

## **Pre-application briefing to Committee**

### **1. DETAILS OF THE DEVELOPMENT**

**Reference No:** PRE/2016/0419

**Ward:** Crouch End

**Address:** 'Kwik Fit' site, 163 Tottenham Lane, Crouch End, N8 9BT

**Proposal:** The pre-application proposal is for redevelopment of the site to provide 26 residential units together with 1,258sqm of commercial floor space within 2 ground floor premises and plant and store room within basement (use classes A1, A2, B1, B2 restricted to MOT testing, mechanical servicing and repairs of motor vehicles and D1)

**Agent:** Peter Biggs, Countrywide Planning

**Ownership:** Private

**Case Officer Contact:** Tobias Finlayson

### **2. BACKGROUND**

- 2.1 The current pre-application scheme has evolved from several pre-application meetings in an attempt to address significant issues with a number of material planning considerations.
- 2.2 The development is being reported to Planning Sub-Committee to enable members to view it at an early stage. Any comments made are of a provisional nature only and will not prejudice the final outcome of any planning application submitted for formal determination. It is anticipated that the forthcoming planning application will be presented to the Planning Committee towards the middle of the year.

### **3. SITE AND SURROUNDS**

- 3.1 The site is located on the western side of Tottenham Lane and is currently occupied by a part 2 and part 3 storey building used as motor vehicle repair/servicing centre known commercially as Kwik Fit.
- 3.2 The site fronts Tottenham Lane which is within the Crouch End Town Centre and adjoins to the south the rear of residential properties on Fairfield Road. The boundary with these properties also forms the boundary of the Crouch End Conservation Area.
- 3.3 This site has been included in the Councils Site Allocation DPD pre-submission version and forms part of the expanded Crouch End Town Centre secondary frontage. As such, under policy DM42 of the Development Management DPD pre-submission version 2016 no more than the 50% of the ground floor of the whole street frontage should be in non-retail use.

## **4. PROPOSED DEVELOPMENT**

- 4.1 The pre-application scheme is for redevelopment of the site to provide 26 residential units together with 1,258sqm of commercial floor space within 2 ground floor premises and plant and store room within basement (use classes A1, A2, B1, B2 restricted to MOT testing, mechanical servicing and repairs of motor vehicles and D1).
- 4.2 The commercial floorspace would be made up of the ground floor and a part basement. The commercial floorspace would be split into 2 units, one for A1 (retail) use to accord with the policy requirement of being within secondary retail frontage in a Town Centre and the other unit to accommodate the existing Kwik Fit operation with a office fronting the street and the workshop to the rear (to meet the policy requirements for no loss of existing employment).
- 4.3 The residential units will be located on the first to third floors and comprises 7 x 1 bedroom units (27%), 16 x 2 bedroom units (62% and 3 x 3 bedroom units (11%).
- 4.4 A ground floor, the plan form will be H shaped with opening to the middle of either side. The first, second and third floors will have a T plan form, progressively set back from the rear at each level.

## **5. PLANNING HISTORY**

- 5.1 The most recent planning application (Council ref: HGY/2011/1329) was for demolition of existing garage and car wash, erection of five storey mixed use development for 589sqm of commercial space, 203sqm office space and 22 No flats comprising of 2 No studios, 2 No one bed flats and 18 No two bed flats and erection of 7 No three storey four bed terraced dwellings. Planning permission was refused.
- 5.2 The applicant subsequently submitted an appeal against the Council's decision to refuse planning permission with the Planning Inspectorate (PINs). PINs dismissed (upheld the Councils decision to refuse planning permission) the appeal following a public inquiry (PINS ref: APP/Y5420/A/12/2168352).

## **6. CONSULTATION**

### **Internal/external consultation**

- 6.1 The applicant has been advised of the requirements of the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement (SCI) (2011), which sets out the requirement of the developer engaging with and consulting the local community in planning and development issues. As outlined in the NPPF and the Council's SCI, applicants of major schemes are advised to undertake early community involvement before submitting an application to the Council. The applicant has sent out invites and flyers for a public exhibition to be held on 30 January 2017 and any

feedback/comments resulting from the applicant's own consultation will be included within the forthcoming planning application. The developer has also stated that they will report the outcome of their own public engagement at the pre-application sub-committee meeting.

