



**PADDINGTON GREEN**  
POLICE STATION

# Design and Access Statement

FEBRUARY 2023

**Berkeley**  
Designed for life

#### Document History

| Rev | Date     | Purpose of Issue      | Author | Reviewer | Comments   |
|-----|----------|-----------------------|--------|----------|--|
| P03 | 02/02/23 | Reissued for Planning | EJ     | GD       | Section 6.6 Tenure Mix updated (p. 82 updated - Fig. 6.3 - Unit Mix Summary).  |
| P02 | 05/01/23 | Reissued for Planning | EJ     | GD       | Section 6.3.4 Materials updated (p. 72-75 and 79 updated - text and images, p. 76-78 added - bay study comparison),<br>Section 6.6 Tenure Mix updated (p. 82 updated - Fig. 6.3 - Unit Mix Summary - 3B5P and 3B6P in Social amended),<br>Section 6.10 Wheelchair Units updated (p. 85-86 updated - new unit in J added and unit summary updated),<br>Section 6.11 Privacy and Overlooking updated (p. 87-88 updated - text added),<br>Section 7.8 Newcastle Place Urban Oasis updated (p. 100 updated - photos), Section 7.15 Play Strategy updated (p.113 - text and play schedule),<br>Section 9.5 Cycle Storage updated (p. 135 - latest drawing reloaded) & Section 9.7 Access To & Around the Building updated (p. 136 - latest drawing reloaded). |
| P01 | 18/11/22 | Issued for Planning   | EJ     | GD       | -  |

## Contents

|            |  |            |   |            |   |
|------------|--|------------|---|------------|---|
| <b>1.0</b> | <b>Introduction</b>                        |            |   | <b>7.0</b> | <b>Landscape Design</b>                                     |
| 1.1        | Summary                                    | 5.12       | Design Review Panel                       | 7.1        | Introduction & Vision                                       |
| 1.2        | Site Boundary                              | 5.13       | London Review Panel 01 - 8th June 2022    | 7.2        | Landscape Vision  |
| 1.3        | Development History and Context            | 5.14       | London Review Panel 02 - 18th August 2022 | 7.3        | Consultation  |
| 1.4        | The Proposed Development                   | 5.15       | London Review Panel Summary               | 7.4        | Illustrative Landscape Masterplan                           |
| <b>2.0</b> | <b>Site and Context Appraisal</b>          | 5.16       | Public Consultation                       | 7.5        | Public Realm  |
| 2.1        | Site Location                              | 5.18       | Community Stakeholder Consultation        | 7.6        | Paddington Green Police Station and West End Gate Interface |
| 2.2        | Site Description                           | 5.19       | Designing Out Crime                       | 7.7        | Landscape Character Areas                                   |
| 2.3        | Site Photographs                           | 5.20       | Public Exhibition                         | 7.8        | Newcastle Place Urban Oasis                                 |
| 2.4        | Historical Development of the Site         | 5.21       | Selected Design Proposal                  | 7.9        | The Boulevards  |
| 2.5        | Archaeology                                | 5.22       | Scheme Overview                           | 7.10       | Streetscape - Edgware Road                                  |
| 2.6        | Heritage Context                           | 5.23       | Block I                                   | 7.11       | Edgware Road Plaza  |
| 2.7        | Surrounding Context                        | 5.24       | Block J                                   | 7.12       | Streetscape - Harrow Road                                   |
| 2.8        | Surrounding Buildings                      | 5.25       | Block K                                   | 7.13       | Circulation & Movement                                      |
| 2.9        | Surrounding Land Uses                      | 5.26       | Facade Design                             | 7.14       | Open Space Strategy   |
| 2.10       | Surrounding Scale                          | 5.27       | Block I Facade Development                | 7.15       | Play Strategy   |
| 2.11       | Environmental Conditions                   | 5.28       | Block J Facade Development                | 7.16       | Urban Greening & Biodiversity                               |
| 2.12       | Surrounding Public and Private Green Space | 5.29       | Block K Facade Development                | 7.17       | Tree Planting Strategy                                      |
| 2.13       | Townscape and Views                        | 5.30       | Material Options                          | 7.18       | Planting Strategy   |
| 2.14       | Planning Context                           | 5.31       | Design Development Summary                | 7.19       | Landscape Materials Strategy                                |
| <b>3.0</b> | <b>The West End Gate Development</b>       | <b>6.0</b> | <b>Design Proposals</b>                   | 7.20       | Landscape Street Furniture & Lighting Strategy              |
| 3.1        | Development Overview                       | 6.1        | Land Use                                  | <b>8.0</b> | <b>Design Summary</b>                                       |
| 3.2        | Design Concepts                            | 6.2        | Layout                                    | <b>9.0</b> | <b>Access Statement</b>                                     |
| <b>4.0</b> | <b>2021 Scheme</b>                         | 6.3        | Appearance                                | 9.1        | Summary   |
| 4.1        | Planning Submission Design Proposals       | 6.4        | Amenity, Landscape and Public Realm       | 9.2        | Pedestrian Access   |
| 4.2        | Reasons for Refusal                        | 6.5        | Entrance, Access and Levels               | 9.3        | Trains, Buses, and Cycle Services                           |
| 4.3        | Summary                                    | 6.6        | Tenure Mix                                | 9.4        | Vehicle Access and Servicing                                |
| <b>5.0</b> | <b>Design Development</b>                  | 6.7        | Accommodation Schedule                    | 9.5        | Cycle Storage   |
| 5.1        | Overview                                   | 6.8        | Apartment Design                          | 9.6        | Refuse  |
| 5.2        | Design Principles                          | 6.9        | Apartment Layouts                         | 9.7        | Access to and around the building                           |
| 5.3        | Design Drivers                             | 6.10       | Wheelchair Units                          | 9.8        | Standards in Dwellings                                      |
| 5.4        | Design Evolution                           | 6.11       | Privacy and Overlooking                   | 9.9        | Communications and Controls                                 |
| 5.5        | Key Design Opportunities                   | 6.12       | Lighting Strategy                         | 9.10       | Evacuation and means of escape                              |
| 5.6        | Massing and Scale                          | 6.13       | Basement                                  | 9.11       | Facade Access   |
| 5.7        | Massing Design Options                     | 6.14       | Sustainability and Environmental Design   |            |   |
|            |  | 6.15       | Social Sustainability                     |            |   |
|            |  | 6.16       | Site Management                           |            |   |
|            |  | 6.17       | Crime Prevention and Security             |            |   |
|            |  | 6.18       | Car Park, Servicing and Refuse Strategy   |            |   |
|            |  | 6.19       | Fire Strategy                             |            |   |



