

Pre-Application Briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2019/0001

Ward: West Green

Address: Taxi/Vehicle Repair Centre, 38 Crawley Road, N22 6AG

Proposal: Demolition of the existing taxi/vehicle repair centre and erection of 29 dwellings (ten houses and 19 flats) in development up to four storeys in height, provision of 18 car parking spaces and creation of cycle/pedestrian mews and green link connecting Crawley Road with Downhills Way and Lordship Rec.

Applicant: Frankum Mews Limited

Agent: Collective Planning

Ownership: Private

Case Officer Contact: Christopher Smith

2. BACKGROUND

- 2.1. The proposed development is being reported to Planning Sub-Committee to enable members to view it in good time ahead of a full planning application submission. Any comments made are of a provisional nature only and will not prejudice the final outcome of any formally submitted planning application.
- 2.2. It is anticipated that the planning application, once received, will be presented to the Planning Sub-Committee in May 2019. The applicant has been recently engaged in pre-application discussions with Haringey Officers.

3. SITE AND SURROUNDINGS

- 3.1. The site is a 1.12ha plot of land located at the eastern end of Crawley Road, and to the west of Downhills Way. The site currently contains a taxi care/vehicle repair centre (Use Class B2).
 - 3.2. To the north and south of the site are further business and light industrial activities, whilst two storey residential properties border the site to the south-east as well as covering large parts of the wider surrounding area. Immediately to the north of the site is a culverted waterway (Moselle River).
- 4.** Lordship Recreation Ground is located a short distance to the west of the site. The site forms the central part of Site Allocation SA60 in the Council's Site

Allocations DPD which allocates this light industrial zone for residential development.

5. PROPOSED DEVELOPMENT

- 5.1. The proposal comprises demolition of the existing buildings on site and erection of a 'mews-style' development formed of two blocks of flats (max. four storeys) and ten houses (three storeys).
- 5.2. The scheme would include 18 car parking spaces plus cycle parking.
- 5.3. The scheme would create a new route through the site for pedestrians and cycles only to connect Crawley Road with Lordship Recreation Ground.

6. PLANNING HISTORY

- 6.1. The site has no detailed planning history.

7. CONSULTATIONS

7.1. Public Consultation

- 7.2. This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken. The applicant has undertaken the private delivery of leaflets in the local area to publicise the scheme.

7.3. Development Management Forum

- 7.4. The proposal was presented at a DM Forum on 26th November 2018.
- 7.5. Residents principally raised comments about building heights, vehicle access and traffic, pedestrian safety, impact on residential privacy and also potential future development on adjacent sites.

7.6. Quality Review Panel

- 7.7. A previous version of the proposal was assessed by the Quality Review Panel (QRP) on 26th September 2018. The QRP's report is attached as **Appendix 1**.
- 7.8. Following the QRP review the applicant amended the scheme. The masterplan for the site allocation has been revised, as has the layout of houses, flats and parking, landscaping and finishing materials. The amended scheme is to be reported again to QRP and the comments will be relayed to Members on the evening of the committee.
- 7.9. The submission of a full planning application is anticipated towards the end of February 2019.

8. MATERIAL PLANNING CONSIDERATIONS

- 8.1. The Council's initial views on the development proposals are outlined below:
- 8.2. *Principle of Development and Masterplanning*
- 8.3. The development proposals would be acceptable in principle as this industrial area is identified for replacement with residential development within the Council's Site Allocations DPD (SA60 – Barber Wilson). However, this is subject to the submission of further detailed information that demonstrates the existing employment activities are no longer viable or suitable in this location.
- 8.4. The development would provide a pedestrian/cycle route on an east-west axis as required by the site allocation. The site allocation also requires the retention of some employment activities on site, at a minimum within the existing Barber, Wilson and Co. building which itself must be retained, and further information is required demonstrating how employment uses would be formally retained within this wider site allocation as part of a functioning masterplan.
- 8.5. *Design and Appearance*
- 8.6. The scheme would be a high quality contemporary development with robust finishing materials that would improve the character of this locality. The layout is logical given the requirement for an east-west pedestrian/cycle route.
- 8.7. The height of the proposed buildings is generally acceptable in principle but the fourth storey level on the block of flats must be positioned and designed in order to have a respectful impact on the local street scene.
- 8.8. The route of the pedestrian/cycle link also requires further thought as it does not currently provide a direct link to Lordship Rec across Downhills Way.
- 8.9. *Residential Unit Mix and Affordable Housing*
- 8.10. The development would provide a high proportion of family houses which is acceptable in this area of traditional housing. Details of affordable housing levels, tenure and mix have not yet been provided. Further information on this matter has been requested by the Council.
- 8.11. *Density*
- 8.12. An indicative density of 60-75 units per hectare across the proposed masterplan area is considered reasonable given that the Mayor's density matrix indicates between 35 and 95 u/ha for a site with these characteristics would be appropriate.

