

Public Document Pack



PLANNING COMMITTEE

Tuesday, 21st May, 2019 at 7.30 pm

**Venue: Executive Suite, Dugdale Centre,
39 London Road, London EN2 0QS**

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MEMBERS

Councillors : Mahmut Aksanoglu (Chair), Sinan Boztas (Vice-Chair),
Mahym Bedekova, Chris Bond, Elif Erbil, Ahmet Hasan, Tim Leaver, Hass Yusuf,
Michael Rye OBE, Jim Steven and Maria Alexandrou

**N.B. Any member of the public interested in attending the meeting
should ensure that they arrive promptly at 7:15pm
Please note that if the capacity of the room is reached, entry may not be
permitted. Public seating will be available on a first come first served basis.**

**Involved parties may request to make a deputation to the Committee by
contacting the committee administrator before 12:00 noon on 17/05/19**

AGENDA – PART 1

- 1. WELCOME AND APOLOGIES FOR ABSENCE**
- 2. DECLARATION OF INTEREST**

Members of the Planning Committee are invited to identify any disclosable pecuniary, other pecuniary or non-pecuniary interests relevant to items on the agenda.

- 3. MINUTES OF THE PLANNING COMMITTEE HELD ON TUESDAY 23
APRIL 2019 (Pages 1 - 8)**

To receive the minutes of the Planning Committee meeting held on Tuesday 23 April 2019.

- 4. REPORT OF THE HEAD OF PLANNING (REPORT NO.4) (Pages 9 - 10)**

To receive the covering report of the Head of Planning.

5. 18/03030/FUL - 321 CHASE ROAD (SOUTH POINT HOUSE) AND 2-14 CHASE SIDE, LONDON, N14 6JT (Pages 11 - 58)

RECOMMENDATION: That planning permission be granted, upon completion of the legal agreement.

WARD: Southgate

6. 18/01539/FUL - 70A AND 72 THE RIDGEWAY, ENFIELD, EN2 8JB (Pages 59 - 98)

RECOMMENDATION: That planning permission be granted, upon completion of the legal agreement.

WARD: Highlands

PLANNING COMMITTEE - 23.4.2019

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON TUESDAY, 23 APRIL 2019****COUNCILLORS**

PRESENT Mahmut Aksanoglu, Maria Alexandrou, Chris Bond, Sinan Boztas, Elif Erbil, Ahmet Hasan, Gina Needs, Sabri Ozaydin, Michael Rye OBE, George Savva MBE, Jim Steven, Mahtab Uddin and Chris Horner (Conservation Area Group)

ABSENT

OFFICERS: Andy Higham (Head of Development Management), Sharon Davidson (Planning Decisions Manager), David Gittens (Planning Decisions Manager), Vincent Lacovara (Head of Planning), Sujata Majumdar (S106 Project Manager), Kevin Tohill (Planning Decisions Manager), John Hood (Legal Services), Dominic Millen (Group Leader Transportation) and Philip Wadsworth (CIL & Section 106 Infrastructure Manager)
Jane Creer (Secretary) and Metin Halil (Secretary)

Also Attending: 17 members of the public, applicant and agent representatives
Simon Allin – Enfield Independent

1094**WELCOME AND APOLOGIES FOR ABSENCE**

Councillor Aksanoglu, Chair, welcomed all attendees.

1095**DECLARATION OF INTEREST**

NOTED there were no declarations of interest.

1096**MINUTES OF THE PLANNING COMMITTEE HELD ON TUESDAY 19
MARCH 2019**

AGREED that the minutes of the Planning Committee meeting held on Tuesday 19 March 2019 were agreed as a correct record.

PLANNING COMMITTEE - 23.4.2019

NOTED

1. Councillor Bond referred to minute No.975 – 18/02170/FUL – Russett House School, 11 Autumn Close, EN1 4JA – stating that there was mention of an opening on the north side of the A10 as an exit from the school.
2. Andy Higham (Head of Development Management) clarified that he had contacted Keith Rowley (Director of School Expansions & Asset Management support) about this but had not received a response yet. He will be following this up and would then e-mail the Committee).

1097

REPORT OF THE HEAD OF PLANNING (REPORT NO.219)

RECEIVED the report of the Head of Planning.

1098

ORDER OF THE AGENDA

AGREED to vary the order of the agenda. The minutes follow the order of the meeting.

1099

SECTION 106 MONITORING REPORT (REPORT NO.224)

NOTED

1. After a short debate, this item was unanimously deferred to a future separate planning committee meeting.

1100

18/01539/FUL - 70A AND 72 THE RIDGEWAY, ENFIELD, EN2 8JB

NOTED

1. The introduction by David Gittens, Planning Decisions Manager, clarifying the proposals.
2. The deputation of Stephen Woods, neighbouring resident.
3. The response of Alfie Yeatman, Agent.

PLANNING COMMITTEE - 23.4.2019

4. There was a clarification of the mix of units, these were 5 x 2 bedroom units and 4 x 3 bedroom units.
5. Members debate and questions responded to by officers.
6. There was a general discussion regarding the various merits of the proposed scheme s. This prompted a request to defer determination of the planning application pending a Member site visit was not accepted. , the committee voted 5 votes for, 6 votes against and 1 abstention.
7. The support of the majority of the Committee to defer the application: 11 votes for and 1 vote against.

AGREED that the application be deferred.

Reason: To secure improvement in affordable housing.

1101

18/03590/FUL - WALKER PRIMARY SCHOOL, WATERFALL ROAD, LONDON, N14 7EG

NOTED

1. The introduction by Kevin Tohill, Planning Decisions Manager, clarifying the proposals.
2. No additional items were reported, but there was a request for the Head of Development Management to have delegated authority to agree the conditions.
3. The deputation of Brian Kavanagh (agent), in response to the objection made by Emma Stannard (neighbouring resident).
4. The statement of Councillor Stephanos Ioannou, Southgate Ward Councillor.
5. The statement of Chris Horner (Conservation Advisory Group).
6. Members' debate and questions responded to by officers.
7. The unanimous support of the of the Committee for the officers' recommendation.

AGREED that planning permission be granted, subject to the conditions set out in the report and that the Head of Development Management/Planning Decisions Manager be authorised to agree the conditions and grant conditional planning permission.

1102

19/00632/FUL - MERIDIAN WORKS, UNITS 4, 5, 6, 9 AND 9A AND ADJACENT LAND AT ORBITAL BUSINESS PARK, 5 ARGON ROAD, EDMONTON, N18 3BW

NOTED

PLANNING COMMITTEE - 23.4.2019

1. The introduction by Sharon Davidson, Planning Decisions Manager, clarifying the proposals.
2. The following updates to the report as reported:

- **Traffic, Transport and Access**

- Trip Generation

The committee report states that the mode share projections used to inform the TA are based on ticket sales and customer survey results.

To clarify, there has been no customer survey carried out yet to inform the projections for this event. The projections are based on ticket sales and information gained from previous years events in other locations. A customer survey of this event is expected to be carried out by the applicant to inform mode share data for any future events at the site.

- Pedestrian Access

Para 9.35 – The committee report states that pedestrian points of access to the site will be provided along the southern boundary with Tottenham Marshes. To clarify, all access into and out of the site for festival goers will be over the bridge over Pymmes Brook. Whilst a pedestrian route will be provided through Tottenham Marshes as shown in Figure 1, pedestrians will be routed towards the main entrance to the festival across the bridge. The access points from the site onto the marsh are emergency routes only.

To clarify, the final ingress/egress plan will be submitted to and agreed with the LPA prior to the event. However, the main ingress to the site will be through a stewarded route through the marshes and over the bridge or along Watermead Way/Meridian Way and Leaside Road. Entry to the event through the marshes will only be permitted up until 8pm after which time access will not be permitted given this route will be unlit. Egress from the event will be along Leaside Road and Meridian Way and not permitted through Tottenham marshes.

- **Consultation Update**

- Transport for London

TfL have confirmed that the proposal as it stands is acceptable subject to conditions requiring the provision of cycle parking (the applicant intends to provide a 30m x 30m facility with capacity for up to 1000 bikes which TfL deem sufficient for this event) and a requirement that a transport survey is undertaken during the festival to ascertain whether the predictions made in the transport management plan regarding mode share are accurate. An additional condition to cover this is recommended.

Objections have been received from Tottenham Hotspurs Football Club and Stonebridge Lock Coalition since the report was

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published. (The Spurs letter was circulated in full for Members). In summary, the objections raised are:

THFC

THFC have stated that whilst there are no major events (over 10,000 spectators) planned to take place at the stadium at the same time as the festival, that in the absence of key timetabling information to confirm that sufficient public transport capacity exists they object to the application especially in the absence of express support from TfL, British Transport Police and the Metropolitan Police.

Officer Response:

Full consideration of the impact on the transport network is provided in section 9 of the committee report and has been based on the latest available timetabling information for train and underground services.

The Transport Management Plan and Event Management Plan also provide details of crowd management to ensure that transport nodes are not overwhelmed.

Since the publication of the report TfL have confirmed that they have no objections to the proposals. The Police have been consulted but have not commented on the planning application. They are involved in the Licensing process and I understand that they are not raising objections to this individual event on capacity ground.

Stonebridge Lock Coalition

10 mature trees have been felled on the Wild Marsh West line to provide emergency exits for these events.

The events will encourage footfall through the marsh and the noise and light pollution from the events will extend beyond the usual daytime period disrupting nesting birds and breeding mammals and foraging bats. There will be increased levels of litter entering the Lee Navigation and Pymmes Brook as a result of the event.

The organisers should be required to provide habitat enhancements and ecological features to ensure there is a biodiversity net gain.

Officer Response:

Clearance of trees has taken place outside of the application site and outside the control of the LPA. It is understood however, that the applicant has carried out these works in agreement with the Lee Valley Regional Park Authority, guardians of the Marsh.

Festival goers will use an existing route through the marsh that will be unlit. Lighting levels and lighting direction at the event site will be

PLANNING COMMITTEE - 23.4.2019

agreed with the LPA to ensure that sensitive areas are protected to limit any adverse impacts on special ecological areas.

Conditions have been imposed to ensure litter and waste are minimised, managed appropriately and cleared from the site and adjoining areas.

- **Ecological Survey Update**

Since the publication of the report further survey work has been undertaken to establish the presence of breeding birds at the site. These took place on the 8th and 15th April with 2 further surveys planned on 25th April and 2nd May.

The applicant has provided an interim report in the absence of the completion of the surveys to inform officers and members of the committee of the latest position with regards to protected species.

The ecologist who carried out the surveys has confirmed that there were no sightings of black redstart, either on site or in the surroundings. It was noted that the IKEA building next to the site is using visual and audible bird deterrents which may reduce the likelihood of black redstart and other breeding birds occurring on site. Feral pigeons *Columba livia* were recorded in Unit 9 on site. The applicant's ecologist has advised that the noise disturbance from the festival is not likely to significantly disturb nesting pigeons or other common, urban nesting birds, to the point where the nest is abandoned or young impacted. However, they have identified appropriate mitigation measures to protect the nests and these have been confirmed as acceptable by the Council's own Ecological Consultant.

The additional surveys planned remain necessary as it is still early in the nesting season. Conditions to secure appropriate mitigation would be added following receipt of final report should the findings remain consistent with the above.

3. Members debate and questions responded to by officers.
4. The support of the majority of the Committee for the officers' recommendation: 10 votes for and 2 abstentions.

AGREED that subject to the receipt of satisfactory ecological survey results, the Head of Development Management/Planning Decisions Manager be authorised to grant planning permission subject to conditions and add any additional planning conditions necessary to secure appropriate mitigation as well as make any minor amendments to the wording of the conditions in the report.

1103
19/00722/FUL - 47 RUSSELL ROAD, ENFIELD, EN1 4TN

NOTED

PLANNING COMMITTEE - 23.4.2019

1. The introduction by Kevin Tohill, Planning Decisions Manager, clarifying the proposals.
2. Receipt of Revised Plans reconfiguring the design of the proposed rear extension but maintaining a height of 2 metres on the boundary with the neighbouring properties.
3. Explanation of the relationship to these neighbouring properties in light of adopted policy.
4. Members' debate and questions responded to by officers'.
5. The unanimous support of the Committee for the officers' recommendation.

1104

ANY OTHER BUSINESS

NOTED

1. Proposal by Vincent Lacovara (Head of Planning) to arrange site visits to other London Borough's, to seek out Committee Members' views on the benefits of site visits to developments elsewhere in London.
2. These would include:
 - High density residential schemes
 - Tower developments
 - High affordable housing
 - Infill and small sites
3. Members to e-mail officers regarding:
 - How many visits
 - Time of visits i.e. morning, afternoon or Saturdays
 - Member availability

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MUNICIPAL YEAR 2019/2020 - REPORT NO 4

COMMITTEE:
 PLANNING COMMITTEE
 22.05.2019

AGENDA - PART 1	ITEM 4
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SUBJECT -

MISCELLANEOUS MATTERS

REPORT OF:
 Head of Planning

Contact Officer:
 Planning Decisions Manager
 David Gittens Tel: 020 8379 8074
 Kevin Tohill Tel: 020 8379 5508

4.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

4.1.1 In accordance with delegated powers, 281 applications were determined between 10/04/2019 and 07/05/2019, of which 207 were granted and 74 refused.

4.1.2 A Schedule of Decisions is available in the Members' Library.

Background Papers

To be found on files indicated in Schedule.

4.2 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS DEC

On the Schedules attached to this report I set out my recommendations in respect of planning applications and applications to display advertisements. I also set out in respect of each application a summary of any representations received and any later observations will be reported verbally at your meeting.

Background Papers

- (1) Section 70 of the Town and Country Planning Act 1990 states that the Local Planning Authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section 54A of that Act, as inserted by the Planning and Compensation Act 1991, states that where in making any determination under the Planning Acts, regard is to be had to the development, the determination shall be made in accordance with the plan unless the material considerations indicate otherwise. The development plan for the London Borough of Enfield is the London Plan (March 2015), the Core Strategy (2010) and the Development Management Document (2014) together with other supplementary documents identified in the individual reports.
- (2) Other background papers are those contained within the file, the reference number of which is given in the heading to each application.

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 21st May 2019

Report of
Head of Planning

Contact Officer:
Andy Higham
Elliott Doumanis
Tel No: 02083795518

Ward:
Southgate

Ref: 18/03030/FUL

Category: Full Application

LOCATION: 321 Chase Road (South Point House) And 2-14 Chase Side , London, N14 6JT,

PROPOSAL: Three storey rear extension incorporating a part-lower ground floor extension(B1 use), relocation of rear access ramp to basement car park, provision of pedestrian footpath along Nichol Close together with and landscaping to the existing roof to the rear of 2-14 Chase Side.

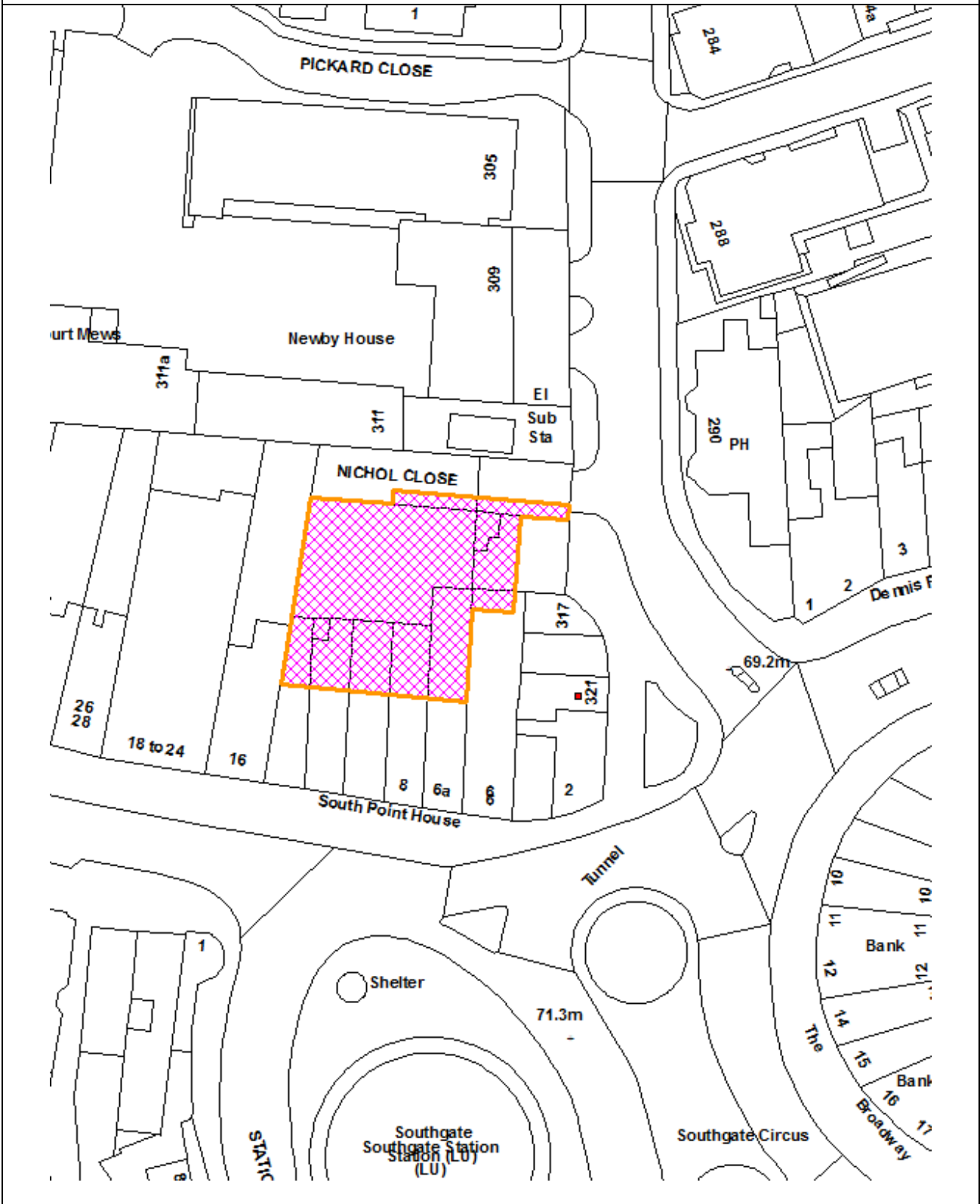
Applicant Name & Address:
c/o agent
c/o agent

Agent Name & Address:
Miss Laura Dimond
68 Hanbruy Street
London
E1 5JL
UK

RECOMMENDATION: That planning permission be **GRANTED**, upon completion of the legal agreement

Note for Members:

Ref: 18/03030/FUL LOCATION: 321 Chase Road (South Point House) And 2-14 Chase Side , L



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Scale 1:750

North



1.0 Note for Members

- 1.1 Although a planning application of this nature would normally be determined by officers under the adopted scheme of delegation, this application is reported to Planning Committee for determination at the request of Councillor Levy, due to the level of public interest.