# Introduction

1



Fig. 1.1 Location map showing the surrounding landmarks and context



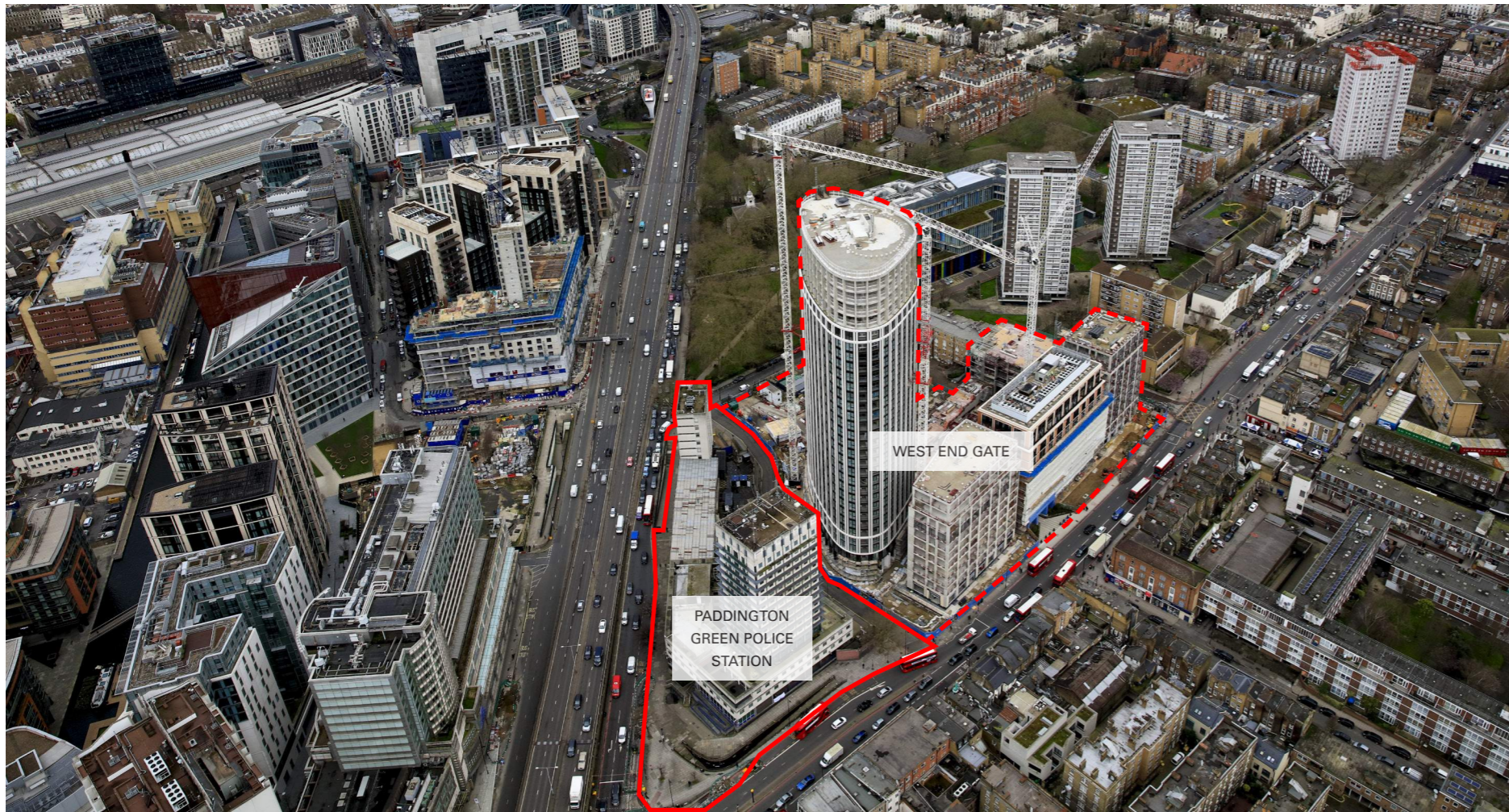


Fig. 1.2 Aerial view of site

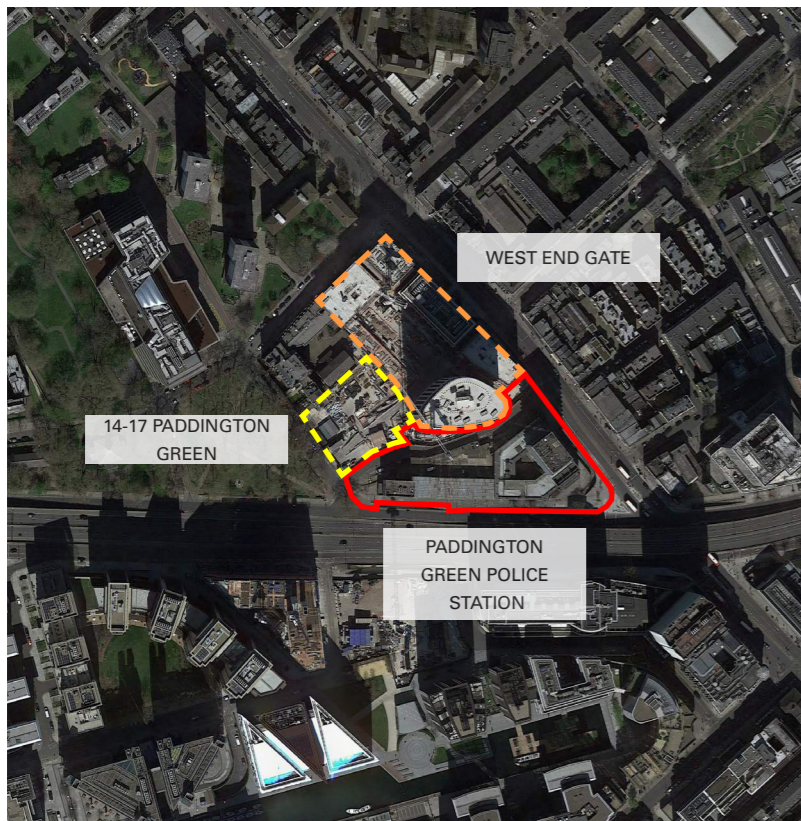


Fig. 1.3 Aerial view of site

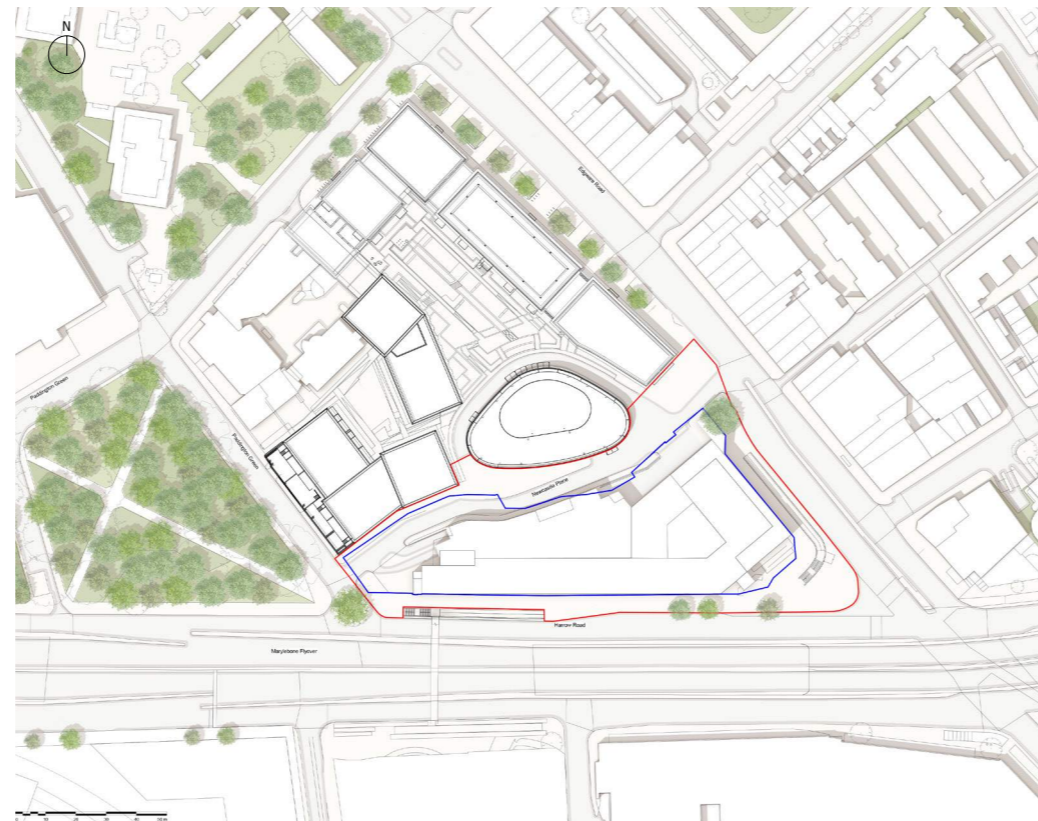


Fig. 1.4 Site Plan

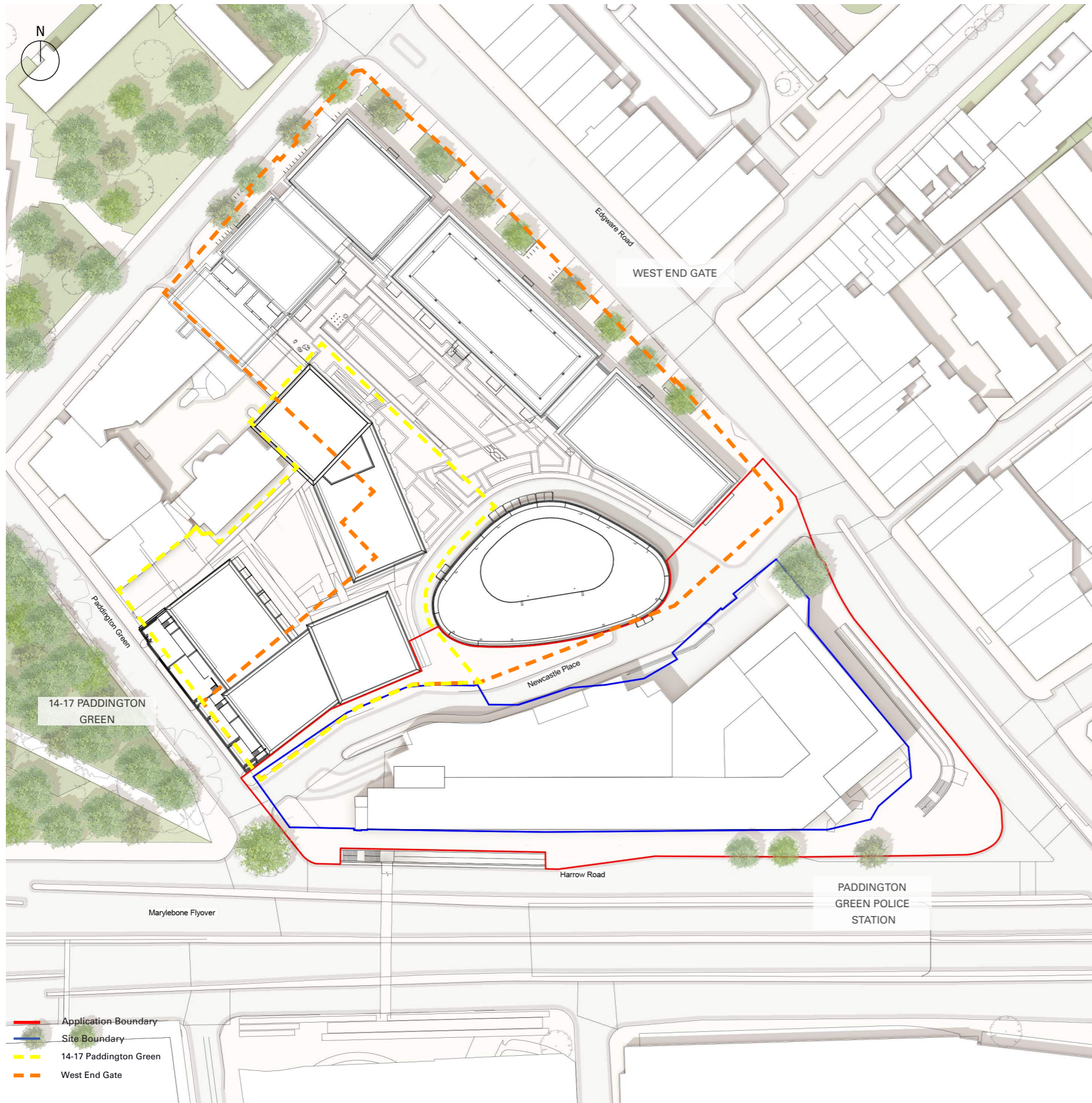
## 1.0 Introduction

### 1.1 Summary

This Design and Access Statement has been prepared by Squire and Partners on behalf of Berkeley Homes (Central London) Ltd to support a detailed planning application for a mixed use development on the site of the former Paddington Green Police Station (PGPS). Fig 1.4 denotes the extent of the red line planning boundary and the blue line ownership boundary for the Paddington Green Police Station.

Where 'the proposed development' is referred to throughout this DAS it refers to the November 2022 scheme that forms the basis of this application.





**1.2 Site Boundary**

Figure 1.5 sets out the relationship between the planning boundary for PGPS alongside the planning boundaries for WEG and 14 – 17 Paddington Green.

Where there are areas of overlap between the PGPS red line and the WEG & 14 – 17 Paddington Green red lines, the development on this overlapped area will be built out under the PGPS consent. The Applicant intends to add a new condition to both of the WEG and 14 – 17 Paddington Green consents will include a new condition to address this point.

Fig. 1.5 Site Plan illustrating application boundary for PGPS and consented boundaries for West End Gate and 14-17 Paddington Green



### 1.3 Development History and Context

The proposed development has been subject to extensive and repeated rounds of public and stakeholder engagement ahead of the submission of this application.