8.13. *Transportation and Parking*

8.14. The site has a relatively low PTAL rating of 2-3. The development would comprise one parking space for each of the family-sized properties and a few additional spaces, up to a total of 18. This number of spaces is considered to be appropriate for the scheme.

8.15. *Impacts on Amenity of Surrounding Residents*

8.16. The general layout of the scheme would not have a material adverse impact affect residential amenity.

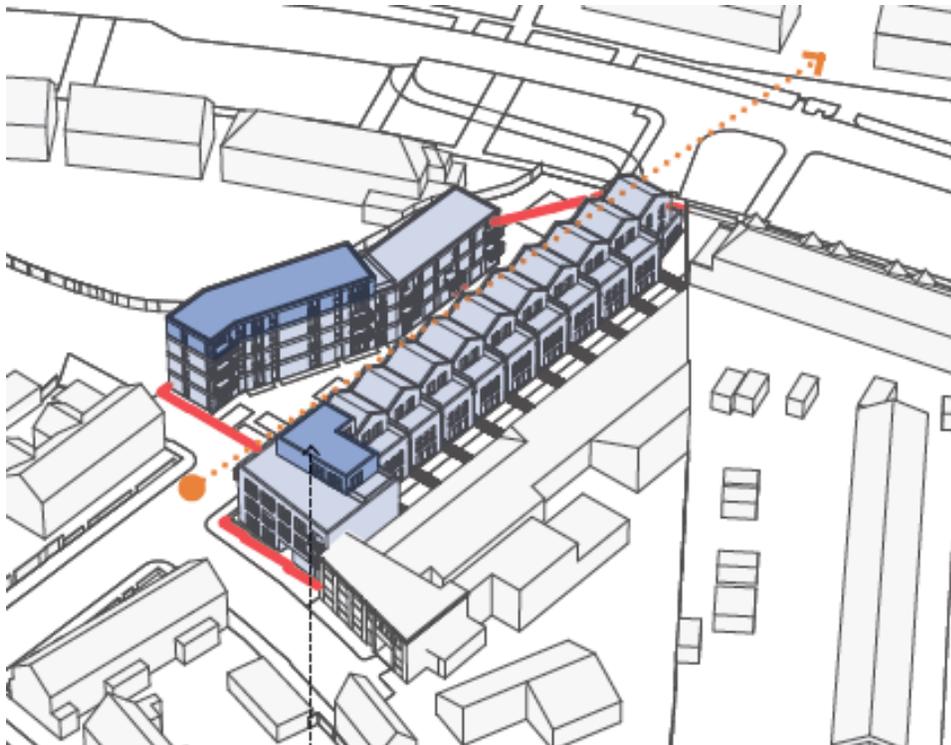
8.17. The houses to the south must be protected from noise disturbance and/or dust that could occur from existing employment uses to the south.

PLANS AND IMAGES

Layout Plan



Axonometric View



View from Crawley Road



View from Downhills Way



APPENDIX 1

1. Project name and site address

38 Crawley Road, Wood Green, London N22 6AG

2. Presenting team

David Highfield	Frankum Mews Development Ltd
Andrew Brown	Architecture519
John Ferguson	Collective Planning
Mark Wiseman	Collective Planning

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority's views

The site is a 1.12ha plot of land located at the eastern end of Crawley Road, and to the west of Downhills Way. It is currently occupied by a vehicle repair business. To the north and south of the site are further business and light industrial activities, whilst two storey residential properties border the site to the south-east as well as covering large parts of the wider surrounding area. Immediately to the north of the site is a culverted waterway (Moselle River) and a park is across Downhills Way to the east.