2.0 Recommendation

- 2.1 That upon completion of the legal agreement, the Head of Development Management / Planning Decisions Manager be authorised to GRANT planning permission subject to the following conditions:

1. Time Limited Permission- 3 years
2. Approved Plans
3. Restriction of use to a B1 unit
4. Details of Materials
5. Details of Levels
6. Details of Hard Surfacing
7. Details of External Lighting
8. Details of Refuse Storage & Recycling Facilities
9. Cycle parking spaces
10. Acoustic report
11. Energy Statement
12. Construction Management Plan
13. Details of green roof
14. Details of Sustainable Urban Drainage Strategy
15. Delivery Servicing Management Plan
16. Energy Statement
17. Energy Compliance Certificate

- 2.2 It is also requested that authority to finalise the wording of conditions under the above headings, is given to officers to ensure they reflect any issues raised by Planning Committee and / or any reported updates to the meeting.

3.0 Executive Summary

- 3.1 This is a re-submission of a previous scheme which was refused planning permission under ref: 15/01152/FUL which proposed a four storey rear

extension incorporating a part lower ground extension to provide 1,125sqm of (B1) office space and relocation of rear access ramp to basement car park.

- 3.2 An appeal against this decision was made to the Planning Inspectorate who dismissed the appeal and supported the Council's decision
- 3.3 The current revised proposal is for a three storey rear extension incorporating a part-lower ground floor extension (B1 use), relocation of rear access ramp to basement car park, provision of pedestrian footpath along Nicol Close together with and landscaping to the existing roof to the rear of 2-14 Chase Side. The reduction in height, bulk and massing together with additional supporting information, is in response to the issues raised by the Council's previous decision and overall, is considered acceptable.
- 3.4 The recommendation is subject to a s106 legal agreement pertaining to vehicle access along Nichol Close (please see section 6.6 of the report).

4. Site and surroundings

- 4.1 The application site comprises an irregularly shaped plot currently occupied by a part three, part six storey building known as South Point House, located on the prominent corner of Chase Side and Chase Road with its access from Nichol Close off Chase Road.
- 4.2 South Point House is a 1960s building comprising commercial on ground level and 35 residential units on upper floors. The massing is comprised of three floors facing Chase Side and with a taller six-storey tower facing Chase Road.
- 4.3 The two wings of the existing South Point House building enclose an area to the northwest which includes a car park on two levels. The existing Chase Road retail spaces at ground floor extend into the car park, creating a raised platform at first floor level.
- 4.4 Car parking and servicing is accessed from Nichol Close which connects to Chase Road side leading to a lower ground car parking level providing for approximately 48 spaces with an upper ground floor level providing 14 spaces.
- 4.5 The site is within Southgate District Centre and is well served with transport links with the underground across Chase Side to the south and with several bus routes operating within vicinity of the site. Locality is also comprised of shopping frontages and parades. The PTAL rating for the site is 5 indicating high connectivity.
- 4.6 The site is within the Southgate Circus Conservation Area. The conservation area derives its character from the underground station and associated transport interchange and shopping parade. Most of the properties within the conservation area date from the 1930s onwards with the primary uses being transport, offices and retail. To the north of the station, the properties fronting Chase Side which form South Point House are identified as buildings having a negative impact on the conservation area.

5.0 **Proposal**

- 5.1 The applicant seeks full planning permission for a three storey rear extension incorporating a part-lower ground floor extension (B1 use), relocation of rear access ramp to basement car park, provision of pedestrian footpath along Nichol Close together with and landscaping to the existing roof to the rear of 2-14 Chase Side.
- 5.2 The proposed development is comprised of four floors comprising of a lobby at lower-ground floor level, a mezzanine area at the ground floor level and office space on the first and second floor level.
- 5.3 The development is contained within the rear open courtyard area surrounding from the south and east by the existing office block (South Point House), to the west by properties on Chase Side including the Barclays Bank building and to the north is a two storey office building with a mansard style roof extension at 311 Chase Road.
- 5.4 The main pedestrian and vehicle access to the new office block would be from Chase Road via Nichol Close.

6.0 **Relevant planning history**

- 6.1 P13-03387-PRJ for a change of use from office (B1) floors 1-5 to residential (C3) 37 flats. Prior approval not required, and the application was finalised on 10.02.2014.
- 6.2 TP/10/0670 for the provision of commercial unit (A1 & A2) involving erection of an infill extension to existing undercroft parking area. Planning permission was granted on 15.07.2010.
- 6.3 TP/09/1872 for the provision of a 2-storey commercial unit (A1 & A2) involving erection of an infill extension to existing undercroft parking area. The application was refused on 07.04.2010.
- 6.4 15/01152/FUL for the provision of a four storey rear extension incorporating a part lower ground extension to provide 1,125sqm of (B1) office space and relocation of rear access ramp to basement car park. The application was refused planning permission on 18.06.2015 and it was also dismissed at planning appeal by the Inspectorate (ref. APP/Q5300/W/15/3134504). The reasons for refusal have been outlined below:
 - Having regard to the proposal to convert the existing office space (floors 1-5) to 37 flats under refer P13-03387PRJ, no evidence has been submitted to demonstrate the need for additional office accommodation in this location. In this respect the development would be contrary to policy CP19 of the Core Strategy.
 - Having regard to the proposal to convert the existing office space (floors 1-5) to 37 flats under refer P13-03387PRJ, the proposed development, by virtue of its siting, scale, width height and proximity to the existing building, would detrimentally impact on the amenities of the future occupiers of these residential units in terms of light, outlook and privacy resulting a development that is visually dominant and overbearing and which would create an unacceptable sense of enclosure. In this respect the development is contrary to Policy CP30 of the Core Strategy, Policies DMD10, 25 and 37 of the Development Management Document and Policies 7.4 and 7.6 of the London Plan.

- The proposed development by virtue of its siting, scale, width, height and proximity to the existing buildings, Nos. 16 Chase Side and 311 Chase Road, would detrimentally impact on the amenities of the occupiers of these buildings in terms of light and outlook, resulting a development that is visually dominant and overbearing and which would create an unacceptable sense of enclosure. In this respect the development is contrary to Policy CP30 of the Core Strategy, Policies 25 and 37 of the Development Management Document and Policies 7.4 and 7.6 of the London Plan.
- The proposed main pedestrian access to the development via the side pavement on Nichol Close, by virtue of its constrained dimensions including its substandard width, siting, obstructed visibility and its combined use as access for vehicles to the lower basement and ground floor parking and for those of neighbouring properties and servicing, would result in unsatisfactory access arrangements and potentially may give rise to congestion and hazardous traffic movement on Nichol Close to the detriment of public safety, highway safety and the free flow of traffic on Nichol Close and adjoining highways. In these respects, the development would be contrary to policies DMD45 of the Development Management Document and London Plan policy 6.13.
- The proposed development, in the absence of a robust transport assessment indicating the expected additional numbers of visitors to the site arising from this proposal and details of the anticipated number of users to be in the facility at any given time and the quantum of vehicle traffic anticipated for both the existing and proposed use, fails to demonstrate that it could operate without prejudicing the operations of the existing use and the proposed use and the neighbouring properties having regard to policies 24 and 25 of the Core Strategy and policies DMD 45, 47 and 48 of the Development Management Document as well as policies 6.3, 6.9.6.10 and 6.13 of the London Plan.
- No information has been submitted in the form of a heritage statement to robustly assess the impact of the proposals on the setting of the Grade II* listed Southgate Underground station and the Grade II* listed Station Parade and the wider conservation area. In this regard the proposal fails to provide the necessary assessment with regard to the impact of the proposals on the significance and setting of the heritage assets and therefore could harm their significance and setting contrary to Policy 31 of the Core Strategy, Policy DMD 44 of the Development Management Document and the guidance contained within the National Planning Policy Framework.

7. Consultation

7.1 Statutory and non-statutory consultees

Traffic and Transportation

- 7.1.1 An objection has been raised due to the lack of suitable servicing arrangements and pedestrian access as well as inadequate information to support the proposal. In consultation with the applicant and Council officers,

the key issues raised by the traffic and parking officers have been overcome and this is detailed further in Section 6.5 of this report.

Environmental Health

7.1.2 No objections subject to conditions in relation to an acoustic report.

Heritage

7.1.3 No objection.

Trees

7.1.4 No objection.

Southgate District Civic Trust

7.1.5 No objection however raised concerns in relation to residential amenity.

UK Power Network

7.1.6 No comment.

Commercial Waste

7.1.7 No comment.

7.2 Public

7.2.1 Consultation letters were sent to 87 neighbouring and nearby properties. In addition, a notice was posted close to the site.

7.2.2 There was one objection received and the key issues raised are summarised below:

- The proposal will be converted to residential under prior approval once approved
- Inaccurate drawings submitted in relation to omitting the neighbouring building at 311 Chase Road and not showing the double yellow lines on Nichol Close
- Loss of daylight/sunlight to design studio
- Unacceptable scale and massing
- Loss of privacy
- Pedestrian and vehicle access in Nichol Close
- Increased traffic generation and loss of car parking
- Loss of public access in Nichol Close
- Damage to private property as a result of the new development
- Wind tunnel effect
- Insufficient amount of refuse storage
- Unacceptable management plan for bin collection

8.0 Relevant Policy

8.1 London Plan

Policy 2.15 Town Centres
Policy 4.2 Offices
Policy 4.3 Mixed use development and offices
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.6 Decentralized energy in development proposals
Policy 5.7 Renewable energy
Policy 5.8 Innovative energy technologies
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening
Policy 5.11 Green roofs and development site environs
Policy 5.13 Sustainable drainage
Policy 5.14 Water quality and wastewater infrastructure
Policy 5.15 Water use and supplies
Policy 5.16 Water self-sufficiency
Policy 5.18 Construction, excavation and demolition waste
Policy 6.3 Assessing the effects of development on transport capacity
Policy 6.7 Better streets and surface transport
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.12 Road network capacity
Policy 6.13 Parking
Policy 7.1 Building London's neighbourhoods and communities
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.8 Heritage assets and archaeology
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes

8.2 Core Strategy

CP17 Town Centres
CP19 Offices
CP20 Sustainable energy use and energy infrastructure
CP21 Delivering sustainable water supply, drainage and sewerage infrastructure
CP22 Delivering sustainable waste management
CP24 The road network
CP25 Pedestrians and cyclists
CP26 Public Transport
CP28 Managing flood risk through development
CP30 Maintaining and improving the quality of the built and open environment
CP31 Built and landscape heritage

8.3 Development Management Document

DMD10 Distancing
DMD22 Loss of employment outside of designated areas
DMD25 Locations for new retail, leisure and office development
DMD27 Angel Edmonton, Edmonton Green, Southgate and Palmers Green District Centres
DMD28 Large local centres, small local centres and local parades

DMD30 Floorspace above commercial premises
DMD30 Floorspace above commercial premises
DMD37 Achieving High Quality and Design-Led Development
DMD38 Design Process
DMD44 Preserving and enhancing heritage assets
DMD45 Parking Standards and Layout
DMD47 New Roads, Access and Servicing
DMD48 Transport Assessment
DMD49 Sustainable Design and Construction Statements
DMD50 Environmental Assessment Methods
DMD51 Energy efficiency standards
DMD52 Decentralised energy networks
DMD53 Low and zero carbon technology
DMD54 Allowable solutions
DMD55 Use of roof space/vertical surfaces
DMD56 Heating and cooling
DMD57 Responsible sourcing of materials, waste minimisation and green procurement.
DMD58 Water efficiency
DMD59 Avoiding and reducing flood risk
DMD61 Managing surface water
DMD64 Pollution control and assessment
DMD65 Air quality
DMD68 Noise
DMD69 Light pollution

8.4 Other Relevant Policy

National Planning Policy Framework
National Planning Practice Guidance
Southgate Circus Conservation Area Character Appraisal Analysis

9.0 **Analysis**

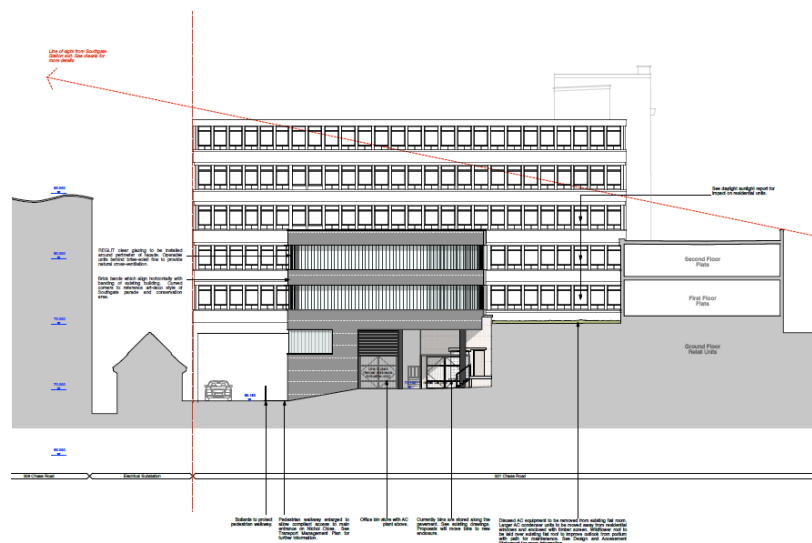
Principle of the Development

- 9.1 Core Policy 19 seeks to protect office uses in Southgate town centre, encouraging renewal and modernisation of existing premises and the development of new premises, where there is evidence of demand.
- 9.2 Policy DMD 25 of the Development Management Document focuses on locations for new retail, leisure and office development and setting out criteria that must be met for town centre development to be permitted as follows;
- a) The proposed use supports town centre vitality and viability;
 - b) The design and siting of the development promotes visual continuity with surrounding built environment;
 - c) The proposed use does not harm the character, appearance and amenity of the area;
 - d) The residential amenities of local residents will not be harmed by way of noise, disturbance, loss of daylight or privacy;
 - e) The proposal will not have an adverse impact on safety and traffic flows or unacceptably add to traffic and parking problems in the area;
 - f) The scale of parking is proportionate to the size of the development; and
 - g) An active frontage is achieved at the ground floor.

- 9.3 In respect of CP19 of the Core Strategy, it supports the development of new premises where there is evidence of demand. The supporting text explains that Southgate is a main office location which can be promoted as a location for office provision.
- 9.4 The proposed development is supported by an office market assessment prepared by Jon Christopher Chartered Surveyors. The report demonstrates that there is a demand for all types of office floorspace within the local area, particularly due to the site's location within an area that is highly connected by public transport (PTAL rating 5).
- 9.5 The arguments raised in the submitted office market assessment are considered to be well founded and given the subject site previously comprised office space prior to the implementation of the prior approval application to convert to residential use, it is considered that the proposal for a new office development will support the vitality and viability of the town centre.
- 9.6 The proposal is also considered to be acceptable in respect of its impact on the character of the area, amenity of neighbouring properties and traffic and parking which has been further discussed below. Accordingly, the proposal is found to be acceptable in regard to Policy DMD25.
- 9.7 However, to prevent the future conversion of the office accommodation to residential without planning permission, a condition will be imposed restricting permitted development rights.

Effect on the Character and Appearance of the Surrounding Area

- 9.8 The proposed building represents a reduction in scale compared to the previous refusal (ref. 15/01152/FUL). Notably, the depth of the building has been reduced by 7.7m from the western boundary and a floor level has been removed resulting in a reduction in the overall height by 2.8m.
- 9.9 Consequently, the resultant building measures 15.7m in length, between 13.3m and 14.4m in width and between 12m to 13.6m in height (due to the uneven ground level to the parapet). Its height would be no greater than the parapet level of existing three storey block fronting on Chase Side. In terms of positioning, it would be set in between 10m to 12m from the existing three storey block fronting Chase Side, 7.3m from nearby property at No. 311 Chase Road and 15m from the rear of no. 16 Chase Side.