The redevelopment of Paddington Green Police Station has been envisaged since Berkeley acquired the neighbouring West End Gate site, with PGPS representing phase 3 of the wider WEG Masterplan. There has been a long standing and publicised intention for the PGPS site to be redeveloped as part of the wider housing led regeneration Masterplan.

Initial discussions were held with WCC on an early concept for the redevelopment of the PGPS site in 2016, however formal discussions commenced with Westminster and the Greater London Authority (GLA) from 2019 onwards as detailed below.

The planning application was submitted in April 2021 was considered at WCC Major Planning Committee on 7th September 2021. The Committee resolved to refuse planning permission, against the officer recommendation to grant planning permission.

In November 2021, the Deputy Mayor confirmed the GLA would act as the local planning authority for the purposes of determining the above planning application.

Following Westminster's planning committee in September 2021, a 12 month process of engagement and consultation has taken place with the GLA and their officers. This has also

involved a two-stage process of engagement with the London Review Panel (LRP - the Mayor's design review panel for London). This process of extensive engagement has resulted in a number of amendments being made to the original proposals submitted in April 2021, which have also been discussed with Westminster officers and Councillors.

### 1.4 The Proposed Development

The demolition of the existing building and redevelopment of the site will provide three buildings of 39, 24 and 17 storeys in height, providing residential units (including affordable units)(Class C3), commercial uses (Class E), a community use (Class E2), landscaping, tree and other planting, public realm improvements throughout the site including new pedestrian and cycle links, provision of public art and play space, basement level excavation to provide associated plant, servicing, disabled car parking and cycle parking and connection through to the basement of the neighbouring West End Gate development.

The applicant's ambition for the site is to deliver a high quality residential led mixed-use development that will sit comfortably on the site and read as a cluster of tall, elegant buildings. The scheme will complement and enhance the local environment including Paddington Green and the wider Church Street area, improve the quality of life for local people and provide a sustainable development for new residents. The proposals will regenerate this part of the Edgware Road providing active frontages on Edgware Road and Harrow Road, in hand with

an improved public realm and townscape incorporating new pedestrian and cycle routes through and around the site.

The gateway tower located on the corner of Edgware Road and Harrow Road will provide a residential landmark at this entrance point to the City Centre. Residential entrances alongside a range of active ground floor flexible commercial units and community space will further enhance this important junction. The residential levels comprise a mix of private and affordable homes ranging from Mannhattans to family sized 3 bed apartments alongside significant on site affordable housing delivered through high quality tenure blind architecture.

The proposals include the excavation of new basement levels, providing accessible parking, storage, bicycle and refuse facilities as well as plant space for the development connecting through to the existing basement at West End Gate.

