to enter into a legal agreement to secure future parking control.

Cycle parking

6.8.13 Long stay cycle parking providing 68 cycle spaces is proposed within the communal cycle parking storage facility provided in block A, B and C to serve the residential flats. The rear gardens of the houses of Block A will accommodate a cycle storage unit for two cycles and the mews houses of Block B would provide an appropriately-sized internal dedicated cycle storage area with supporting locking mechanisms for two cycles. Residential cycle parking is also proposed within the secure communal amenity space. Short stay visitor cycle spaces are proposed on the Church Lane side of the development adjacent to the footway, within the public realm. These will be within the curtilage of this development and not on the public highway.

6.8.14 The design and arrangement of all cycle parking will need to meet the requirements of TfL's London Cycle Design Standards.

6.8.15 As such, the cycle parking is acceptable subject to the relevant condition being imposed in respect of proposed cycle parking arrangements.

Deliveries and Servicing

6.8.16 Delivery and servicing activity will take place on the existing but redundant 'Police' bay in Church Lane that will be converted to an on-street loading bay to service the delivery and servicing demands for this development. The Transport officer notes that the conversion of this bay would be acceptable as there would be no resultant loss of CPZ bays at this location and it would easily meet the demands of this site whilst also providing another loading facility for shops and business and other residential properties in the locality of the site. The applicant will also need to enter into a legal agreement to make any alterations to the highway. In addition, an enhanced delivery and servicing plan to address the issues above will be required. This can be secured by the imposition of a separate condition.

6.8.17 In terms of refuse and recycling collection, the bin stores are sited to face the highway for on street collections. The proposed arrangements are considered to be satisfactory and this has been confirmed by the Waste Collection team. Further details can be included in the enhance Delivery and Servicing Plan that will be secured by the imposition of a condition.

Construction Logistics and Management

6.8.18 The Transport Assessment includes a brief commentary on the build out of the development. The applicant will need to enter into a legal agreement to monitor the development proposal. A detailed Construction Logistics Management Plan is also required. This can be secured by a legal agreement.

6.8.19 6.8.20 Overall it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway.

6.9 Sustainability, Energy and Climate Change

6.9.1 The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.

6.9.2 London Plan Policy SI2 - Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target, a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

6.9.3 Policy DM1 of the DM DPD states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD expects new development to consider and implement sustainable design, layout and construction techniques.

Carbon Reduction

6.9.4 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan 2021 further confirms this in Policy SI2

6.9.5 The development achieves a site-wide reduction of 80% in on-site carbon dioxide emissions calculated with Part L 2021. this is achieved through an 81% reduction in the new build dwellings, with a 23% reduction under Be Lean, and an 80%

reduction in the existing building with a 30% reduction under Be Lean. LBH Carbon Management raises no objection to the proposal.

- 6.9.6 The development achieves a site-wide reduction of 80% in on-site carbon dioxide emissions with SAP10 carbon factors calculated with Part L 2021. This is achieved through a 81% reduction in the new build dwellings, with a 23% reduction under Be Lean, and a 80% reduction in the existing building with a 30% reduction under Be Lean.
- 6.9.7 The applicant has proposed a saving of 13.5 tCO₂ in carbon emissions (26%) through improved energy efficiency standards in key elements of the build, based on SAP10 carbon factors for unregulated emissions. The applicant has incorporated improved fabrics for both new built and refurbished parts of the development.
- 6.9.8 In terms of the installation of various renewable technologies, the report concludes that that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 28.6 tCO₂ (46%) reduction of emissions are proposed under Be Green measures.
- 6.9.9 The shortfall will need to be offset to achieve zero-carbon, in line with Policy SP4 (1). The estimated carbon offset contribution (£29,355 (indicative) inclusive of 10% monitoring fee) will be subject to the detailed design stage.

Whole Life-Cycle Carbon Assessments

- 6.9.10 The following is proposed to reduce the whole-life carbon emissions of the buildings; lightweight steel framing system and brickwork, Brick and blockwork infill wall, lightweight steel infill system, Substituting cement with less carbon-intensive cement replacement products, such as fly ash or PFA, the use of recycled bricks and locally sourcing them.