- 9.10 The development would be situated to the rear of the site and would be attached into the core of the existing office block taking part of the existing floor space and providing the service core (stairs, fire exit, communal lobby area and washrooms) within this shared space.
- 9.11 The proposed development has been designed to have a contemporary appearance that takes reference to an art deco style from the surrounding area, notably Southgate Underground Station and the associated shopping parade. The Art Deco principles adopted in the proposal include banding and varying textures. A variety of materials are proposed, sympathetic to the context of the area including glazed brick, glass fins, black coping, clear and opaque glass and solar shading. A recessed section of glazing at the junction between the existing building and the extension assists to create visual separation.
- 9.12 In addition, a green roof will also be provided above the proposed development and above the single storey portion at the rear of the existing three storey block fronting Chase Side. This will assist in softening the appearance of the existing and proposed structures when viewed from surrounding development.



- 9.13 The proposed extension does not include an active frontage as it is located on a back-land site that is not readily perceptible from the surrounding area.
- 9.14 In conclusion, the proposed development has been significantly improved through amendments to its visual appearance and massing. The proposal is considered to have an acceptable relationship to the scale and character of the surrounding area having regard to the Council's adopted policies.

Heritage Impact

- 9.15 Section 72 (general duty as respects conservation areas in exercise of planning functions) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("Listed Buildings Act") confirms that, in respect of buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. 'Preserving' in this context means doing no harm.
- 9.16 The case of *Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council* [2014] EWCA Civ 137, concluded that where an authority finds that a development proposal would harm the setting ... or the character and appearance of a conservation area, it must give that harm "considerable importance and weight". The case of *Forge Field Society & Ors, R v Sevenoaks District Council* [2014] EWHC 1895 (Admin) re-confirmed the *Barnwell* ruling and went on to recognise that a finding of harm gives a strong

presumption against planning permission being granted. However, where the development proposal will lead to less than substantial harm to the significance of a designated heritage asset, the NPPF advises this harm should be weighed against public benefits of the proposal, including securing its optimum viable use.

- 9.17 The Heritage Impact statement submitted with the application argues that the height, massing and facade design of the extension is appropriate for this back land site within the Conservation Area. It will preserve the setting of the listed buildings and structures on Southgate Circus. It also argues that the proposal will enhance the character and appearance of the Conservation Area, notably in relation to the White Hart pub on the other side of Chase Road, which is identified by the Conservation Area Character Appraisal as contributing to the special interest of the Conservation Area.



Aerial view looking North - New Proposed Scheme

- 9.18 The Southgate District Civil Trust did not raise any concerns relating to the proposed developments impact on surrounding listed buildings nor on the Southgate Circus Conservation area
- 9.19 In addition, the Council's Conservation Officer had no objection to the principle of development on the site. In particular, there was no objection raised to its height, massing and design. This is because it would not be visible from listed buildings and it would have limited visibility from the streetscape. Consequently, it is considered the proposal would have no harm on the setting and significance of the heritage assets. It is noted that the Conservation Officer requested further clarification on the proposed building materials and it is considered these can be agreed by way of condition.
- 9.20 In conclusion, it is considered that the proposed development would have no harm on the significance and setting of the Grade II* listed underground station building, the Grade II* listed station parade and the wider conservation area: the less than substantial effect being offset by the wider public benefit of the development.

Neighbouring Amenity

- 9.21 DMD 6 and DMD 8 seeks to ensure that development protects the residential amenity of neighbouring residents in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance. From the perspective of neighbouring amenity, it is considered the proposal should be assessed with relation to the following properties:
- Property opposite at no. 311 Chase Road;
 - South Point House; and

- No. 16 Chase Side.

9.22 It is considered that all other properties are sufficiently separated from the proposal to not be affected.

Daylight/Sunlight

9.23 According to the guidance in Site Layout Planning for Daylight and Sunlight (SLPDS), PJ Littlefair 2011, the guidelines for daylight/sunlight to existing buildings are intended for the use of rooms in adjoining dwellings where daylight is required, including living rooms, kitchens and bedrooms. Windows to bathrooms, toilets, storerooms, circulation areas and garages need not be analysed. The guidelines may also be applied to any existing non-domestic building where the occupants have a reasonable expectation of daylight; this would normally include schools, hospitals, hotels and hostels, small workshops and some offices.

9.24 The SLPDS describes three parameters to be assessed in order to measure the impact of the proposed new development on Daylight/Sunlight availability to the key adjacent properties. The three parameters to be assessed are as follows:

- 1) Daylight:
Vertical Sky Component (VSC)
Daylight Distribution (DD)
- 2) Sunlight:
Annual Probable Sunlight Hours (APSH)
- 3) Overshadowing (Amenity Space):
On relevant Open Spaces

9.25 A daylight and sunlight report was submitted in support of the planning application. The assessment was undertaken on all neighbouring windows, including non-dwellings and non habitable spaces.

9.26 The report indicates that there could be some change in the level of daylight available to No 311 Chase Road. It is also noted that since the previous decision, a refurbishment of No. 31 has resulted in two additional high level ground floor windows and a mansard roof extension with a balcony at the southern elevation. The key facing windows also benefit from secondary windows at the northern elevation. Taking this site relationship and the reports information into account, whilst also noting the non-residential occupation of No. 311 Chase Road, it is considered the reduction in scale of the proposed development has addressed this previous concern and will not cause any undue impact on the occupation of this commercial building.

9.27 In respect of South Point House, the key windows serve bedrooms at the first floor level. These are secondary habitable rooms and it is noted the primary habitable rooms including the living room and kitchen areas would be unaffected. As a result, it is concluded that there would be no adverse effect on the levels of daylight enjoyed by the occupiers of these neighbouring properties.

Privacy and Outlook

- 9.28 In terms of privacy, proposed windows in the south facing façade would be fitted with obscure glazing, primarily to prevent overlooking to the existing podium, but this would also prevent overlooking of those residential properties in the southern part of the existing block. In addition, windows at the northern elevation of the proposed development will not have direct outlook toward the residential flats fronting Chase Road. The proposed green roof will only be accessible for maintenance purposes and this will be secured via a condition. On this basis it is considered that there would be limited adverse impact on neighbouring residents in terms of privacy.
- 9.28 In respect of no. 311 Chase Road and no. 16 Chase Side, as they are both commercial premises, there are no concerns raised in relation to privacy impacts. It is noted that an objection was raised by the occupier of 311 Chase Road on the basis that the proposal would prejudice future development of the buildings to a residential use infringing on rights to privacy. This potential loss of privacy to a future development which may or may not happen is not a material planning consideration.
- 9.29 In respect of South Point House, it is acknowledged that there are windows that look towards the site and currently have outlook over a back-land site which is surrounded by dense development. It is noted that the existing units at the first and second floor level, located toward the northern end of the block, are dual aspect. Whilst the outlook to the windows associated with the bedroom and kitchen for each unit will be reduced, the primary habitable rooms (living rooms) that are more frequently used and would receive more weight in our assessment of acceptability, are orientated toward the Chase Road frontage. These will maintain adequate outlook, daylight/sunlight access and privacy.
- 9.30 With reference to the residential units located at the centre of the South Point House at the first and second floor levels, it is noted that they are single aspect and have outlook toward the north and west of the subject site. The proposed development has been splayed away from these units to increase separation distance and the primary living areas will maintain adequate daylight/sunlight access and privacy.
- 9.31 As referenced previously, No. 311 Chase Road, is occupied for commercial purposes and therefore limited weight can be given to the retainment of amenity in comparison to a residential use. In addition, the building also has dual aspect toward the north and south. As discussed in the daylight and sunlight section above, the proposal will have a negligible impact to the internal areas of the design studio and the proposal is not considered to have a significant impact on outlook over and above the existing situation.

Noise

- 9.32 Given the nature of the use and the sites location within a district centre, it is considered the proposal would not give rise to any unacceptable noise impacts on neighbouring properties. In particular, the Council's environmental health officer did not raise an objection however additional information was requested in relation to the proposed condenser unit. This additional information will be secured via a condition.
- 9.33 In conclusion, with all factors being considered the proposal overcomes the previous issues relating to the amenity impacts on neighbouring properties

having regard to DMD 6 and DMD 25 of the Development Management Document.

Traffic and Transportation

- 9.34 The site is in a highly accessible location with good transport linkages including train services and buses; it has a PTAL 5 rating. The existing car parking provision is 62 with 48 spaces on the lower ground floor level and 14 spaces on the ground floor level. Vehicular access to the site is located on Nichol Close which links to Chase Road via a priority junction. Nichol Close is approximately 60m in length, and two way vehicle movement in an east/west direction and provides access to the site's car parking and rear access and fire escapes to the adjacent retail/commercial units and further private parking. The road offers a mix of unrestricted parking and double yellow lines.
- 9.35 Responses received throughout the formal application process show that the highway implications of the current proposal are one of the key areas of concern in relation to the planning application. As such, Officers have spent a significant amount of time to ensure that the proposal does not have an adverse impact on the functionality of the streetscape. Each key traffic and parking consideration have been discussed in detail below.

Parking

- 9.36 The London Plan, Core Strategy and Development Management Document encourage and advocate sustainable modes of travel and require that each development should be assessed on its respective merits and requirements, in terms of the level of parking spaces to be provided for example.
- 9.37 Policy DMD45 requires parking to be incorporated into schemes having regard to the parking standards of the London Plan; the scale and nature of the development; the public transport accessibility (PTAL) of the site; existing parking pressures in the locality; and accessibility to local amenities and the needs of the future occupants of the developments.
- 9.38 The proposals will result in the loss of a total of 18 spaces (13 from ground floor, 5 from basement parking). The result will be 1 disabled bay in the basement car park being allocated to the office development and 43 spaces retained to be used by the occupants of South Point House and local businesses. The supporting transport statement argues that the loss of car parking spaces is acceptable given the surrounding CPZ, the proposed development is not expected to lead to overspill on the surrounding road.
- 9.39 This approach is considered acceptable given the site is located in an area that is well connected to public transport services and in a CPZ (which provides a mechanism for controlling parking in the area is in place). The proposal therefore is considered to be in line with current policies 6.13 of the London Plan 2016 and 45 of the DMD and is therefore acceptable.

Traffic Generation

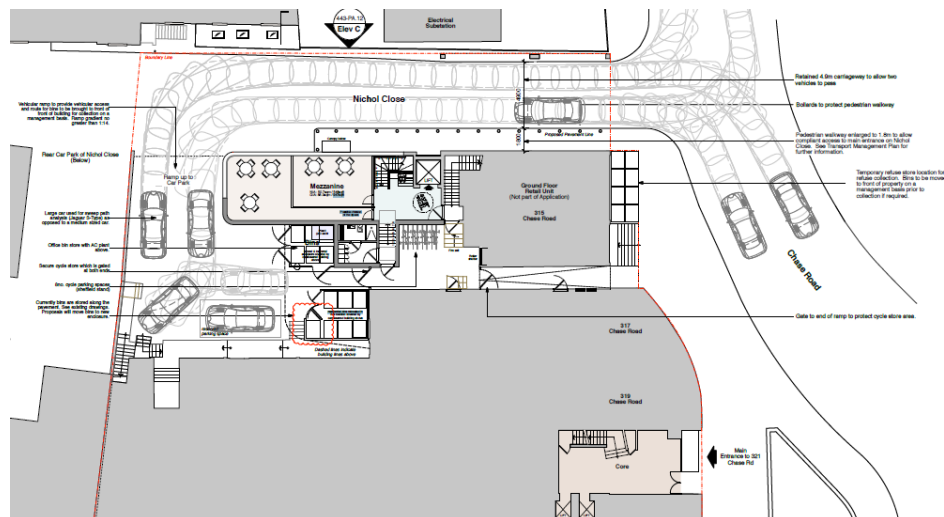
- 9.40 The Delivery and Servicing Plan provides a measure of traffic generation by utilising information provided from the TRICS database. It is stated that there will be a total of 15 two way trips to the development during the AM peak hour and 14 during the PM peak hour. Given the sites location within a district

centre and within a high PTAL, it is considered that the anticipated trip generation will have a negligible impact on the road network.

- 9.41 The report also indicated that with reference to the TRICS database, offices typically generate 0.391 deliveries per 100sqm floorspace per day. The proposal seeks to provide 565sqm of office floor space, therefore in accordance with this methodology, the proposal is expected to generate 2 deliveries per day. The database also suggests that circa 80% of deliveries to offices are made by light goods vehicles such as vans, cars, motorbikes and bicycles with 20% by larger vehicles such as box vans. Even if deliveries were to exceed 2 deliveries per day, this level of service would not have a noticeable impact on the surrounding streetscape.

Vehicular Access

- 9.42 Nichol Close currently provides access to vehicles from Chase Road through to the rear of the site. The access currently enables two way vehicular movement, however there is a 19m section of roadway along Nichol Close which is unmarked, allowing for approximately 4 car parking spaces. In addition, refuse storage is also located adjacent to the basement car park entrance on Nichol Close. Accordingly, there is only enough space for one vehicle to enter and exit the rear of the site if all the parking spaces were occupied.



- 9.43 The proposed plans include a 1.8m pedestrian footway and 4.9m carriageway for vehicular movements. However, the plans submitted with the application did not account for the car parking located on the northern side of Nichol Close. Given the proposed increase in the use of the access, it is considered necessary to retain two way vehicle movements along Nichol Close. In addition, it is noted that the ramped vehicle access points to the lower ground level and upper ground level parking areas will be relocated slightly to the west to allow space for the new office reception entrance to be positioned on Nichol Close. Similarly, an issue was raised on how vehicles will be able to enter and exit the basement.
- 9.44 To address this concern, it has been agreed that a legal agreement will be entered into to bring about parking controls and prevent on street parking along Nichol Close.
- 9.45 This approach also requires the stopping up of public highway and the transfer of Council land to facilitate the development. This section of public highway and Council land (a section of Nichol Close starting at Chase Road)

was part of a previous plan for a link road and due to subsequent development, this link can no longer be delivered. Therefore, given that it serves no wider public purpose other than private access, it is considered appropriate to stop up the public highway and dispose of the land.

- 9.46 Details of the surfacing materials of the parking area, crossover, footpaths and levels are not yet provided but can be secured via condition.

Servicing Arrangements

- 9.47 Policy 47 of the Development Management Document states that new developments will only be permitted where adequate, safe and functional provision is made for refuse collection, emergency services vehicles and delivery/servicing vehicles.
- 9.48 It is noted from the submitted transport statement that refuse storage is currently stored on double yellow lines on the southern side of Nichol Close, and refuse vehicles currently undertake collection from Chase Road. The proposal will provide refuse for the new office and the existing residential units within two separate enclosed storerooms at the mezzanine level. The relocation of the residential bins from Nichol Close to an enclosed storage area on the subject site is considered to enhance the streetscape appearance as well as its functionality. Further detail will be secured via a condition.
- 9.49 In respect of refuse collection, it is noted that bins are currently collected from Chase Road. A managed solution is proposed which will involve the refuse being moved to the back of the Chase Road footway on the day of collection. Refuse will be collected as part of a private collection. Given this is currently being undertaken, it is considered to be acceptable in this instance.
- 9.50 In light of the need to ensure that servicing activity is carried out efficiently and does not create any adverse impact on the adjacent highway network, a Delivery Servicing Management Plan will be requested via a condition.

Cycle Parking

- 9.51 A maximum of 8 cycle parking spaces are proposed including 2 visitor spaces which is considered to be acceptable. Details of the style, location and type of cycle parking proposed will be secured by a condition of consent.

Pedestrian Access

- 9.52 Developments should have separate pedestrian footpaths from the streets to the buildings. Consideration should also be given to wheelchair and pedestrian movements around development site with respect to residents and visitors accessing the site's cycle parking, waste store(s), and nearby streets. This is to meet the requirements of London Plan Policy 6.10 (walking) and Policy DMD 47 which states that: "All developments should make provision for attractive, safe, clearly defined and convenient routes and accesses for pedestrians, including those with disabilities.
- 9.53 Furthermore, Policy DMD 45 states that all new developments must be designed to be fully accessible for all mobility requirements and should maximise walkability through the provision of attractive and safe layouts with pedestrian permeability.

- 9.54 The proposed development complies with these policies and is deemed acceptable. The provision of the 1.8m footway along Nichol Close will provide pedestrian access to the main entrance of the office. Given there is no existing footway on Nichol Close, it is considered that the proposal will enhance the pedestrian environment and improve safety. During the day, wheelchair users would be able to use the lift via the office. As mentioned, details of the footpaths will be secured via a condition.
- 9.55 Accordingly, the proposed pedestrian access is considered to be in line with Policy 6.10 of the London Plan and DMD 45 and 47 of the Development Management Document.

Construction Management Plan

- 9.56 In order to ensure that the construction traffic generated by the proposed development does not affecting the functionality of the surrounding local highway network, a Construction Management Plan will be required by condition.

Drainage

- 9.57 Policy DMD59 states that new development must avoid and reduce the risk of flooding, and not increase the risk elsewhere. Policy DMD61 states that a Drainage Strategy will be required for all development to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan.
- 9.58 There is no objection in principle and further details will be secured via a condition.

Sustainable Design and Construction

- 9.59 Policy DMD49 requires minor non-residential development to submit a relevant BREEAM 2011 (or replacement/equivalent) pre-assessment for consideration in accordance with the Scope Section of the BREEAM Scheme Document, or replacement. A BREAAAM Pre-Assessment Report was submitted as part of the application. The details confirm the development would achieve a rating of 'Very Good'. This is considered acceptable and would be secured by an appropriate condition, should the scheme be granted.
- 9.60 Policy DMD55 requires all development to maximise the use of roof and vertical surfaces for Low and Zero Carbon Technology / Living Walls / Green Roofs. As mentioned, the proposal will incorporate a green roof which is in line with DMD55.