### **Development Management Forum**

- 6.2 The proposal is scheduled to be presented to a Development Management Forum on 6 March 2017. Should a formal planning application be submitted, feedback from the Forum will be included within the written report to a forthcoming Planning Sub-committee.

### **Quality Review Panel**

- 6.3 A previous version of the proposal was presented to the Quality Review Panel (QRP) on 6 July 2016. The summary of the QRP views are as follows:

*The Quality Review Panel thanks the presenting team for a very full and thorough presentation. Whilst they recognise that the site has potential for redevelopment, they do not feel able to support the current proposals. It is a hugely ambitious scheme, but currently represents overdevelopment of a relatively constrained site adjacent to a conservation area. They express significant concern at the intention to retain the Kwik Fit, whilst inserting high-density residential and commercial accommodation above. Whilst this approach may prove to be technically possible, the panel feels that it will not deliver high quality residential or commercial accommodation. The scale of the main body of the development is too large and aggressive in relation to the houses to the rear of the site. The panel suggests that a mews at the rear of a new frontage block would provide the basis for a more appropriate relationship to neighbouring buildings.*

*Whilst the panel acknowledges the depth of thought that has gone into the emerging proposals, they would encourage a fundamental rethink of the architectural expression, elevational treatment and roofline of the scheme. They would welcome a design approach that achieves a more varied domestic character, capturing some of the elegance and richness of the existing buildings.*

*There is also scope for improvement in the quality and amenity of the residential accommodation on site. The panel would welcome an opportunity to comment on revised proposals.*

- 6.4 The proposal has been significantly amended since last presented to the QRP and is therefore scheduled for a further review on 22 February 2017. Should a formal planning application be submitted, the QRP views on the further amended proposal will be included within the written report to a forthcoming Planning Sub-committee.

## **7. MATERIAL PLANNING CONSIDERATIONS**

- 7.1 The main planning issues raised by the proposed development are as follows and are to be assessed prior to any forthcoming planning application being considered at Planning Sub-committee.

### **Principle of the development**

- 7.2 The redevelopment of the site to create a mixed use development comprising no loss of employment, A1 use comprising 50% of the frontage together with residential units is acceptable in principle and in accordance with the site allocation for the site subject to meeting other material planning considerations.
- 7.3 However, there is concern that whilst the retention of the Kwik Fit operation would likely retain sufficient employment, it may not be compatible with the upper floor residential units which form part of the scheme – suitable mitigating measures would be required to convince officers that the two uses are compatible – this has not yet been submitted and would need to be, for assessment, should a planning application be formally submitted.

### **Design and appearance**

- 7.4 Since the original proposal, the design approach has been amended and the overall bulk and scale of the proposal has been significantly reduced, which is welcomed. However, concern remains over the design of the front elevation, particularly that the proportions have gone from too horizontal to too vertical. It is also noted that the design is yet to have a follow-up review from the Quality Review Panel (scheduled for 22 February 2017). It is therefore considered that the design requires some refining prior to submission of any forthcoming planning application.

### **Affordable housing**

- 7.5 Local Plan Policy SP2 requires developments of more than 10 units to contribute to the Borough's target of 50% of affordable housing contributions to the Borough's affordable housing stock (current Draft Published Local Plan Amendment 40% affordable housing). Any proposed scheme providing less than the required affordable housing must submit a viability report for assessment and the applicant has indicated that this is their intention.

### **Density**

- 7.6 Whilst the proposal is still evolving, the current density of the proposal (451 habitable rooms per hectare) would be in line with the guidance in the London Plan Density Matrix of 70-260 u/ha and 200-700 hr/ha for an 'urban' location with a PTAL of 4.

### **Housing mix**

- 7.7 The proposed mix is presently 7 x 1 bedroom units (27%), 16 x 2 bedroom units (62% and 3 x 3 bedroom units (11%), which is considered to provide a good mix of units.

### **Impact on residential amenity**

- 7.8 The proposal should consider the impact on the amenity of the surrounding properties regarding loss of daylight/sunlight/enclosure overlooking, loss of privacy and noise levels, particularly those adjoining the site to the northeast (161 Tottenham Lane) and those fronting Fairfield Road to the south. Any formal submission should include a BRE sunlight and daylight study in relation to any redevelopment of the site and a noise report with mitigating measures if required.