Circular Economy

- 6.9.11 In terms of Circular Economy the principles used for this development are as follows;
- Designing for longevity, circa 50 years of building life, and disassembly at end of life
 - Designing for flexibility and adaptability of open spaces and commercial spaces
 - Retaining and refurbishing Grade II listed buildings
 - Demolishing and recycling industrial/retail units
 - Minimise operational waste and provide adequate space for recycling

Overheating

6.9.12 The applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 and TM52 with TM49 weather files, and the cooling hierarchy has been followed in the design.

6.9.13 The development would not overheat based on the London weather centre files this is based on a series of mitigating measures being built into the development including; closed windows, mechanical ventilation heat recovery with extract fans, and glazing – u-value of 1.2 W//m²K, g-value of 0.25. The applicant has confirmed that external shading will form part of the overheating mitigation strategy. External shading will help reduce the overheating risk and ventilation demand. The shutters will be integrated into the windows.

6.9.14 An updated overheating report will need to be submitted to confirm the overheating mitigation strategy in the Overheating Assessment as well as future mitigation measures however the Council's Carbon Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by condition.

Summary

6.9.15 The proposal satisfies development plan policies and the Council's Climate Change Officer supports this application subject to the conditions as this scheme will be retrofitting the existing building and build new residential dwellings around this, at a high standard. As such, the application is considered acceptable in terms of its sustainability.

6.10 Urban Greening, Trees and Ecology

6.10.1 Policy G5 of The London Plan 2021 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design. London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.

6.10.2 Policy SP11 of the Local Plan promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.

6.10.3 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.

6.10.4 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets

out that planting of new trees, especially those with large canopies, should be included within development proposals. Policy SP13 of the Local Plan recognises, “trees play a significant role in improving environmental conditions and people’s quality of life”, where the policy in general seeks the protection, management and maintenance of existing trees.

Urban Greening Factor

6.10.5 The urban greening factor (UGF) identifies the appropriate amount of urban ‘greening’ required in new developments. The UGF is based on factors set out in the London Plan such as the amount of vegetation, permeable paving, tree planting, or green roof cover, tailored to local conditions. The London Plan recommends a target score of 0.4 for developments which are predominately residential. An assessment of the Urban Greening Factor (UGF) has been provided by the applicant based on the surface cover types. The existing site currently comprises of impermeable hardstanding. The proposed development would include permeable paving, amenity grassland, rain gardens, planters, trees, shrubs, green wall, hedges and an intensive green roof. The site currently has an urban greening factor of 0.0 and the proposed development achieves an urban greening factor of 0.43 which exceeds the minimum target set out in the London Plan. This is a significant urban greening improvement as required by London Plan Policy. The final details of landscaping can be secured by the imposition of a condition to secure a high-quality scheme with effective long-term management.

Trees

6.10.6 A total of 6 trees of varied species are proposed within the communal amenity space of the development. There are currently no trees on site.

6.10.7 The Council’s Tree Officer has been consulted on the proposal and is supportive of to the proposed species of trees and comprehensive landscaped design which enhances tree cover in the area.

Ecology and Biodiversity

6.10.8 Within the proposed communal amenity space, hedge shrub planting is proposed. Various species of trees are proposed as well as a biodiverse roof with sedum, a mix plant wall and wall climbers to maximise the number of native species assisting with achieving the highest ecological value.

6.10.9 Whilst these measures are acceptable in principle, further information is required in respect of proposed mitigation and enhancement measures. This can be secured by the imposition of a condition on any grant of planning permission.

6.10.10 Therefore, subject to conditions the proposal is acceptable in terms of its impact on trees, ecology and biodiversity, and its provision of urban greening.

6.11 Flood Risk and Drainage

6.11.1 Policy SP5 of the Local Plan and Policy DM24 of the DM DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage. The site is located within Flood Zone 1 which has the lowest risk of flooding from tidal and fluvial sources. The site boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface.

6.11.2 The applicant has submitted a Flood Risk Assessment and Drainage Strategy report. These have been reviewed by the LBH Flood and Water Management officer who has confirmed that they are satisfied that the impacts of surface water drainage will be addressed adequately. A number of mitigation measures are recommended to address the risk of flooding from surface water, including the inclusion of SuDS and flood resilience/resistance measures. A number of residual flood risks have been identified including blockages of internal building drainage as well as the Thames Water network and water supply infrastructure. These risks can be managed by the design of the site drainage and by regular inspection and maintenance of the public and private sewer and water supply network. Surface water flows from all proposed impermeable areas will be attenuated onsite in a geo-cellular storage tank beneath the central green space area. Flows will be restricted up to and including the 1 in 100 year plus 40% climate change event prior to discharge into the existing public drainage system.