10.0 S106 Legal Agreement - Head of Terms

- 10.1 The following head of terms will be required as part of the proposed development:
- (1) The Owner shall apply for the stopping up of the highway maintainable at public expense at Nichol Close;
 - (2) The road works including improved pedestrian access arrangements will be undertaken to a satisfactory standard;

- (3) The land that is currently Nichol Close is sold by the Council to the Owner and either party can request that ownership reverts if the public highway cannot be stopped up;

10.2 Since the stopping up of public highway is not guaranteed, there is provision for the highway works to be undertaken under a S278 Agreement if necessary

11.0 Community Infrastructure Levy

11.1 The size of the proposed development would be liable to a Community Infrastructure Levy contribution as the size exceeds 100m². The net gain of the new created floor area is 566m².

11.2 This would result in a Mayoral CIL contribution of 566m² x £60 = £33,960.

12.0 Conclusion

12.1 The proposed development is considered acceptable. It is considered that it would support the viability of the town centre, as demonstrated in the submitted office market assessment. It will also provide office space in a location which is highly accessible and sustainably located within Southgate District Centre.

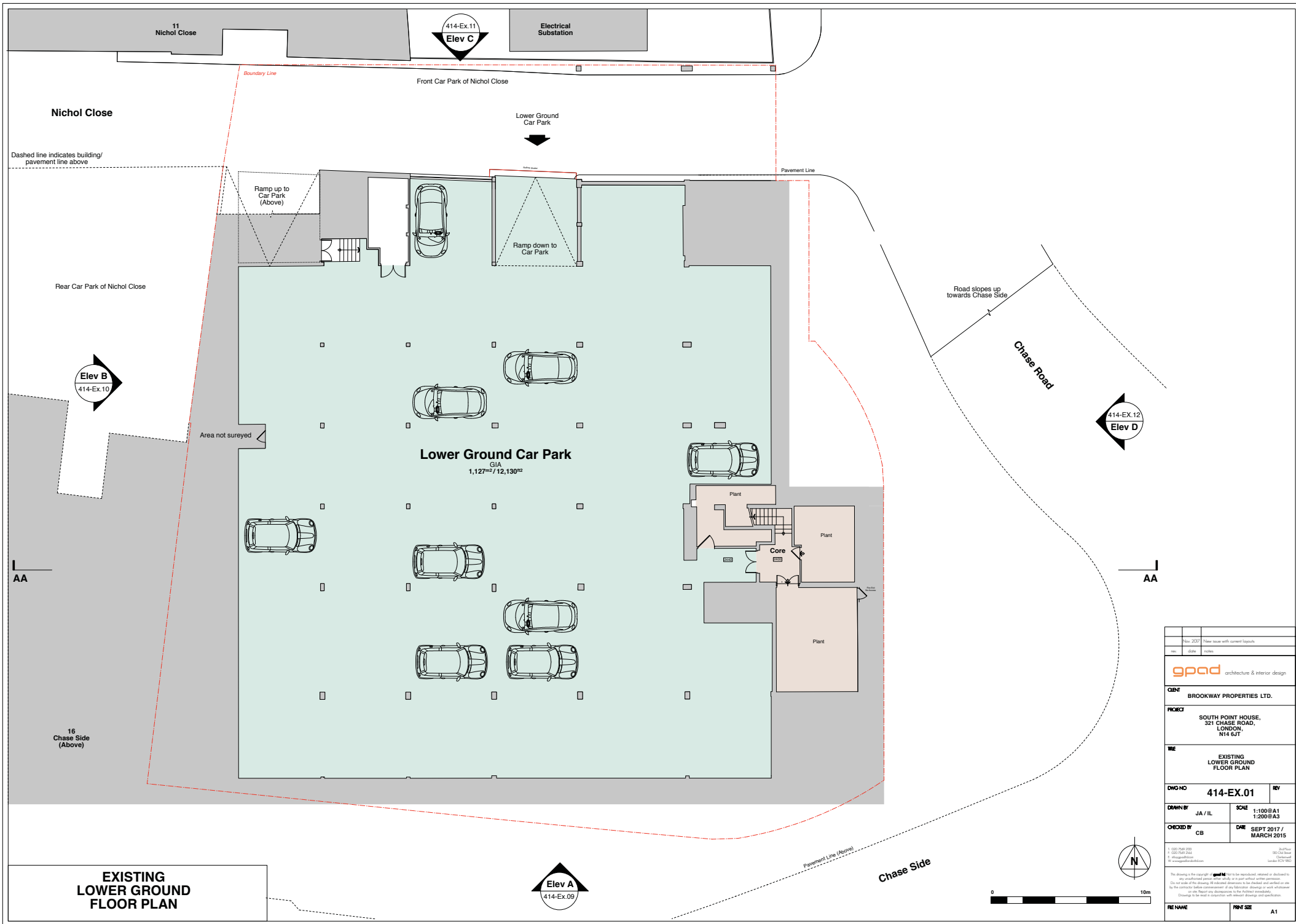
12.2 It is considered that its scale, bulk and appearance is acceptable and in respect of the surrounding heritage assets. In this regard, the scheme is also considered to meet the tests set out in the NPPF for development where no harm has been identified to the heritage assets. It is also considered residential amenity would not be unduly prejudiced.

12.3 It is considered that on balance of all considerations the proposal development would not create an unacceptable impact to highway function and safety that warrants refusal.

12.4 Accordingly, the proposal is considered that the proposal is in line with the Enfield Development Management Document 2014, Enfield Core Strategy 2010, London Plan 2016 and the National Planning Policy Framework.

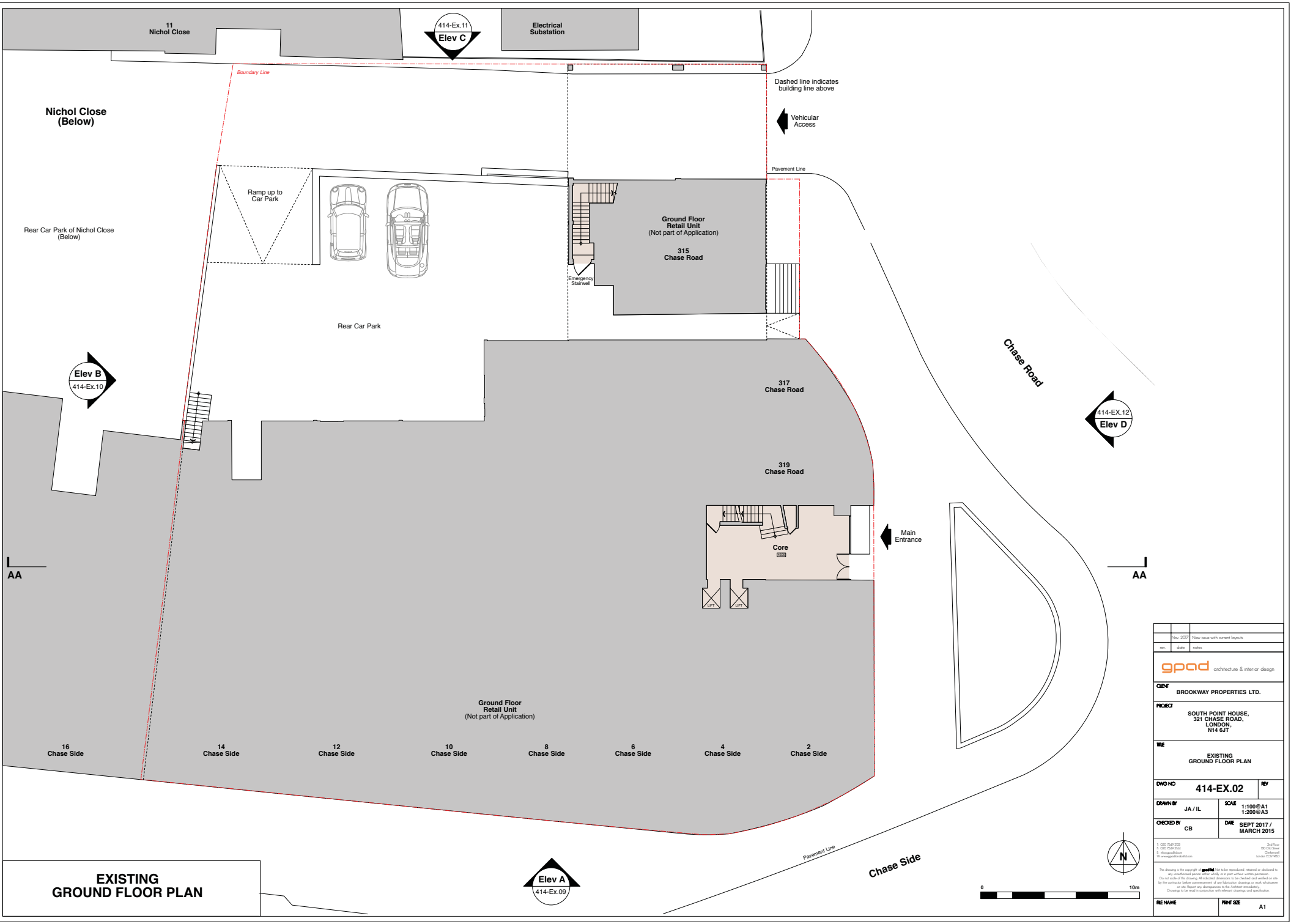
12.5 It is therefore recommended that planning permission be approved subject to conditions and the necessary legal agreement.





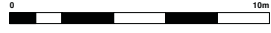
**EXISTING
LOWER GROUND
FLOOR PLAN**

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no.	date	index	
gpad architecture & interior design			
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PROJECT	SOUTH POINT HOUSE, 321 CHASE ROAD, LONDON, N14 6JT		
TITLE	EXISTING LOWER GROUND FLOOR PLAN		
DWG NO	414-EX.01	REV	
DRAWN BY	JA / JL	SCALE	1:100@A1 1:200@A3
CHECKED BY	CB	DATE	SEPT 2017 / MARCH 2015
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RENAME	PLOT SIZE	A1	



**EXISTING
GROUND FLOOR PLAN**

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PROJECT SOUTH POINT HOUSE, 321 CHASE ROAD, LONDON, N14 6JT			
TITLE EXISTING GROUND FLOOR PLAN			
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RENAME		PRINT SIZE	A1



AA

AA

Pavement Line

Chase Side

Chase Road

Pavement Line

Dashed line indicates building line above

Vehicle Access

Emergency Stairwell

Main Entrance

Ground Floor Retail Unit (Not part of Application)

315 Chase Road

317 Chase Road

319 Chase Road

Ground Floor Retail Unit (Not part of Application)

16 Chase Side

14 Chase Side

12 Chase Side

10 Chase Side

8 Chase Side

6 Chase Side

4 Chase Side

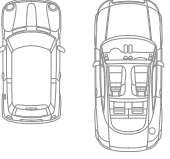
2 Chase Side

Nichol Close (Below)

Rear Car Park of Nichol Close (Below)