Pre-application consultations have been conducted with the Greater London Authority officers, City of Westminster (Planning, Design and Highways Officers), London Review Panel, key stakeholders and the general public to help shape the revised proposals in this application.

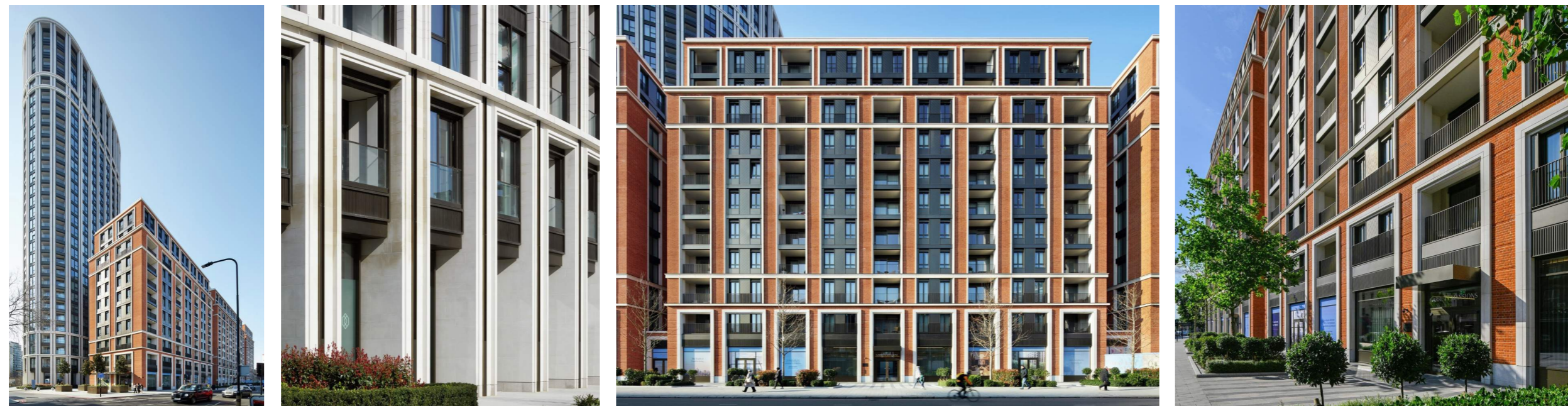


Fig. 1.6 Existing West End Gate development





# Site and Context Appraisal

2

## 2.0 Site and Context Appraisal

### 2.1 Site Location

The site lies to the east of Paddington Green and to the south of Maida Vale and is bounded by Newcastle Place, Edgware Road, Paddington Green and the Harrow Road/Westway (A40). The existing site was previously occupied by Paddington Green Police Station.

Covering an area of 0.499 hectares, the site and the wider West End Gate development affords the opportunity to improve the pedestrian flow through the site, with enhanced landscaping and street improvements to create an elegant and successful cluster of tall residential buildings in Westminster.

The site sits on the edge of the Paddington Green Conservation Area and the Green itself provides an attractive public open space and place of tranquillity away from the Harrow Road/Westway (A40). At one time, the Green was surrounded by large Georgian houses, but now only two remain on the east side of the Green.

The Paddington Opportunity Area is located to the south of the site on the opposite side of the Westway and is an area that has seen significant development in recent years, culminating in the approval of a 42 storey tower at 1 Merchant Square. The site also benefits from a PTAL of 6b due to the proximity of excellent bus, London Underground and national rail routes.

The Royal Parks of Hyde Park and Regent's Park are a comparatively short distance from the Site. These provide substantial outdoor space and more locally Paddington Green is a large swathe of outdoor amenity directly adjacent to the site. Paddington Green connects to the waterways of the Grand Union Canal and Little Venice. Other areas within the vicinity are Lords Cricket ground and shopping areas such as Oxford street, Baker Street, Marylebone High Street and Paddington Basin.