The site covers approximately one-third of site allocation SA60 as identified by the Site Allocations DPD 2017. This requires the provision of a green cycle and pedestrian link through the site to Lordship Recreation Ground, and de-culverting of the river (which may not affect this site). Any development on part of SA60 should also demonstrate an appropriate masterplan for entire site allocation. The site has a PTAL rating of 1a. The site does not contain any listed buildings and is not within a conservation area.

Officers are supportive of the general development principles including the pedestrian and cycle link. Further information on the existing employment activities are required, in addition to further discussions in respect of the scale, bulk and siting of the buildings, design detail and finishing materials, housing affordability and mix, layout, landscaping and drainage, accessibility and servicing - amongst other matters.

5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the opportunity to review the indicative masterplan at a pre-application stage, and feels the broad principles of the development are well considered. The northern section of the masterplan is well-resolved, but the panel thinks there is scope to improve the area to the south, especially with regard to the layout of buildings and spaces between them. In general, the panel would like to know more about the strategic approach to soft and hard landscape, and links to green spaces beyond the site. The design of the central linear space will be important to the success of the scheme. The panel encourages further work to explore the integration of vehicular movement and parking, and how ground floor accommodation can generate activity and natural surveillance, whilst also affording the dwellings' adequate privacy. The architectural expression of the scheme has a welcome simplicity, and the panel offered some detailed comments to support its continuing design development.

Massing and indicative masterplan

- The panel feels that the northern section of the indicative masterplan is well-resolved.
- In the planning application site (the central area of the masterplan), the simple layout and plot coverage seems to work well.
- The proposed density of the scheme seems appropriate for the site, and the panel feels that the massing has been handled well.
- There remains scope to improve the southern section of the masterplan, in terms of the layout of buildings, the nature of spaces between them, access and movement.
- The relationships between residential and employment uses, and between new and existing buildings would also benefit from more thought.
- The panel notes that anticipated adjacent sites within the indicative masterplan may not come forward for development, so the current proposals should make allowance for this.

Place-making, public realm and landscape design

- In terms of the proposed application site (centrally located within the indicative masterplan), the panel would encourage the design team to clarify whether the aim is for the central space to have the character of a 'mews' or a 'green' link.
- The panel would encourage the early involvement of an experienced landscape architect, to help resolve the character and use of streets and spaces.

- A vehicular through-route is not currently proposed, which creates an opportunity to explore alternative vehicle access arrangements. For example, parking areas could be located centrally in which case the carriageway could occupy a smaller area of the site.
- This could allow for a different balance of hard and soft landscape, and different approaches to defining public and private space.
- It would like to see the space within the central mews tightened up slightly, to create more generous back gardens.
- The panel questions whether the part-undercroft car-ports are a successful way of integrating cars into the scheme. It would encourage the design team to explore other options to improve the relationship between the homes and external spaces.
- Consideration of an appropriate strategy for visitor parking would also be welcomed, in addition to how fly-parking would be managed.
- The design team should explore the feasibility of opening up a section of the Moselle river. Council officers could help to facilitate discussions with the Environment Agency in this regard.
- The panel would also like to see how the connection to the park might be able to work.

Scheme layout, and architectural expression

- The panel welcomes the simplicity of the architecture proposed. However, it questions whether the 'bookend' elements need to stand forward of the central wings of accommodation, and would encourage the design team to explore adjusting this aspect of the design.
- The panel would encourage further work to enhance privacy and defensibility of ground floor accommodation, particularly in prominent corner locations. In addition, consideration should be given to the quality of outlook and daylight to the rear of the mews houses.
- The panel notes that in current proposals, the ground floor elevations are lacking in articulation and activity; the view from the public realm is of undercroft parking areas and dead frontages, and this needs further consideration.
- It would encourage the design team to achieve a greater consistency across the scheme through simplifying the palette of brick types, and ensuring that the materials are high quality and detailed well.

- Where a dark palette of materials is currently shown at ground level, the panel thinks lighter tones could help to enliven the streetscene.
- The outlook of the top floor flats in Blocks A and B would benefit from further consideration as they overlook large expanses of flat roof.

Sustainable design

- The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.
- The roofscape holds potential as a location for PV panels; in addition, identifying parts of the development to have living roofs can help with environmental sustainability. The panel would like to see these issues considered as the scheme progresses.
- It would also like to know more information about how the development will support biodiversity.

Next Steps

The panel would welcome a further opportunity to consider the proposals at a chair's review. It highlights a number of action points for consideration by the design team, in consultation with Haringey officers.