Boundary Line

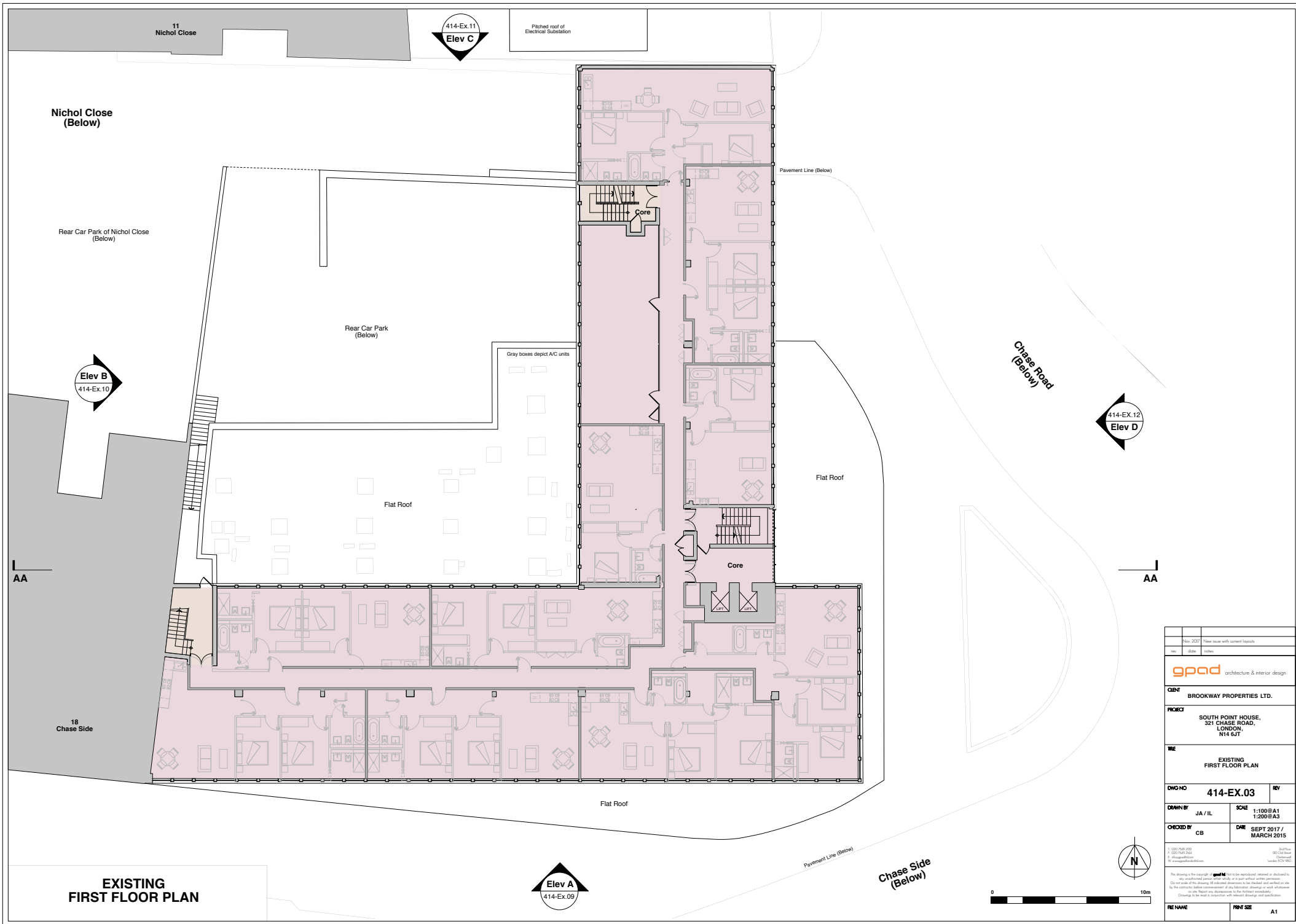
Ramp up to Car Park



Rear Car Park

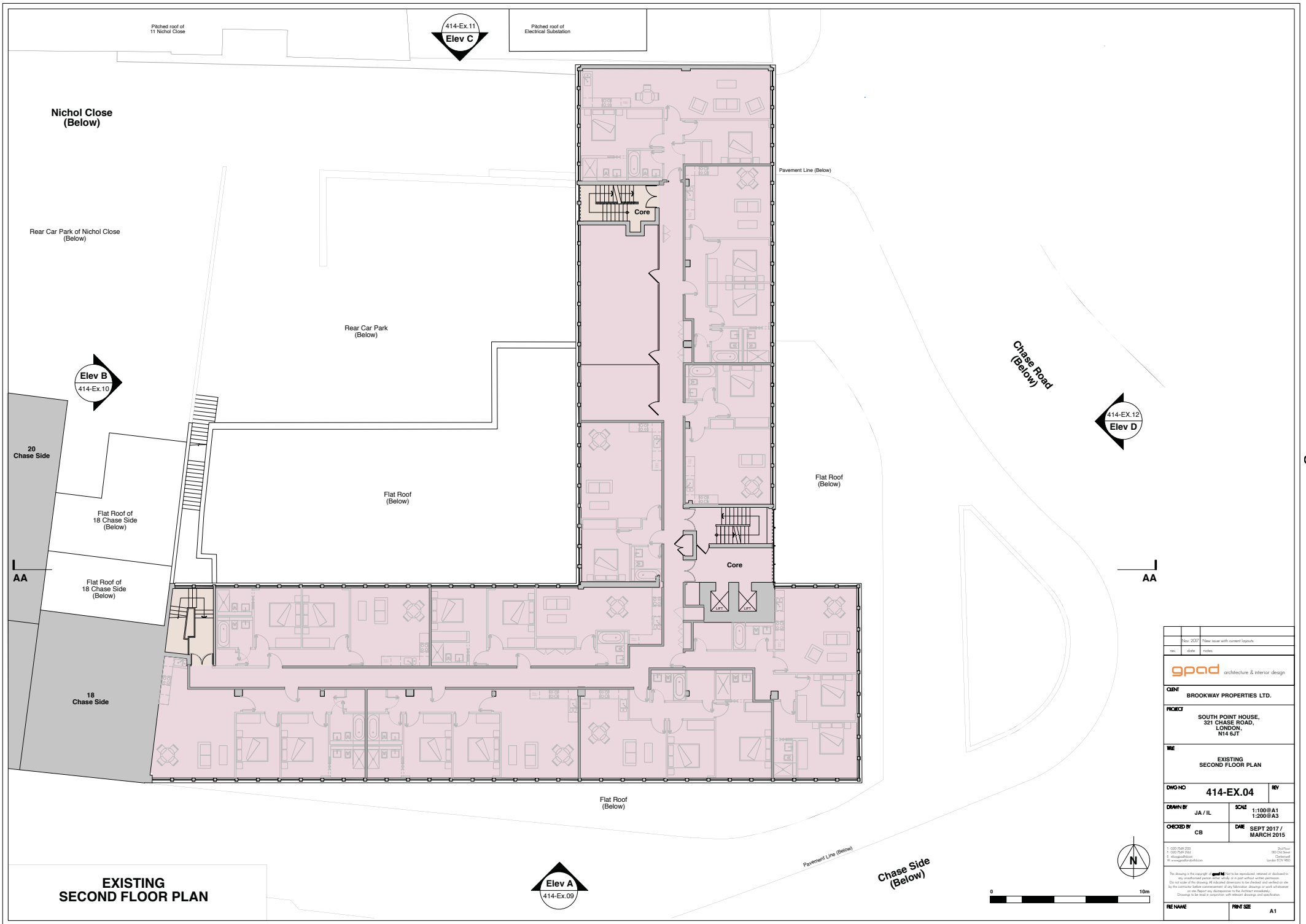
11 Nichol Close

Electrical Substation




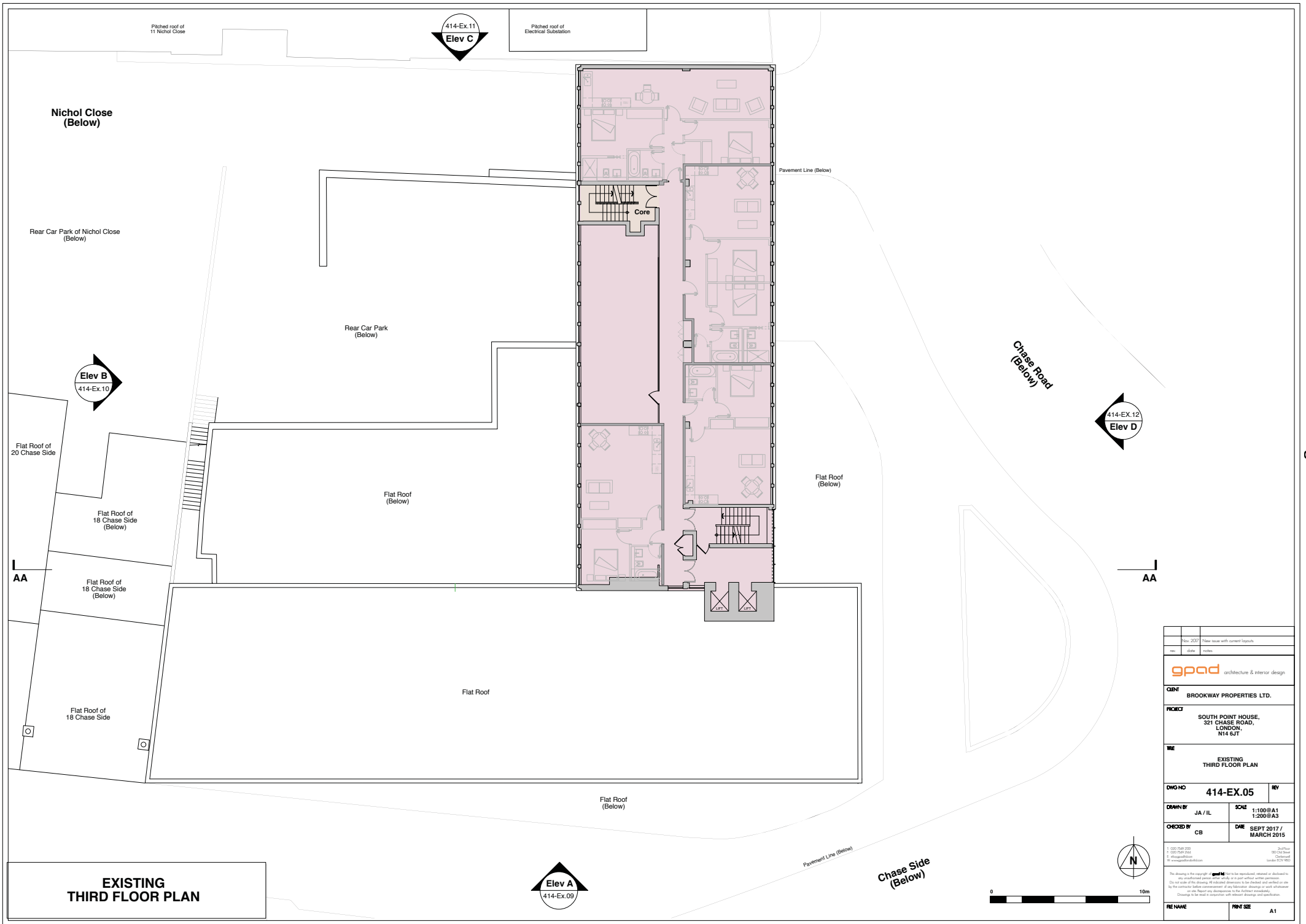
**EXISTING
FIRST FLOOR PLAN**

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PROJECT	SOUTH POINT HOUSE, 321 CHASE ROAD, LONDON, N14 6JT		
TITLE	EXISTING FIRST FLOOR PLAN		
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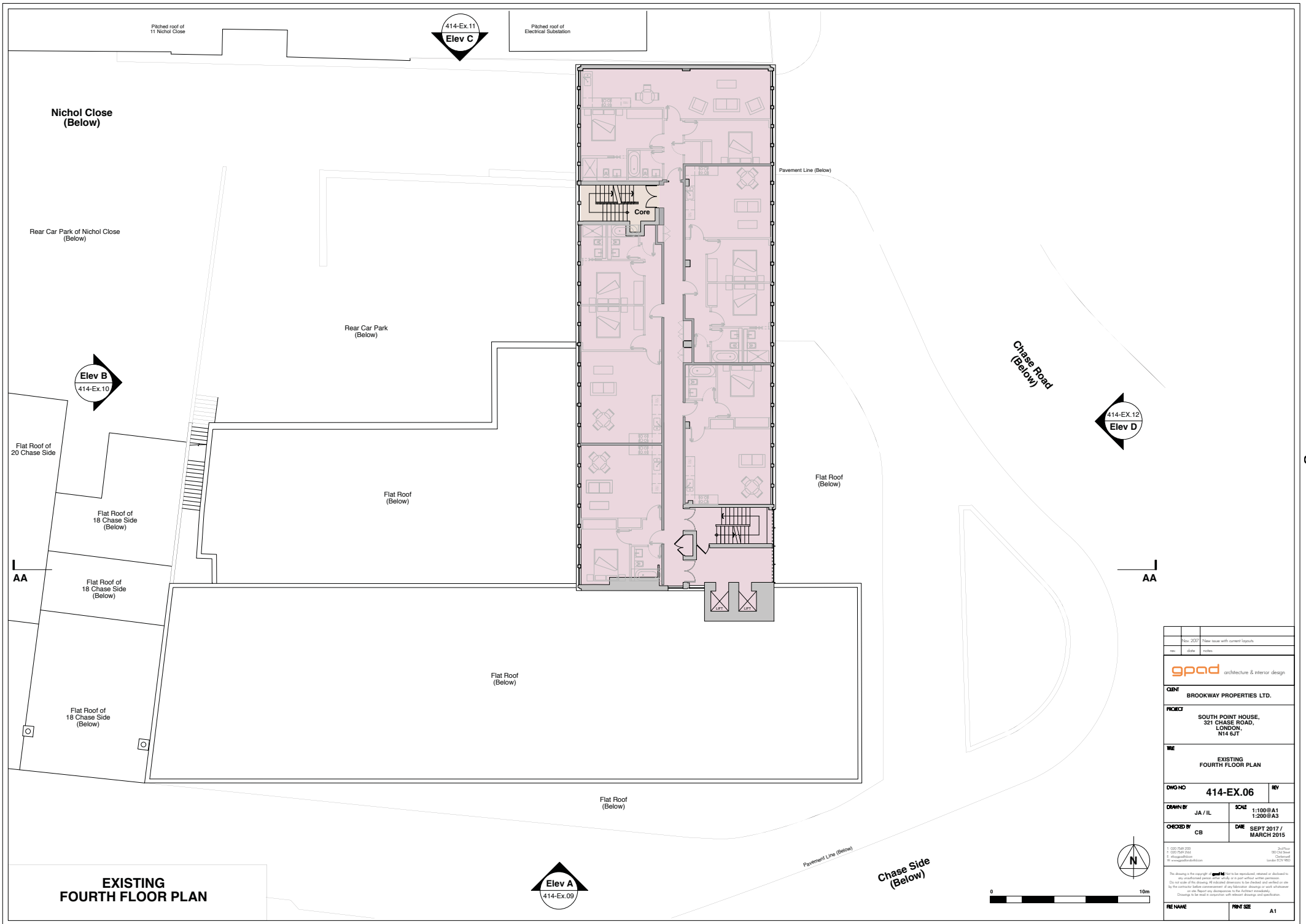
**EXISTING
SECOND FLOOR PLAN**


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CHECKED BY	CB	DATE	SEPT 2017 / MARCH 2015
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RENAME	PRINT SIZE A1		

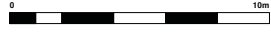


**EXISTING
THIRD FLOOR PLAN**

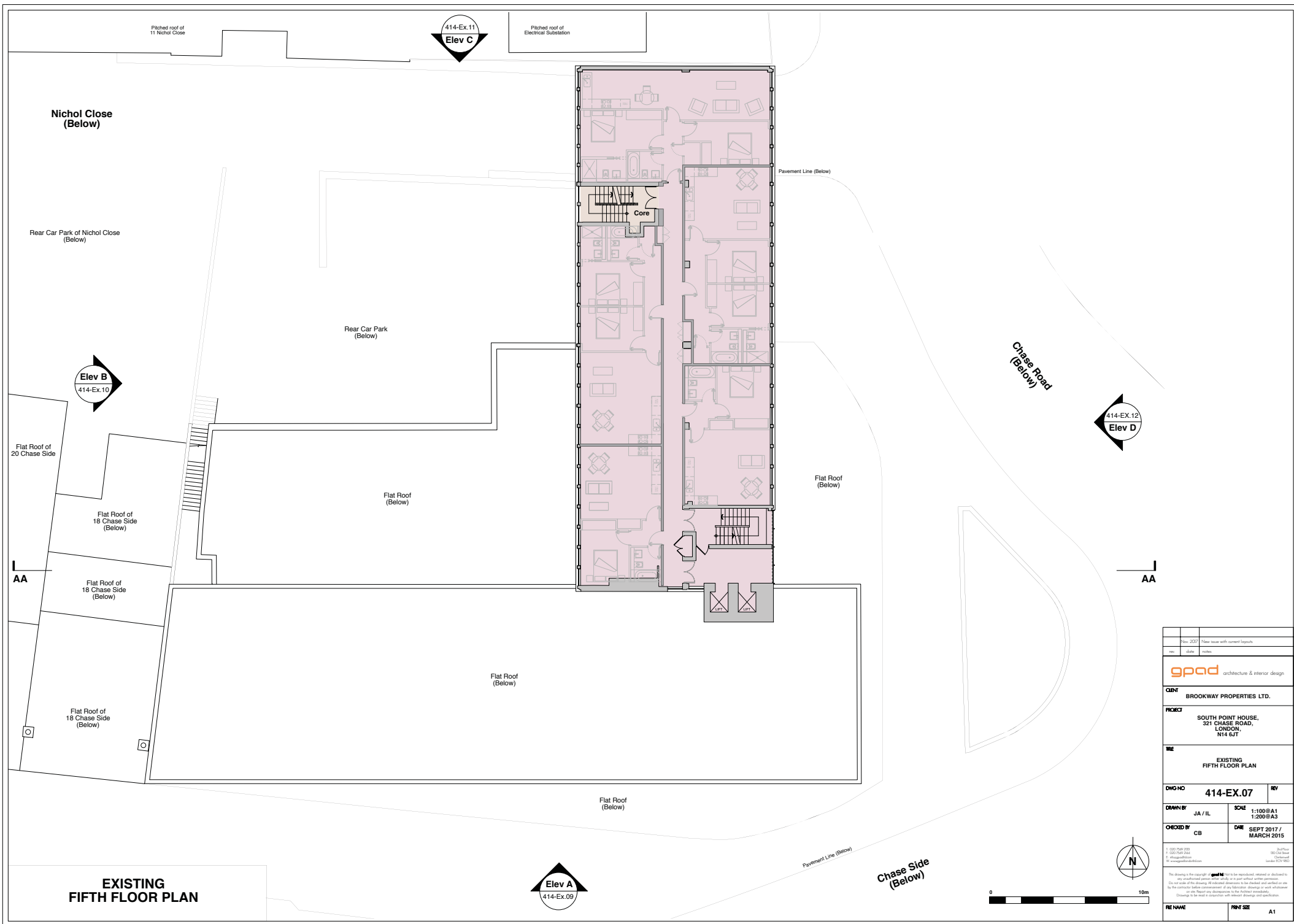
Rev 2017		Draw issue with current layout	
no.	date	index	
gpad architecture & interior design			
CLIENT BROOKWAY PROPERTIES LTD.			
PROJECT SOUTH POINT HOUSE, 321 CHASE ROAD, LONDON, N14 6JT			
TITLE EXISTING THIRD FLOOR PLAN			
DWG NO	414-EX.05	REV	
DRAWN BY	JA / JL	SCALE	1:100@A1 1:200@A3
CHECKED BY	CB	DATE	SEPT 2017 / MARCH 2015
1:200 (Plan) 1:500 (Site)		2nd Floor 3rd Floor Client Architectural London EC2V 9ED	
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RENAME	PLOT SIZE A1		



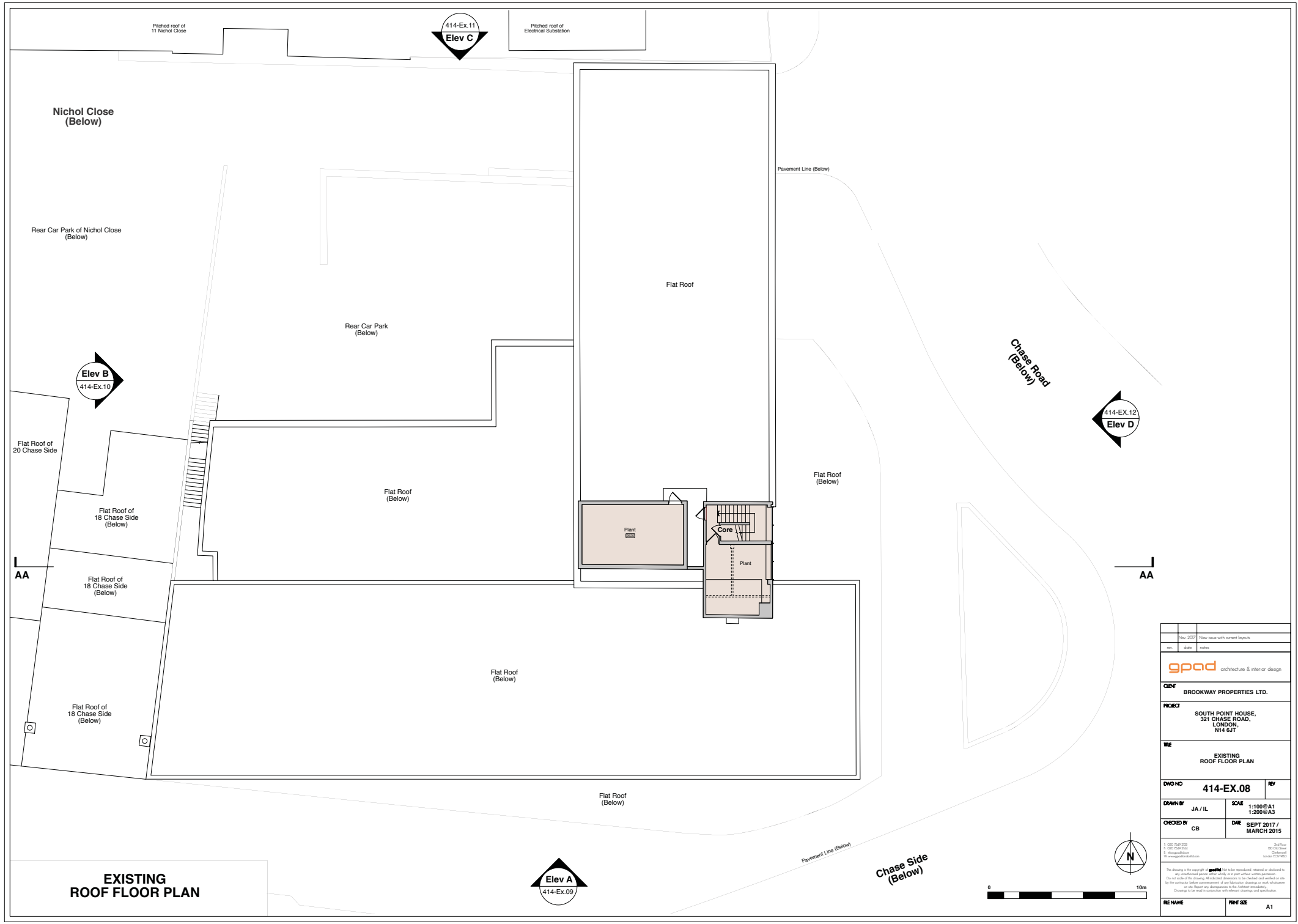
Nov 2017		Draw issue with current layout	
no.	date	index	
 architecture & interior design			
CLIENT BROOKWAY PROPERTIES LTD.			
PROJECT SOUTH POINT HOUSE, 321 CHASE ROAD, LONDON, N14 6JT			
TITLE EXISTING FOURTH FLOOR PLAN			
DWG NO	414-EX.06	REV	
DRAWN BY	JA / JL	SCALE	1:100@A1 1:200@A3
CHECKED BY	CB	DATE	SEPT 2017 / MARCH 2015
1:200 (Plan) 1:500 (Site) 1:100 (Section)		2nd Floor 3rd Floor 4th Floor 5th Floor 6th Floor 7th Floor 8th Floor 9th Floor 10th Floor 11th Floor 12th Floor 13th Floor 14th Floor 15th Floor 16th Floor 17th Floor 18th Floor 19th Floor 20th Floor 21st Floor 22nd Floor 23rd Floor 24th Floor 25th Floor 26th Floor 27th Floor 28th Floor 29th Floor 30th Floor 31st Floor 32nd Floor 33rd Floor 34th Floor 35th Floor 36th Floor 37th Floor 38th Floor 39th Floor 40th Floor 41st Floor 42nd Floor 43rd Floor 44th Floor 45th Floor 46th Floor 47th Floor 48th Floor 49th Floor 50th Floor 51st Floor 52nd Floor 53rd Floor 54th Floor 55th Floor 56th Floor 57th Floor 58th Floor 59th Floor 60th Floor 61st Floor 62nd Floor 63rd Floor 64th Floor 65th Floor 66th Floor 67th Floor 68th Floor 69th Floor 70th Floor 71st Floor 72nd Floor 73rd Floor 74th Floor 75th Floor 76th Floor 77th Floor 78th Floor 79th Floor 80th Floor 81st Floor 82nd Floor 83rd Floor 84th Floor 85th Floor 86th Floor 87th Floor 88th Floor 89th Floor 90th Floor 91st Floor 92nd Floor 93rd Floor 94th Floor 95th Floor 96th Floor 97th Floor 98th Floor 99th Floor 100th Floor	
RENAME		PRINT SIZE A1	