Fig. 2.1 Location Plan



Fig. 2.2 Paddington Green photographs



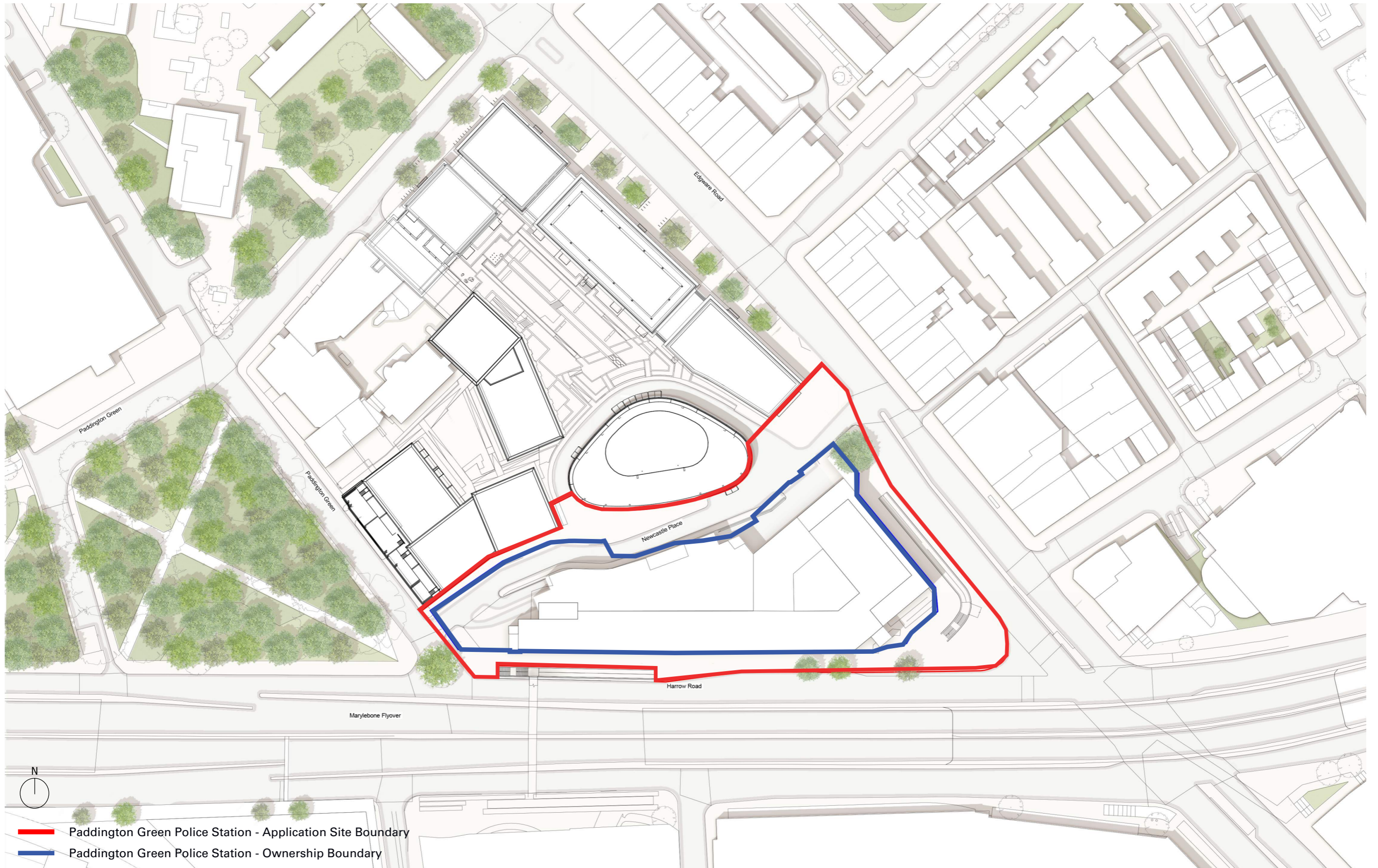


Fig. 2.3 Existing Site Plan



## 2.2 Site Description

The Paddington Green Police Station was completed in 1971 and served as one of the most high security stations in the United Kingdom. The station was operated by the Metropolitan Police Service and housed a variety of police functions along with offices, section house accommodation and on site parking.

The design of the building is largely driven by the requirements of operating as a high security police station. The external facade of the building is predominantly concrete cladding panels with minimal window penetrations, reflecting the use of the building. The ground floor is treated with a series of concrete cladding panels that present a solid and impenetrable facade to the streetfront. Public art is incorporated into the facade through the application of a frieze to the Harrow Road facade, providing a point of interest in an otherwise austere external envelope.

Driven by its need to be an ultra secure structure, the building can be seen to turn its back on the public realm that surrounds the site and results in an urban fortress with no activation of the ground floor or permeability into the site. Newcastle Place was created solely in order to allow for direct access to the Police Station service yard and with the closure of the station, the use of this road is now limited and contributes little to the surrounding area. It is not heavily used by pedestrians or cyclists given its poor urban design and lighting.

As part of the proposed development works, the Paddington Green Police Station will be demolished to make way for the new buildings. The intent is to retain some of the existing public art on the Harrow Road facade of the building and work with Westminster City Council to relocate this within the borough.