### **Quality of accommodation**

- 7.9 London Plan policy 3.5 and Local Plan policy SP2 require high quality development to meet the standards of the Mayor's Housing SPG. From the plans provided, it appears that the proposed units would be of a good size and layout, with good sized rooms and access to amenity space.

### **Parking and highway safety**

- 7.10 The applicant is proposing to provide 4 off street car parking spaces to support the residential element of the development and these spaces will be allocated to the wheel chair accessible units and family size units. A parking management plan will be required in relation to the allocation of the proposed car parking spaces.
- 7.11 The operational hours of the existing CPZ are not sufficient to mitigate the impact of this development; as the proposed residential development peak parking demand will be generated outside the operational periods of the existing CPZ operational hours and will worsen the existing on street parking pressures in the area surrounding the site. We will therefore require a contribution from the developer towards the design and consultation on the extension of the CPZ operation hours. With amendments to the operational hours of the existing CPZ a car-free development is considered acceptable subject to a Travel Plan and s106 obligations.
- 7.12 The development will include the re-provision of the existing garage and any forthcoming planning application will require a Transport Assessment which will need to include surveys of the existing garage including number of vehicular trips, parking accumulation and duration of stay per vehicle. It is essential that the developer provides sufficient information to justify the parking proposed for the commercial aspect of the development.
- 7.13 Cycle parking will also be required at London Plan standards.

### **Accessibility**

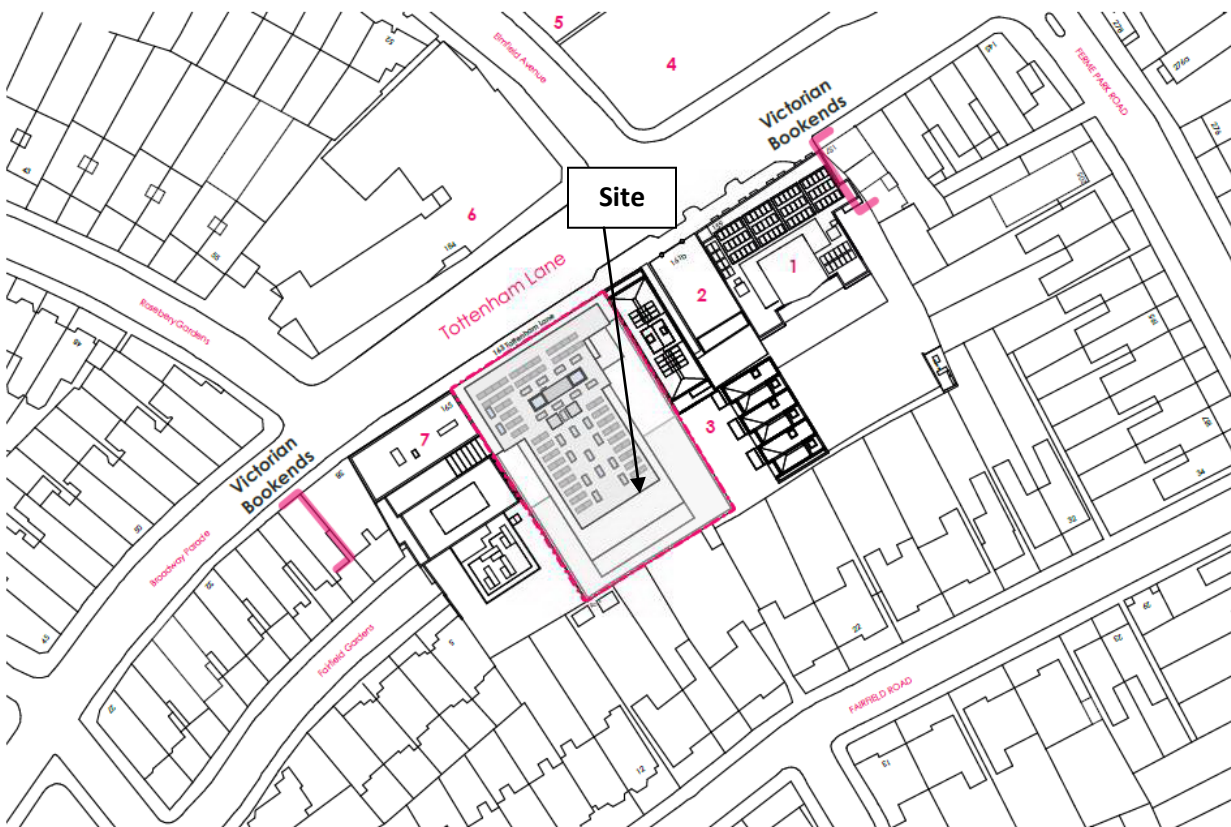
- 7.14 All units would comply with the relevant standards and the required 10% of the number of residential units (3) will be wheelchair accessible.