**EXISTING
FOURTH FLOOR PLAN**

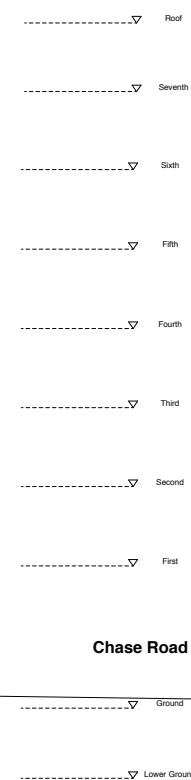
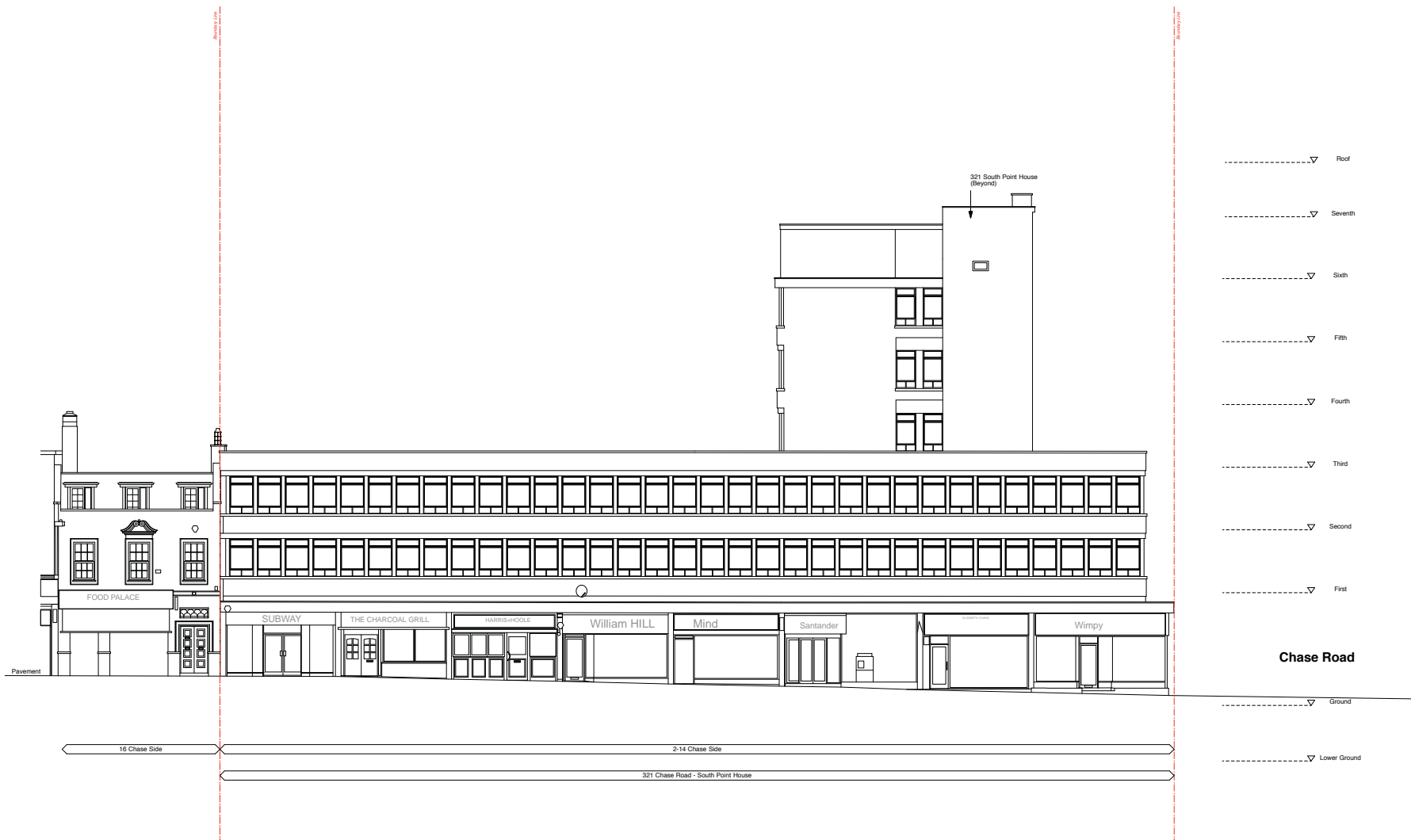


Nov 2017		Draw issue with current layout	
no.	date	index	
gpad architecture & interior design			
CLIENT	BROOKWAY PROPERTIES LTD.		
PROJECT	SOUTH POINT HOUSE, 321 CHASE ROAD, LONDON, N14 6JT		
TITLE	EXISTING FIFTH FLOOR PLAN		
DWG NO	414-EX.07	REV	
DRAWN BY	JA / JL	SCALE	1:100@A1 1:200@A3
CHECKED BY	CB	DATE	SEPT 2017 / MARCH 2015
1:200 (Plan) 1:500 (Site) 1:100 (Section)		2nd Floor 3rd Floor 4th Floor 5th Floor 6th Floor 7th Floor 8th Floor 9th Floor 10th Floor	
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RENAME	PRINT SIZE	A1	

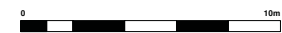


**EXISTING
ROOF FLOOR PLAN**

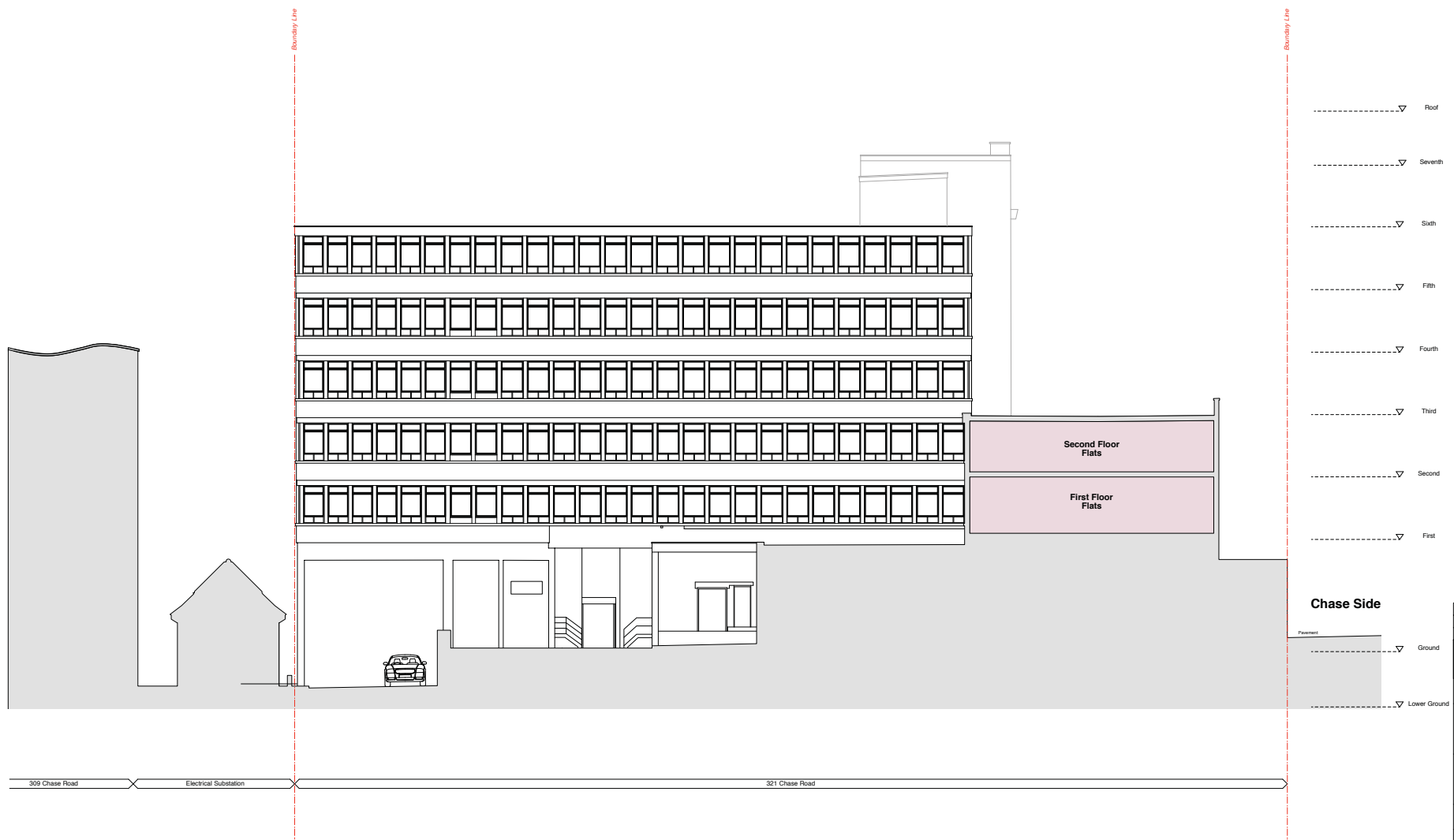
Nov 2015		Draw issue with current layout	
no.	date	index	
gpad architecture & interior design			
CLIENT BROOKWAY PROPERTIES LTD.			
PROJECT SOUTH POINT HOUSE, 321 CHASE ROAD, LONDON, N14 6JT			
TITLE EXISTING ROOF FLOOR PLAN			
DWG NO	414-EX.08	REV	
DRAWN BY	JA / JL	SCALE	1:100 @ A1 1:200 @ A3
CHECKED BY	CB	DATE	SEPT 2017 / MARCH 2015
1:200 (Plan) 2015 1:500 (Site) 2015 1:100 (Section) 2015		2nd Floor 3rd Floor Client: Brookway Properties Ltd London EC2V 9ED	
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RENAME		PLOT SIZE	A1



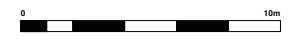
**EXISTING
CHASE SIDE ELEVATION
(ELEVATION A)**



NO.	DATE	INDEX
1	2017 03 01	Issue based on current layout
architecture & interior design		
CLIENT BROOKWAY PROPERTIES LTD.		
PROJECT SOUTH POINT HOUSE, 321 CHASE ROAD, LONDON, N14 6JT		
TITLE EXISTING CHASE SIDE ELEVATION (ELEVATION A)		
DWG NO	414-EX.09	REV
DRAWN BY	JA / IL	SCALE 1:100@A1 1:200@A3
CHECKED BY	CB	DATE SEPT 2017 / MARCH 2015
<small>1:200 (20x20) 2017 1:200 (20x20) 2015 © gpad architecture & interior design London EC2Y 9ED</small>		<small>2nd Floor 321 Chase Road London EC2Y 9ED</small>
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RENAME	PLOT SIZE	A1

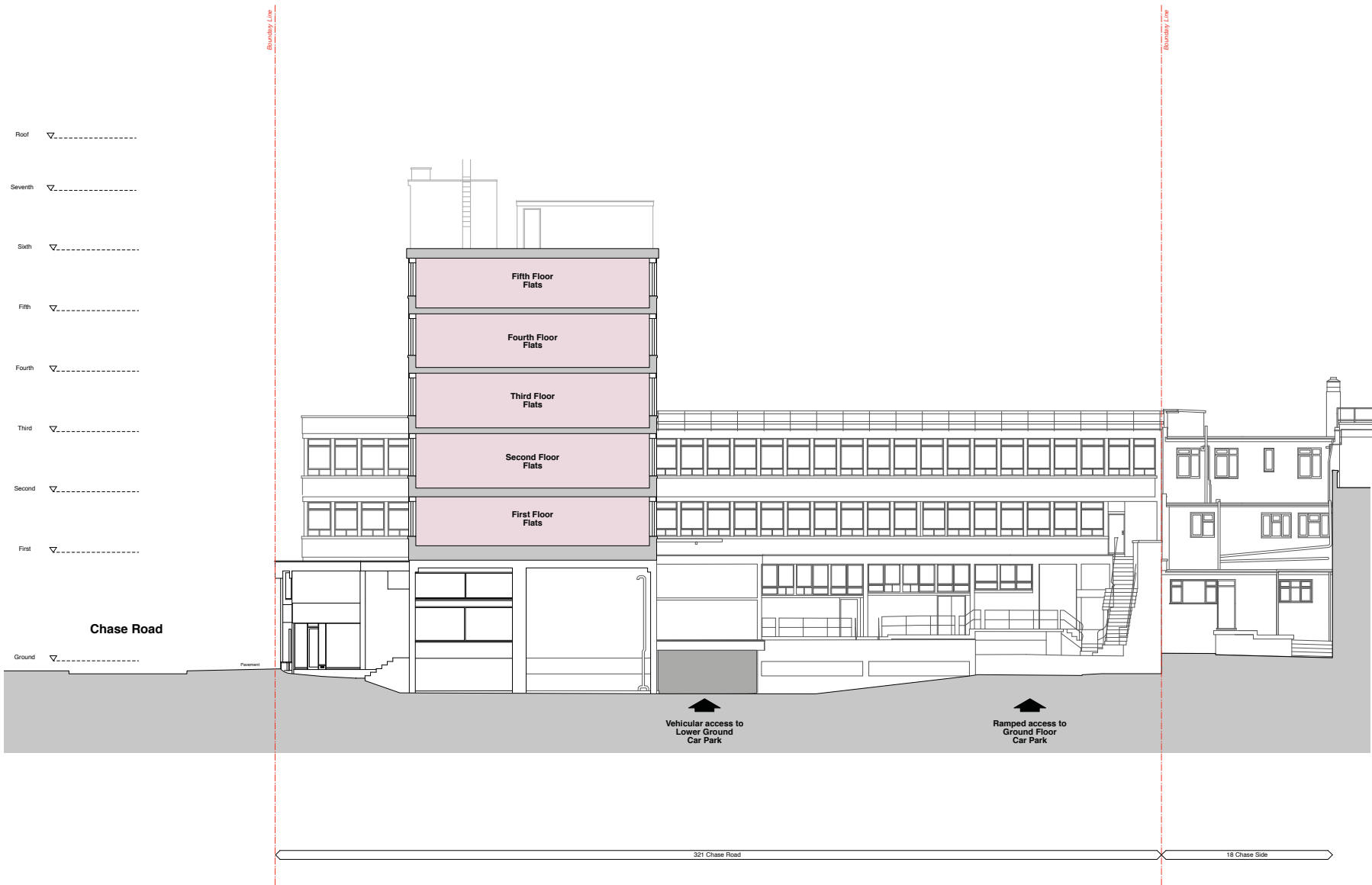


**EXISTING
REAR ELEVATION
(ELEVATION B)**




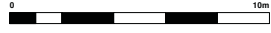
.....▽	Roof
.....▽	Seventh
.....▽	Sixth
.....▽	Fifth
.....▽	Fourth
.....▽	Third
.....▽	Second
.....▽	First
.....▽	Ground
.....▽	Lower Ground

Rev 2015		Issue issue with current layout	
no.	date	index	
gpad architecture & interior design			
CLIENT BROOKWAY PROPERTIES LTD.			
PROJECT SOUTH POINT HOUSE, 321 CHASE ROAD, LONDON, N14 6JT			
TITLE EXISTING REAR ELEVATION (ELEVATION B)			
DWG NO	414-EX.10	REV	
DRAWN BY	JA / IL	SCALE	1:100@A1 1:200@A3
CHECKED BY	CB	DATE	SEPT 2017 / MARCH 2015
1:200 (Plan) 2015 1:200 (Rear) 2015		2nd Floor 3rd Floor Client: Brookway Properties Ltd. Contract Ref: 10000000000000000000	
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RENAME	PRINT SIZE	A1	