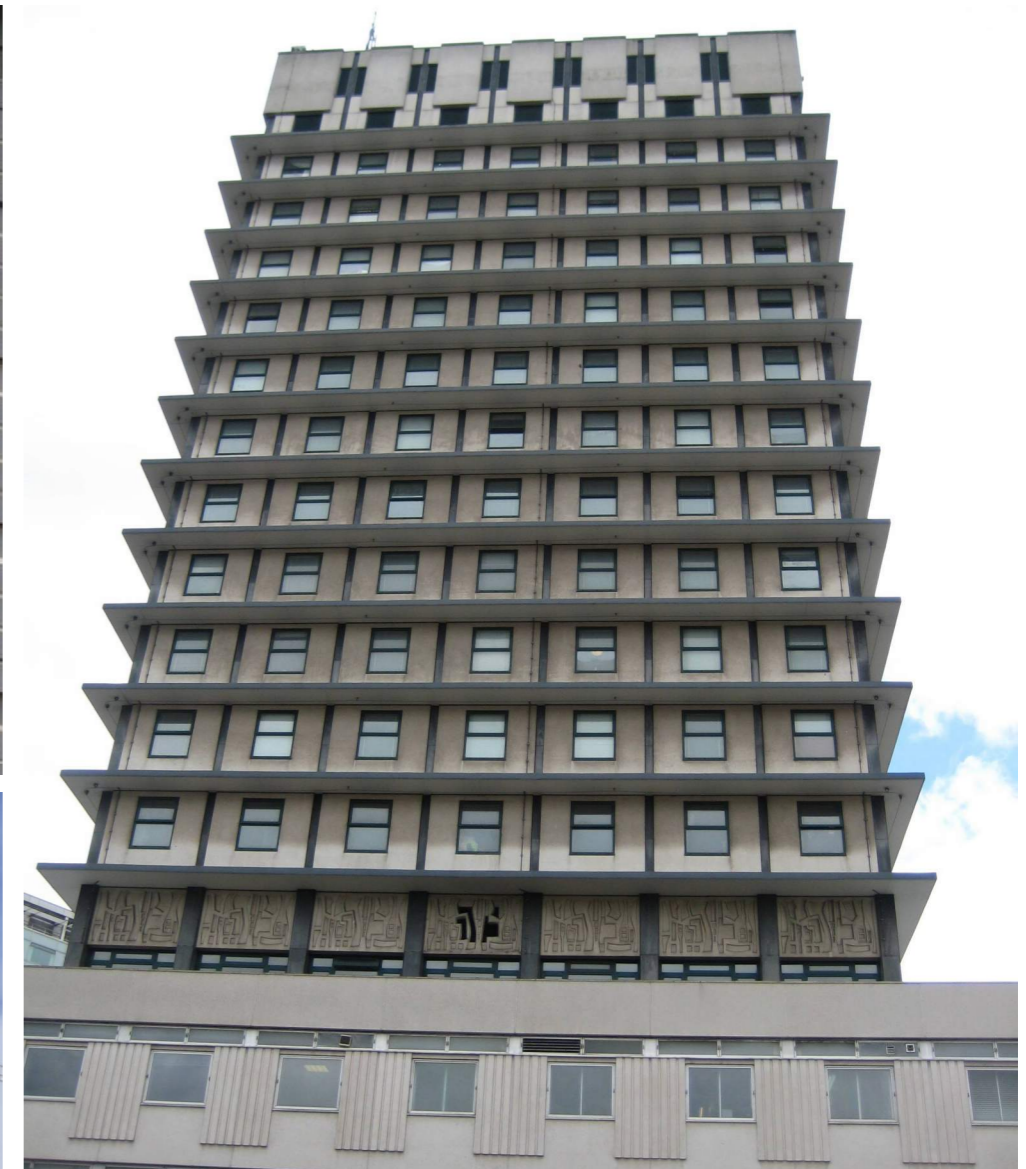


Fig. 2.4 Existing Paddington Green Police Station



### 2.3 Site Photographs

The following photographs are a collection of views taken during a site walkaround in November 2022. Given the relatively small footprint of the site, all pictures are taken from public vantage points in the vicinity.

Some of the views include the neighbouring West End Gate development currently under construction.