6.11.3 Thames Water raises no objection with regards to water network infrastructure capacity and surface water drainage if the developer follows the sequential approach to the disposal of surface water. Thames Water recommends imposing a condition regarding piling and strategic water main and an informative regarding groundwater discharge, underground water assets and water pressure.

6.12 Air Quality and Land Contamination

6.21.1 Policy DM23 of the DM DPD requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that the site is suitable for residential use and that the proposed development would not expose existing residents or future occupants to unacceptable air quality. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would adhere with national or local planning policies.

6.12.2 The proposed development is considered to be air quality neutral however the applicant is required to provide an Air Quality Assessment of the proposed

development taking into consideration any change in the site energy source i.e. so as to be able to reach an informed decision on its significant effects on the proposed development site and the overall local air quality. The Council's Lead Pollution Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

- 6.12.3 Concerns have been raised about construction works however, these are temporary impact and can be mitigated through provision of the construction management plan which will include air quality control measures such as dust suppression. The proposal is not considered an air quality risk or harm to nearby residents, or future occupiers. The proposal is acceptable in this regard.

Land Contamination

- 6.12.4 Policy DM23 (Part G) of the DM DPD requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.

- 6.12.5 A report was carried out by Landmark Information and accompanies the application submission. The Assessment concludes from a review of the relevant findings, that the proposed site is likely to be suitable for a residential development, subject to further detailed investigation and any subsequent recommended remedial works that may be required for the proposed end use secured by condition. The Council's Pollution Officer raises no objections.

6.13 Fire Safety

- 6.13.1 Policy D12 of the London Plan states that all development proposals must achieve the highest standards of fire safety. To this effect major development proposals must be supported by a fire statement.

- 6.13.2 The Fire Statement submitted with the application confirms that the ground floor will have building entry points and escape stair cores. As the Mews Street service road to the north of the development does not meet the width requirements to be considered as a Fire Service access road, it is proposed to provide sprinkler protection.

- 6.13.3 The site is accessed via existing roads. Fire appliance access will be on Tottenham Lane and Harold Road. Where bollards are installed to restrict general vehicle traffic, these should be removable to allow emergency vehicles access.

- 6.13.4 The London Fire Brigade has confirmed that there are no objections to the application in respect of fire safety.

6.13.5 Haringey Building Control has been consulted on this application and has confirmed that they are satisfied with the proposals. A formal detailed assessment will be undertaken for fire safety at the building control stage.

6.14 Employment

6.14.1 Local Plan Policies SP8 and SP9 aim to support local employment, improve skills and training, and support access to jobs. The Council's Planning Obligations Supplementary Planning Document (SPD) requires all major developments to contribute towards local employment and training.

6.14.2 There would be opportunities for borough residents to be trained and employed as part of the development's construction process. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies, to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council). These requirements would be secured by legal agreement.

6.14.3 As such, the development is acceptable in terms of employment provision.

6.15 Conclusion

- The proposal would result in the loss of a community / civic facility in the form of a Police Station. However, the loss of the Police Station forms part of a wider strategic Metropolitan Police programme that results in the disposing of existing Police Stations whilst not impacting on police services that are required to meet the needs of the local population.
- The development would bring back into use a redundant site which has been vacant for a number of years with a high-quality residential development which responds appropriately to the local context and is supported by the Quality Review Panel.
- The development would provide a total of 29 residential dwellings, contributing towards much needed housing stock in the borough.
- The development would provide 19.4% on-site affordable housing by habitable room in the form of 8 flats for London Affordable Rent, which is the main low cost affordable rented housing that the GLA currently expects to fund all within block C.
- The proposed development will lead to a very low, less than substantial harm to the significance of the Conservation area and its assets that is outweighed by the several significant public benefits of the development. The remainder of the scheme is considered to preserve the character and appearance of the conservation area
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. A majority of the dwellings have private external amenity space and all dwellings have access onto generous communal amenity space.

- The proposal provides good quality hard and soft landscaping.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.
- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area;
- The development would be 'car free' and provide an appropriate quantity of cycle parking spaces for this location and would be further supported by sustainable transport initiatives
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements.
- The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £99,600.65 (1543 sqm x £64.55) and the Haringey CIL charge will be £607,355.66 (1,543sqm x £393.62). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions subject to conditions and subject to section 106 Legal Agreement