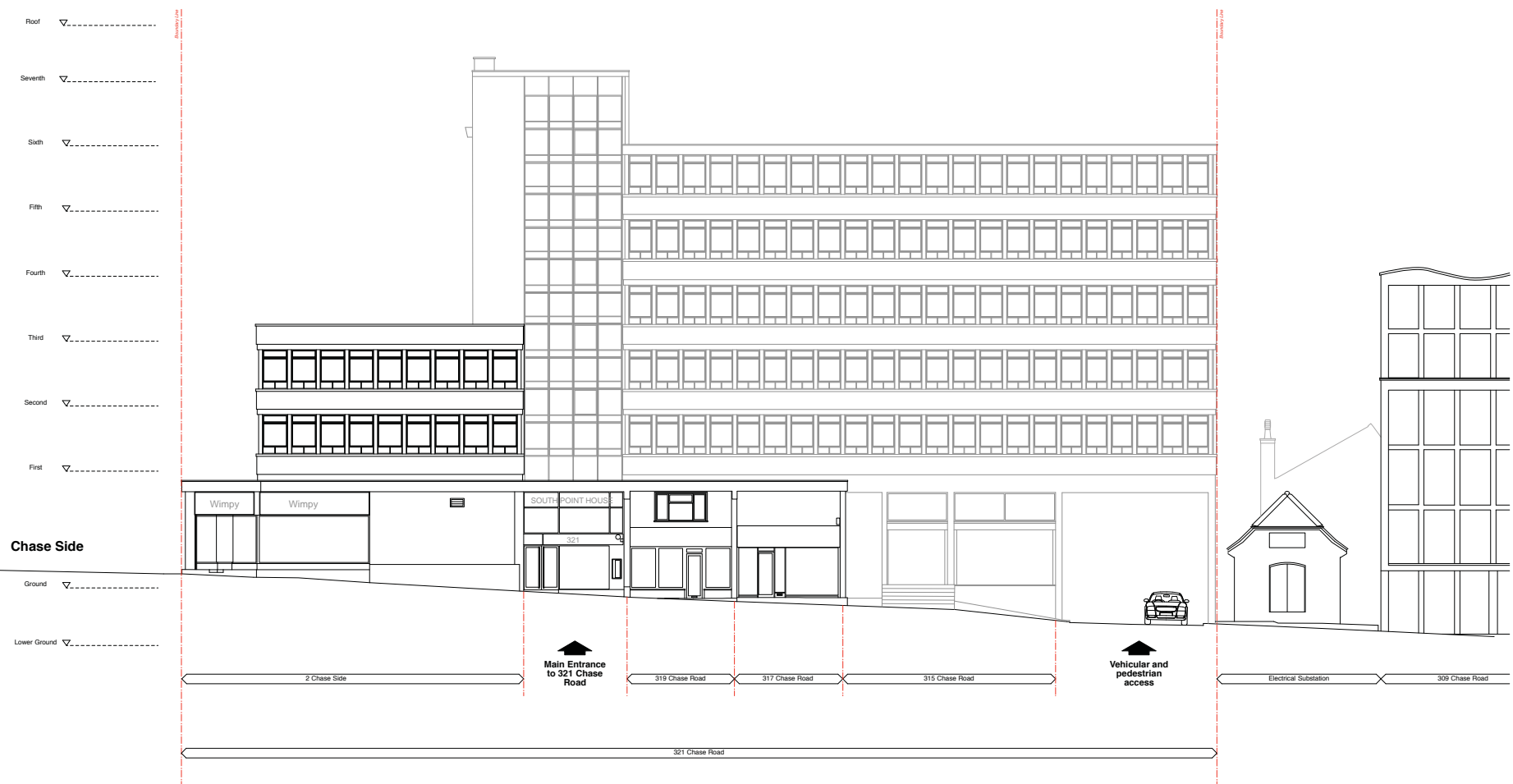


**EXISTING
SIDE ELEVATION
(ELEVATION C)**

Rev 2017 Show issue with current layout		
no.	date	notes
 architecture & interior design		
CLIENT	BROOKWAY PROPERTIES LTD.	
PROJECT	SOUTH POINT HOUSE, 321 CHASE ROAD, LONDON, N14 6JT	
DESCRIPTION	EXISTING SIDE ELEVATION (ELEVATION C)	
DWG NO	414-EX.11	REV
DRAWN BY	JA / JL	SCALE 1:100@A1 1:200@A3
CHECKED BY	CB	DATE SEPT 2017 / MARCH 2015
<small> 1 222 7646 2031 2 222 7646 2044 30 Chancery Lane London EC2M 3QS </small>		
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RENAME	PRINT SIZE	A1

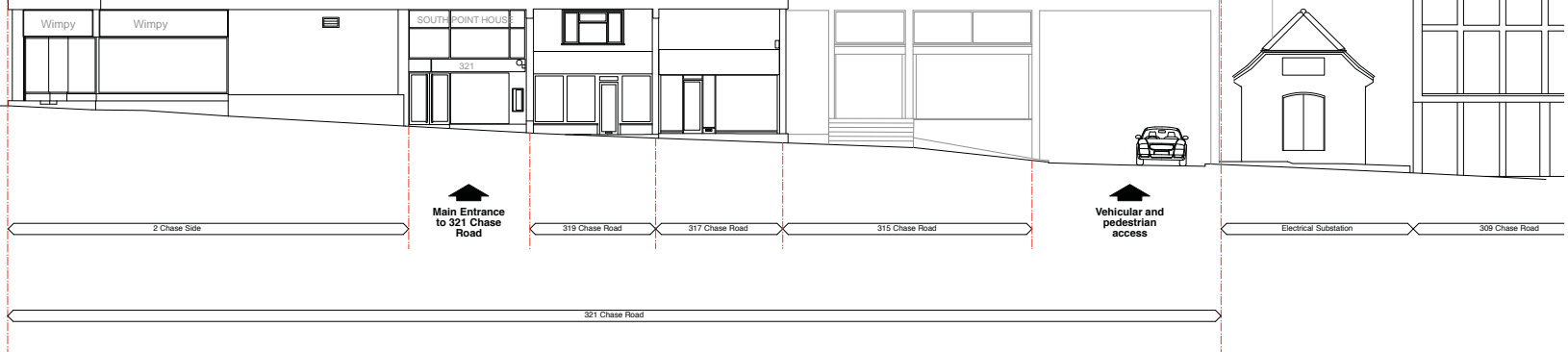


321 Chase Road | 18 Chase Side



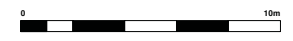
Chase Side

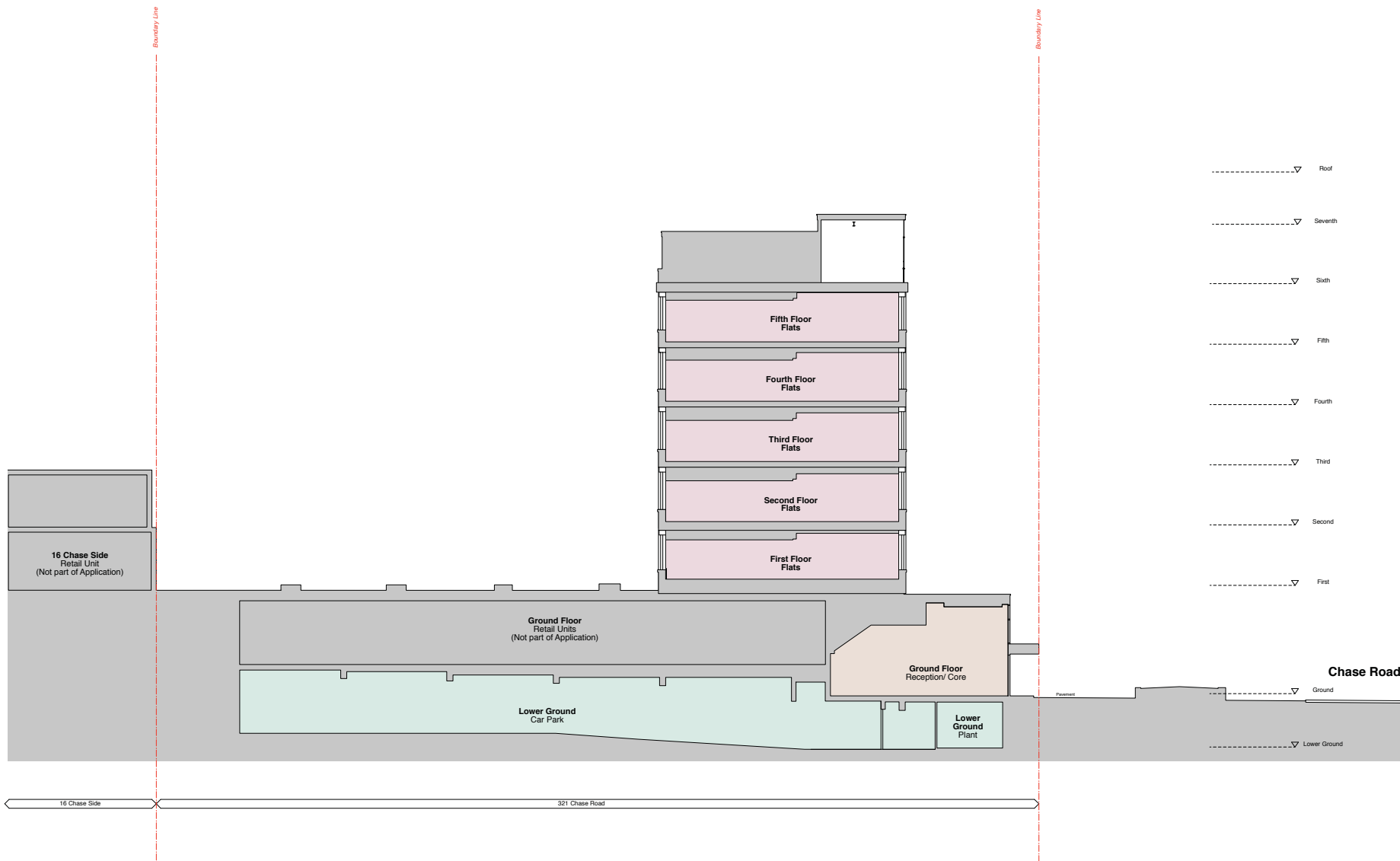
Roof
Seventh
Sixth
Fifth
Fourth
Third
Second
First
Ground
Lower Ground



EXISTING CHASE ROAD ELEVATION (ELEVATION D)

No. 2017		These issues with current layout	
no.	date	index	
gpad architecture & interior design			
Client: BROOKWAY PROPERTIES LTD.			
Project: SOUTH POINT HOUSE, 321 CHASE ROAD, LONDON, N14 6JT			
Title: EXISTING CHASE ROAD ELEVATION (ELEVATION D)			
Drawing No: 414-EX.12		REV	
Drawn by: JA / IL	Scale: 1:100@A1 1:200@A3		
Checked by: CB	Date: SEPT 2017 / MARCH 2015		
1:200 (Plan) 1:200 (Elev) 1:200 (Section)		2nd Floor 3rd Floor Client: Brookway Properties Ltd. London EC2V 9ED	
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Revname	Print size	A1	





EXISTING SECTION AA

No. 2017		Date issue with current layout	
no.	date	index	
CLIENT BROOKWAY PROPERTIES LTD.			
PROJECT SOUTH POINT HOUSE, 321 CHASE ROAD, LONDON, N14 6JT			
TITLE EXISTING SECTION AA			
DWG NO 414-EX.13		REV	
DRAWN BY JA / IL		SCALE 1:100@A1 1:200@A3	
CHECKED BY CB		DATE SEPT 2017 / MARCH 2015	
<small>1:200 (Plan) 2015 1:200 (Section) 2015 By: [signature]</small>		<small>2nd Floor 321 Chase Road London E14 6JT</small>	
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RENAME		PLOT SIZE A1	







Aerial view looking North - New Proposed Scheme



Aerial view looking Southwest - Proposed Scheme



Rounded corner on the South facade



Rounded corner on the North facade

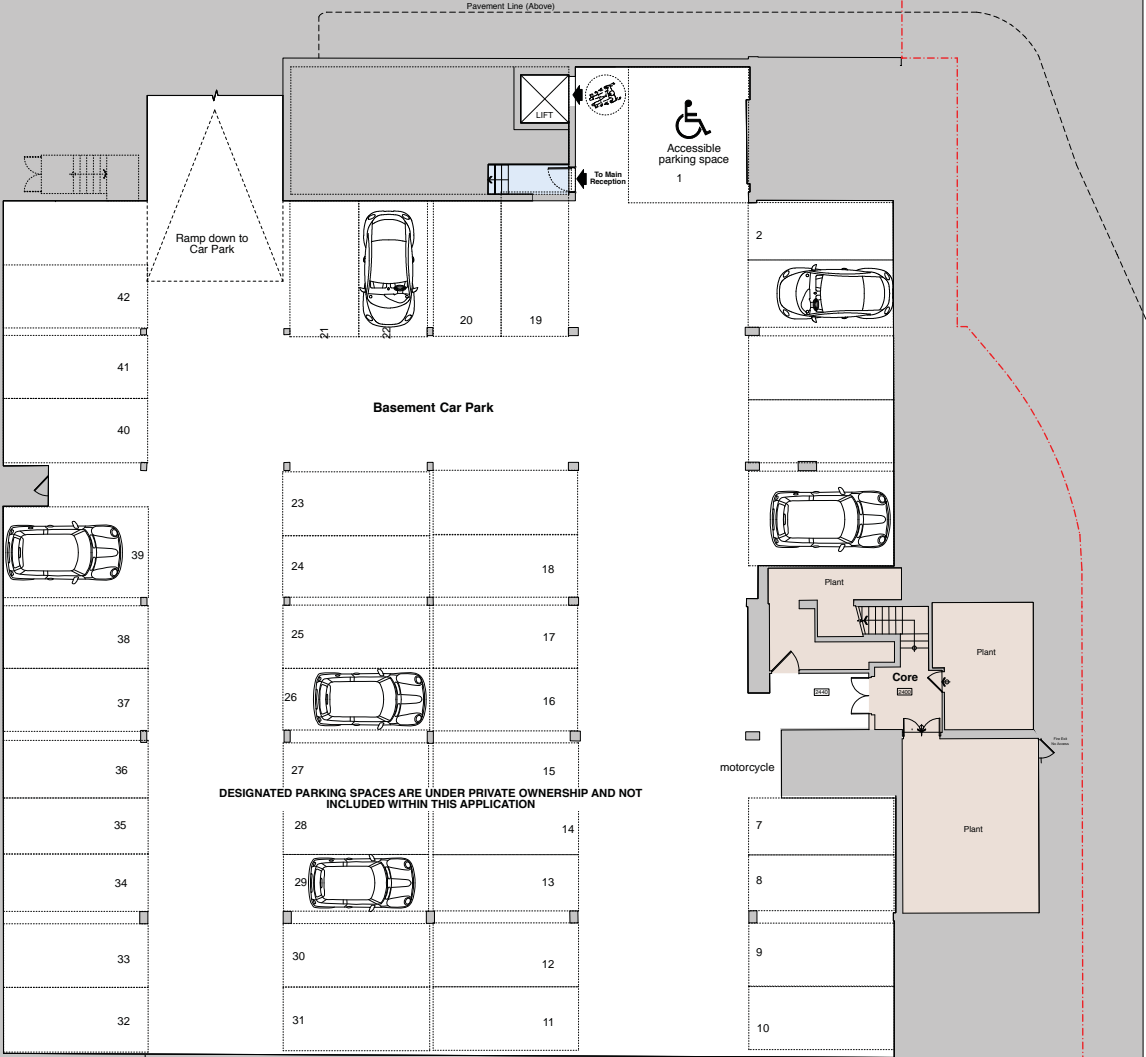


View looking East down Nichols Close

443-PA.12
Elev C

Nichol Close
(above)

Elev B
414-PA.11



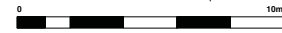
Road slopes up towards Chase Side (above)

16 Chase Side (Above)

PROPOSED BASEMENT PLAN

Section DD
Drawing 414-PA-10

414-PA.10
Elev A



REV	DATE	AMENDED MISSING SIZE
P2	20.05.18	AMENDED MISSING SIZE
P1	08.12.17	FOR PLANNING
rev	date	notes

gpad architecture & interior design

CLIENT
BROOKWAY PROPERTIES LTD.

