



Officer Report

Application Number: HGY/2023/2656
Application Type: Approval of details reserved by a condition
Address: Hornsey Town Hall, The Broadway, Hornsey, London, N8 9BQ
Proposal: Approval of details pursuant to conditions 48 (Cycle Parking) attached to planning permission HGY/2017/2220.
Case Officer: Samuel Uff
Valid Date: 04/10/2023
Applicant: c/o Agent
Agent: Mr William Bellefontaine

RECOMMENDATION

Refuse

APPROVED DEVELOPMENT

Refurbishment and change of use of the Hornsey Town Hall from B1 Use and Sui-Generis Use to a mixed-use scheme comprising a hotel (Use Class C1), food and beverage uses (Use Classes A3 and A4), community uses (Use Class D1, D2 and Sui-Generis Use) and co-working use (Use Class B1). Use of the Town Hall roof terrace as a bar (Use Class A4). Removal of east wing extension and erection of east wing roof extensions to the Town Hall. Change of use of the ground floor of Broadway Annex Building East to food and beverage use/drinking establishment use (Use Class A3/A4). Provision of 146 residential units (including 11 affordable) comprising: the erection of a 7-storey building; the erection of a part 4, part 5, part 6, part 7 storey building and associated car parking at basement level; change of use of the first and second floors of the Broadway Annexe to residential use and the erection of an extension to the rear of the Broadway Annex; the erection of a residential mews block to the rear of the Broadway Annexe. Alterations and landscaping improvements to the town hall square and open spaces. Provision of cycle parking. Demolition of the Weston Clinic building; courtyard infill extension to the Town Hall; Hornsey Library garage; Library annex and energy centre. Demolition and replacement of metal stairwell to the rear of the Assembly Hall and demolition and replacement of stage hoist structure adjoining the Assembly Hall.

CONSULTATION RESPONSE

LBH Transport: The applicant will need to clarify where the wall mounted bike storage is. These are not considered to be suitable so would need to be justified (Officer Comment: There has been no response from the applicant).

Metropolitan Police: Concern regarding alley to left of town hall. This shelter is too close to the fence line and would be used as climbing aid, gate is a double leaf with the slave leaf backing on to

the shelter (we would always want a single leaf and they cannot argue they need both because the bike store is behind the slave) In my experience bikes will be stolen from this location and it won't get used. Sheffield stands in front of Town Hall should be avoided, as not being aesthetic and they tend to be used as a seat. No detail of vandal resistant fixings, this can be rectified with use of Armor rings (small cone that is hammered onto the nut) (Officer Comment: The issue of the fence has been raised with the applicant with no satisfactory solution provided. The Sheffield stands are widely used and accepted by Transport officers. No detail of vandal resistance has been provided).

ANALYSIS/ASSESSMENT

Condition 48 reads:

48. Notwithstanding any drawing or document hereby approved and prior to the residential occupation of the development, the applicant shall provide cycle parking provision in accordance with London Plan standards. Provision shall be in accordance with the 2016 London Cycle Design Standards and at least 5% of spaces should be able to accommodate either larger or adapted cycles. Provision shall be maintained thereafter.

REASON: To promote sustainable travel.

Background

The Committee report for the approved development stated the following with regard to cycle storage:

The applicant is proposing to provide a total of 243 secure shelter cycle parking spaces for the long-term residential cycle parking in Block A (129 cycle parking spaces and Block B (82 cycle parking spaces). The cycle parking will be distributed around the development, within the undercroft of Block A and within the basement of Block B. The number of cycle parking spaces proposed for Block A is compliant.

The cycle parking for the Annex building and the Mews development will be located in the ground floor of the Annex Building and provides a total of 32 cycle parking spaces, the cycle parking provision for the Annex and mew residential developments are in line with the London Plan. The applicant is proposing to provide a total of 27 long stay commercial cycle parking spaced to the rear of the Town Hall for all the commercial activities, and 63 short stay cycle parking spaces dispersed in and around the new public square. We have considered that subject to detailed design and the above condition the cycle parking provision is acceptable.

The S106 required a Commercial Travel Plan be submitted and this included a review of commercial cycle provision for the first two years.

Assessment

The condition does not require details of the appearance of the bicycle stores, which are required for landscaping within condition 4. However, the design is an implicit consideration given that the design dictates that there is sufficient functionality and security of the stores.

Since the original approved planning permission it has come to light that the siting of the cycle store for the affordable housing, located with the Annexe, is on land outside of the ownership and therefore cannot be used for such a provision. The applicant proposes a new siting for this store behind a proposed gate to the side of the Town Hall.

Pursuant to condition 48 the applicant has provided a series of drawings outlining the site and quantum of each cycle store. The stores generally appear to allow maneuverability and the 243

spaces required. However, the external cycle stores, especially that serving the Annexe are not considered to meet the secure requirement set out within the 2016 London Plan (and subsequent amended 2023 London Plan).

The internal cycle stores are broadly acceptable but provide a number of wall mounted, hanging spaces for bicycles, which are considered to be unacceptable in terms London Plan standards. Contradictory detail has been provided on these and who they would serve. As such, the details are considered to be unacceptable.

The external storage has been broadly considered as providing an unsatisfactory design, which would be harmful to the character and appearance of the associated listed buildings. Although the exact detail should be provided with the landscaping, this is flagged here as well. It should also be noted that the applicant has suggested a different model of design but no details have been received in this or any other condition. Should the design change then that would require a resubmission of this application in any case.

On this basis it is considered that the cycle storage would not provide safe and secure sheltered bicycle storage. The design is not of a quality that would preserve the character and appearance of the Grade II Annexe and Grade II* Town Hall. As such the application is recommended for refusal.

Refusal Reasons:

The application provides insufficient and unsatisfactory detail to show that the cycle parking would meet the quantum and quality of safe and secure bicycle storage for the development.