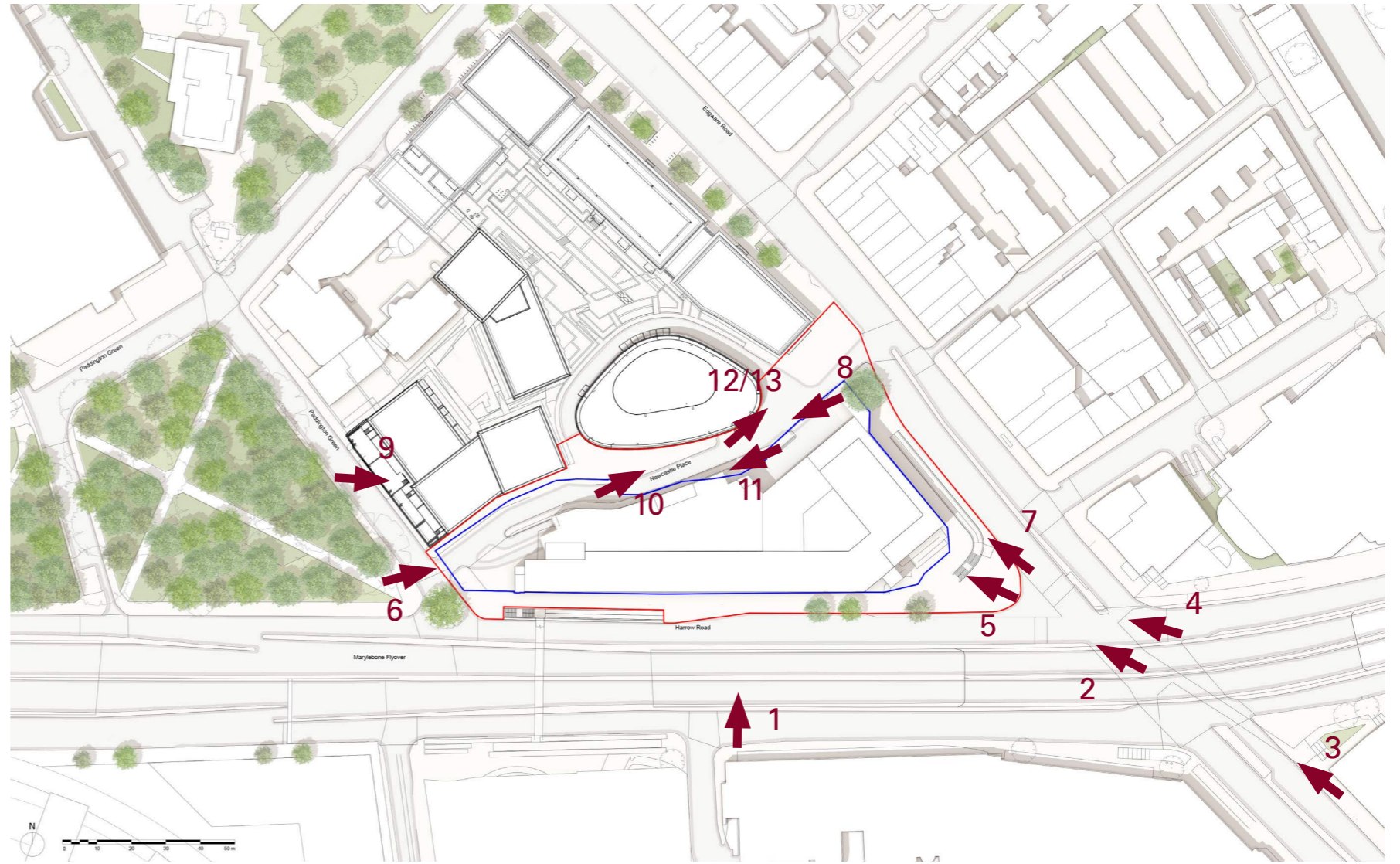


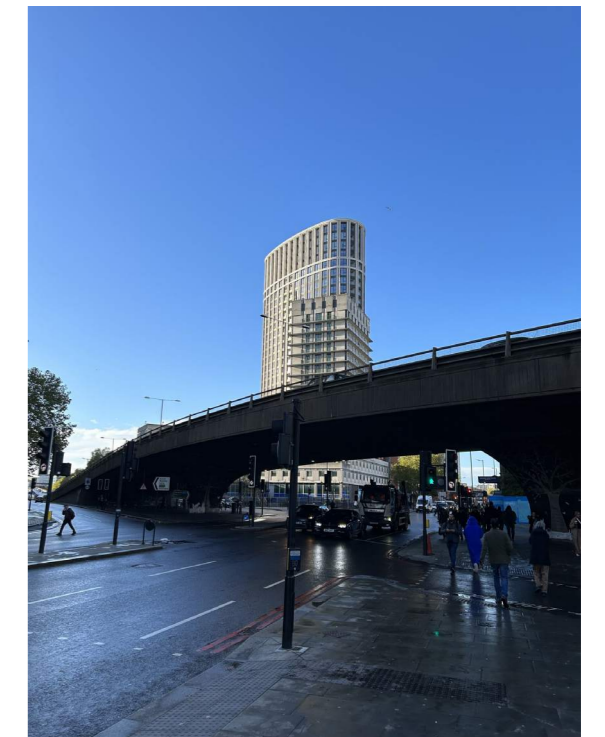
Fig. 2.5 Site Photographs Key Plan



View 1 - View of Westmark from Paddington Green



View 2 - View of police station from Harbet Road



View 3 - View of site from south of Westway





View 4 - View of site from below flyover



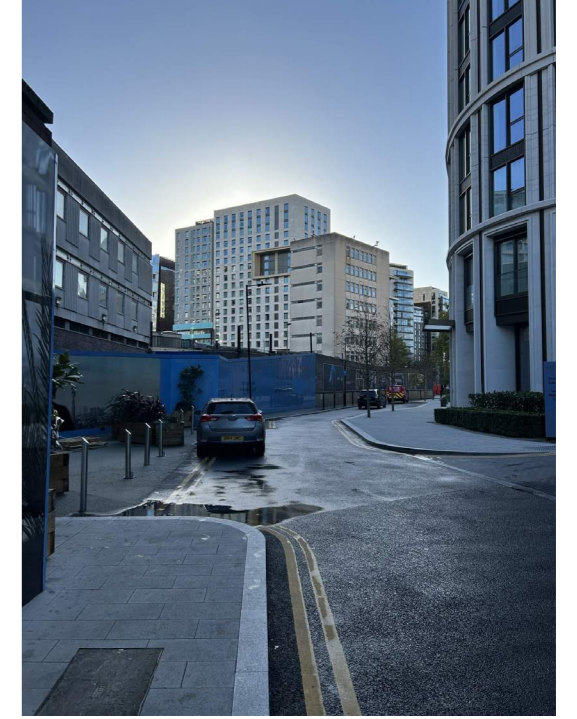
View 5 - View of site from Edgware/Harrow Rd



View 6 - Entrance to Newcastle Place from west



View 7 - Edgware Rd public realm



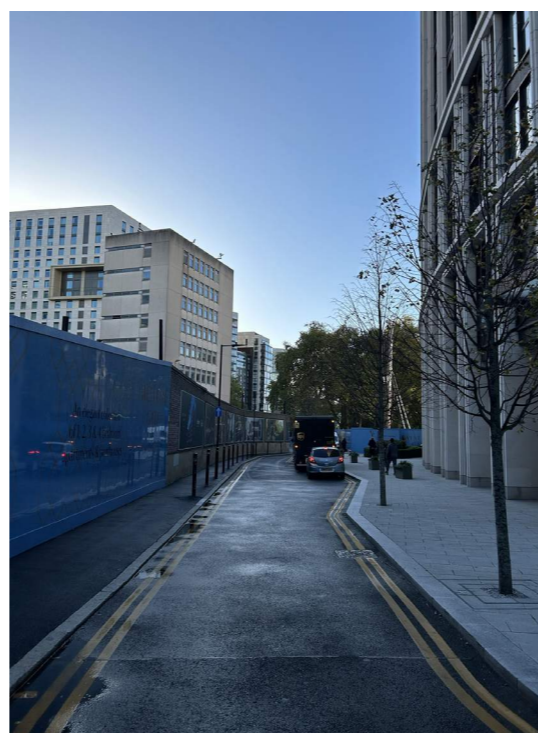
View 8 - Newcastle Place looking south-west



View 9 - View of site looking east from Green



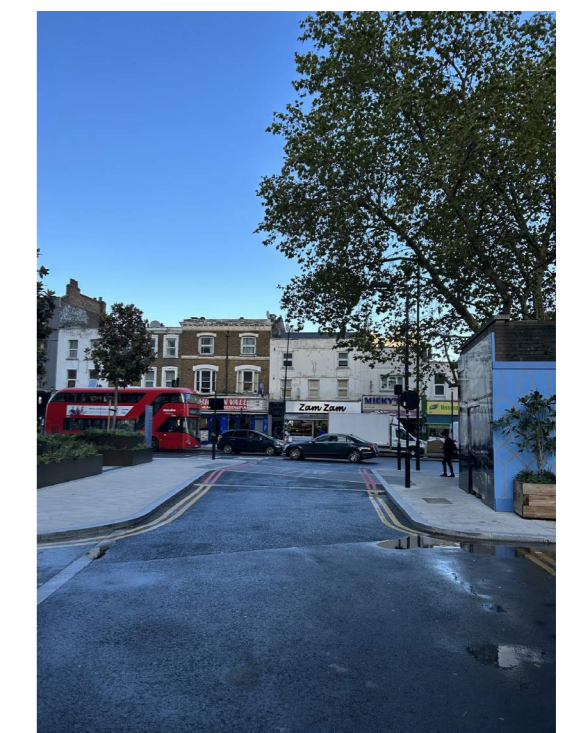
View 10 - Newcastle Place looking north-east



View 11 - Newcastle Place looking south-west



View 12 - Newcastle Place looking east



View 13 - Newcastle Place looking east