### **Sustainability**

- 7.15 The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations. This would be expected to be outlined in an Energy Strategy to be submitted with any forthcoming planning application.
- 7.16 These matters are to be assessed further before a full planning application is submitted and considered at the Planning Sub-Committee.

## PLANS AND IMAGES

### Indicative site layout



### Existing aerial photograph



Existing street elevation (looking south west)



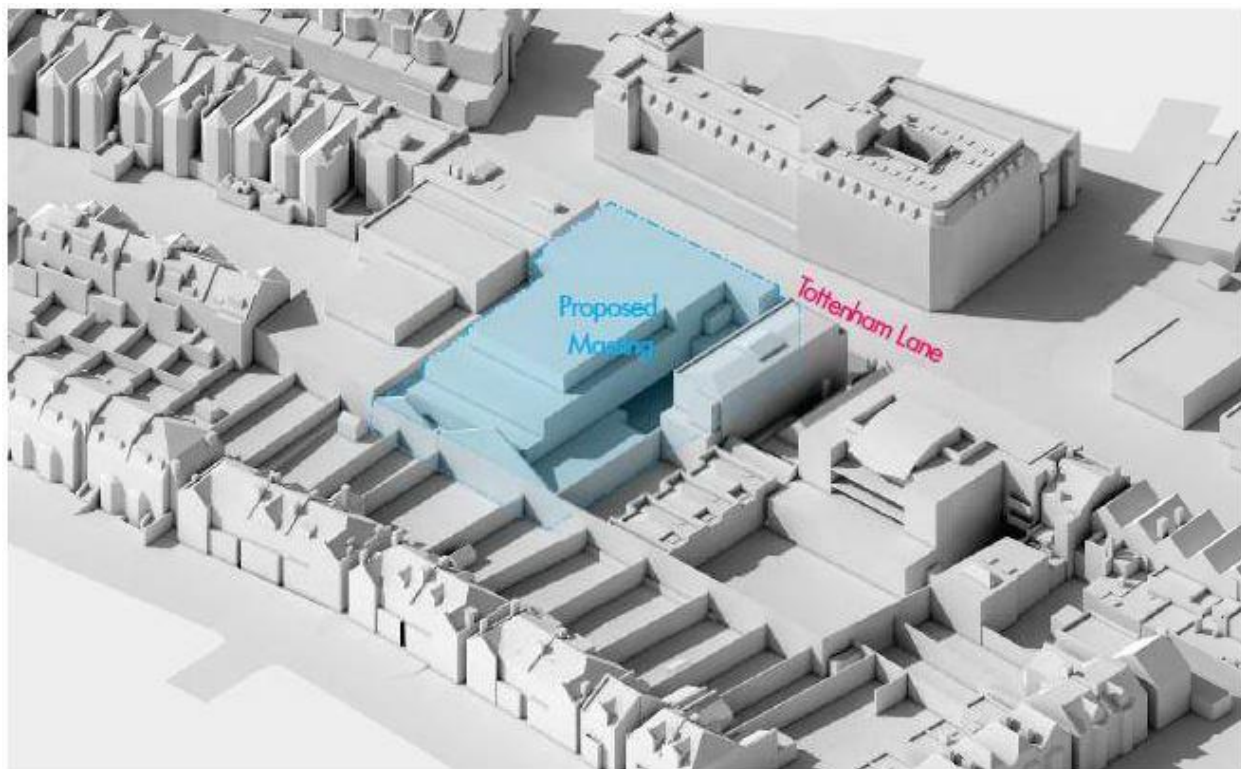
Existing street elevation (looking north east)



## Massing model (existing) view



## Massing model (proposed)



## Proposed front elevation (to Tottenham Lane)



## Proposed front elevation in context (to Tottenham Lane)



## Proposed rear elevation facing rear of Fairfield Road properties