PROJECT
SOUTH POINT HOUSE
321 CHASE ROAD
LONDON
N14 6JT

TITLE
PROPOSED BASEMENT PLAN

DWG NO 414-PA.01	REV P2
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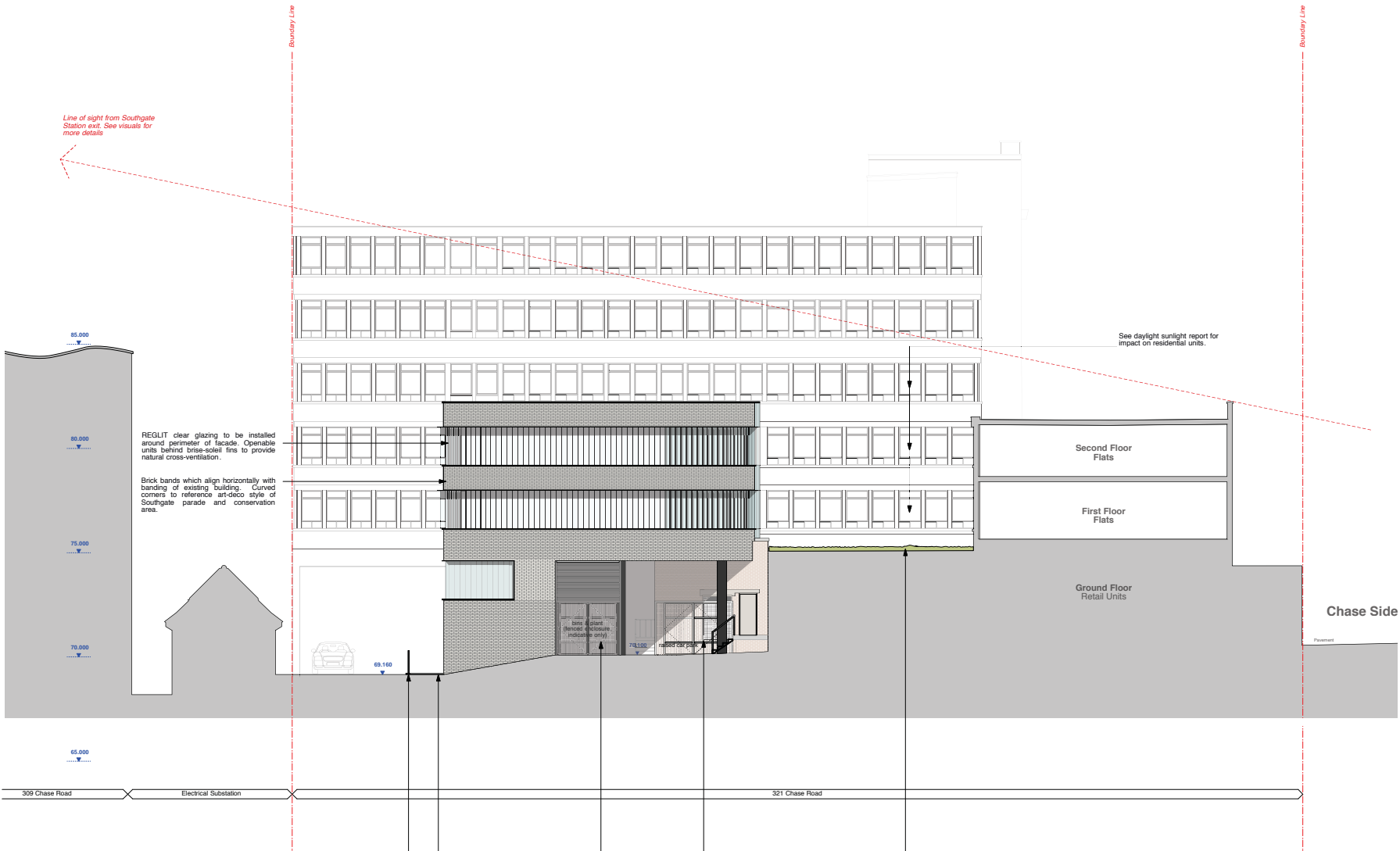
DRAWN BY JA / SA	SCALE 1:100 @ A1 1:200 @ A3
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CHECKED BY CB	DWG SEPT 2017
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1: 020 PAUP 2013 2nd Floor
2: 020 PAUP 2014 03:00 Floor
3: 020 PAUP 2014 03:00 Floor
4: 020 PAUP 2014 03:00 Floor

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RENAME	PRINT SIZE A1
---------------	-------------------------



Line of sight from Southgate Station exit. See visuals for more details.

See daylight sunlight report for impact on residential units.

REGULIT clear glazing to be installed around perimeter of facade. Operable units behind brasa-soleil fins to provide natural cross-ventilation.
Brick bands which align horizontally with banding of existing building. Curved corners to reference art-deco style of Southgate parade and conservation area.

Second Floor Flats

First Floor Flats

Ground Floor Retail Units

Chase Side

329 Chase Road Electrical Substation

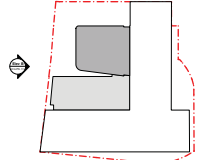
321 Chase Road

Bollards to protect pedestrian walkway.
Pedestrian walkway enlarged to allow compliant access to main entrance on Nichol Close. See Transport Management Plan for further information.

Office bin store with AC plant above.

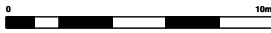
Currently bins are stored along the pavement. See existing drawings. Proposals will move bins to new enclosure.

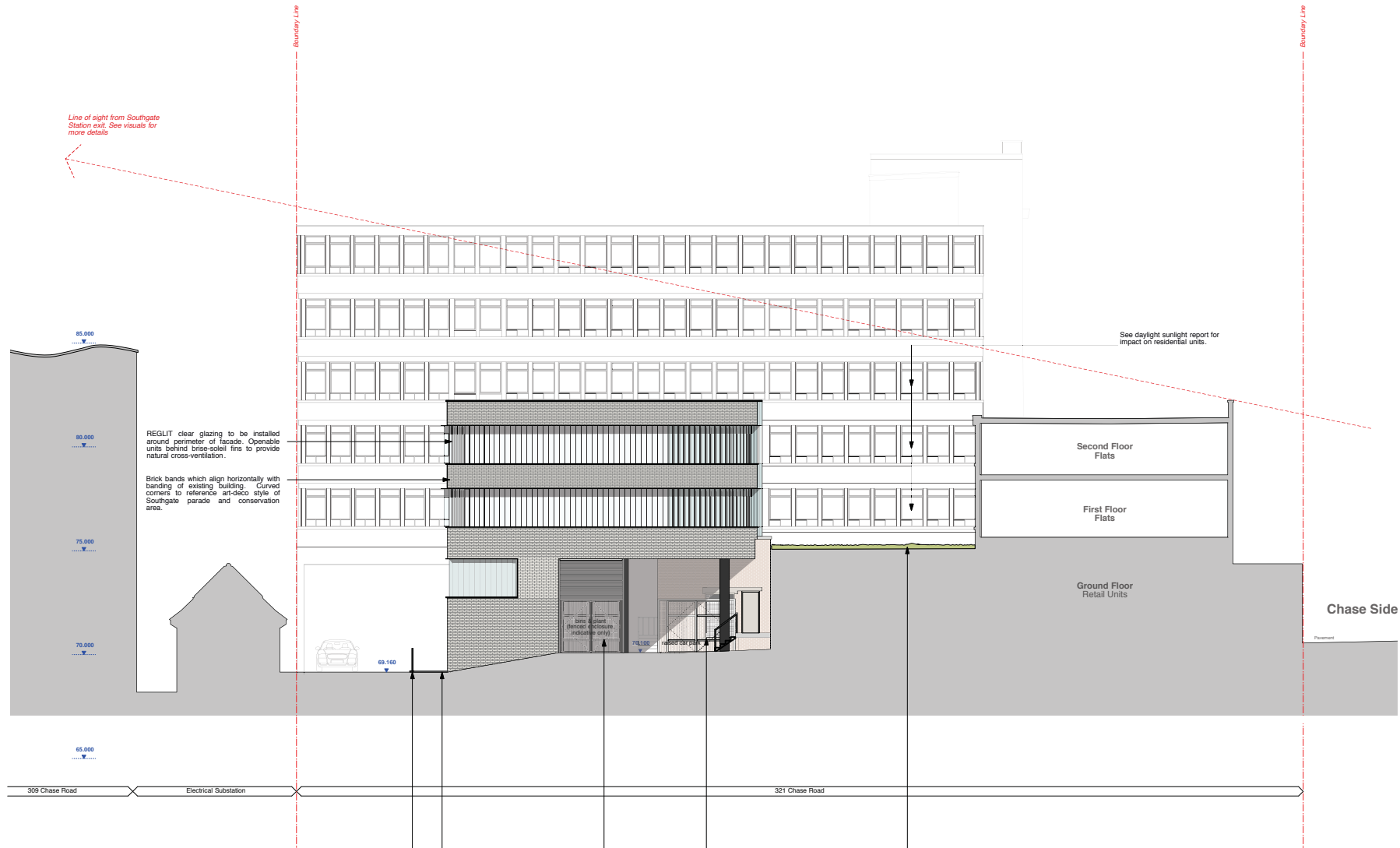
Disused AC equipment to be removed from existing flat room. Larger AC condenser units to be moved away from residential windows and enclosed with timber screen. Windflower roof to be laid over existing flat roof to improve outlook from podium with path for maintenance. See Design and Accessment Statement for more information.



P2	20.05.18	AMENDED MASSING SIZE
P1	08.12.17	FOR PLANNING
rev	date	notes
gpod architecture & interior design		
CLIENT BROOKWAY PROPERTIES LTD.		
PROJECT SOUTH POINT HOUSE 321 CHASE ROAD LONDON N14 6JT		
TITLE PROPOSED FRONT ELEVATION (ELEVATION B)		
DWG NO	414-PA.11	REV P2
DRAWN BY	JA / SA	SCALE 1:100@A1 1:200@A3
CHECKED BY	CB	DWG SEPT 2017
<small> 1: 020 PLUP 2013 2: 020 PLUP 2014 3: 020 PLUP 2015 4: 020 PLUP 2016 5: 020 PLUP 2017 6: 020 PLUP 2018 7: 020 PLUP 2019 8: 020 PLUP 2020 9: 020 PLUP 2021 10: 020 PLUP 2022 11: 020 PLUP 2023 12: 020 PLUP 2024 13: 020 PLUP 2025 14: 020 PLUP 2026 15: 020 PLUP 2027 16: 020 PLUP 2028 17: 020 PLUP 2029 18: 020 PLUP 2030 19: 020 PLUP 2031 20: 020 PLUP 2032 21: 020 PLUP 2033 22: 020 PLUP 2034 23: 020 PLUP 2035 24: 020 PLUP 2036 25: 020 PLUP 2037 26: 020 PLUP 2038 27: 020 PLUP 2039 28: 020 PLUP 2040 29: 020 PLUP 2041 30: 020 PLUP 2042 31: 020 PLUP 2043 32: 020 PLUP 2044 33: 020 PLUP 2045 34: 020 PLUP 2046 35: 020 PLUP 2047 36: 020 PLUP 2048 37: 020 PLUP 2049 38: 020 PLUP 2050 39: 020 PLUP 2051 40: 020 PLUP 2052 41: 020 PLUP 2053 42: 020 PLUP 2054 43: 020 PLUP 2055 44: 020 PLUP 2056 45: 020 PLUP 2057 46: 020 PLUP 2058 47: 020 PLUP 2059 48: 020 PLUP 2060 49: 020 PLUP 2061 50: 020 PLUP 2062 51: 020 PLUP 2063 52: 020 PLUP 2064 53: 020 PLUP 2065 54: 020 PLUP 2066 55: 020 PLUP 2067 56: 020 PLUP 2068 57: 020 PLUP 2069 58: 020 PLUP 2070 59: 020 PLUP 2071 60: 020 PLUP 2072 61: 020 PLUP 2073 62: 020 PLUP 2074 63: 020 PLUP 2075 64: 020 PLUP 2076 65: 020 PLUP 2077 66: 020 PLUP 2078 67: 020 PLUP 2079 68: 020 PLUP 2080 69: 020 PLUP 2081 70: 020 PLUP 2082 71: 020 PLUP 2083 72: 020 PLUP 2084 73: 020 PLUP 2085 74: 020 PLUP 2086 75: 020 PLUP 2087 76: 020 PLUP 2088 77: 020 PLUP 2089 78: 020 PLUP 2090 79: 020 PLUP 2091 80: 020 PLUP 2092 81: 020 PLUP 2093 82: 020 PLUP 2094 83: 020 PLUP 2095 84: 020 PLUP 2096 85: 020 PLUP 2097 86: 020 PLUP 2098 87: 020 PLUP 2099 88: 020 PLUP 2100 89: 020 PLUP 2101 90: 020 PLUP 2102 91: 020 PLUP 2103 92: 020 PLUP 2104 93: 020 PLUP 2105 94: 020 PLUP 2106 95: 020 PLUP 2107 96: 020 PLUP 2108 97: 020 PLUP 2109 98: 020 PLUP 2110 99: 020 PLUP 2111 100: 020 PLUP 2112 </small>		
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REV NAME	REV SIZE	A1

PROPOSED ELEVATION B





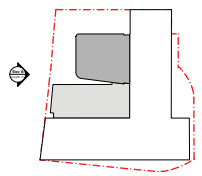
Line of sight from Southgate Station exit. See visuals for more details.

See daylight sunlight report for impact on residential units.

REGULIT clear glazing to be installed around perimeter of facade. Operable units behind brasa-soilel fins to provide natural cross-ventilation.

Brick bands which align horizontally with banding of existing building. Curved corners to reference art-deco style of Southgate parade and conservation area.

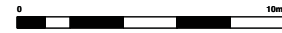
Chase Side



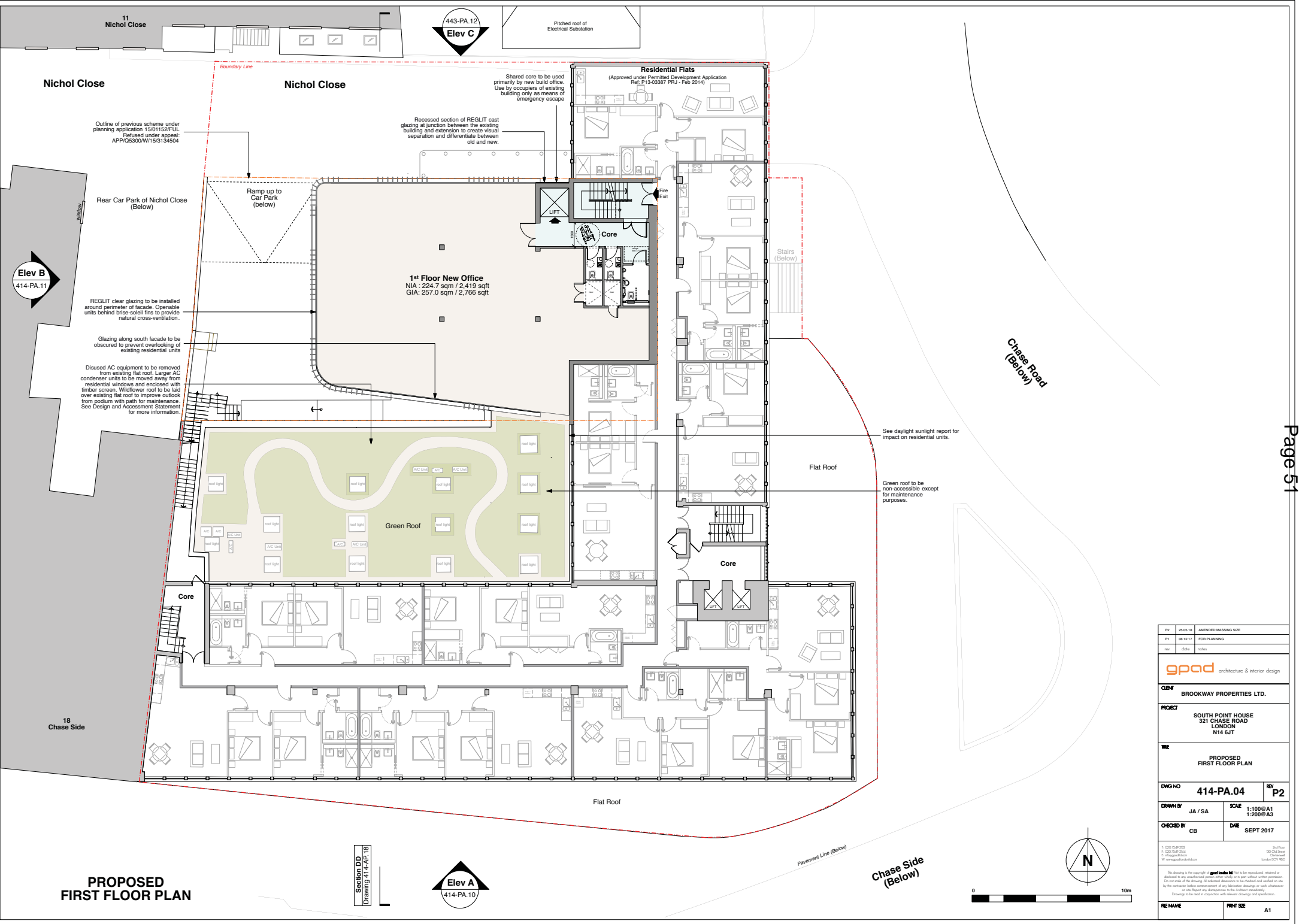
309 Chase Road Electrical Substation 321 Chase Road

- Bollards to protect pedestrian walkway.
- Pedestrian walkway enlarged to allow compliant access to main entrance on Nichol Close. See Transport Management Plan for further information.
- Office bin store with AC plant above.
- Currently bins are stored along the pavement. See existing drawings. Proposals will move bins to new enclosure.
- Disused AC equipment to be removed from existing flat roof. Larger AC condenser units to be moved away from residential windows and enclosed with timber screen. Windflower roof to be laid over existing flat roof to improve outlook from podium with path for maintenance. See Design and Accessment Statement for more information.

PROPOSED ELEVATION B



PR	20.05.18	AMENDED MASSING SIZE	
P1	08.12.17	FOR PLANNING	
rev	date	notes	
CLIENT BROOKWAY PROPERTIES LTD.			
PROJECT SOUTH POINT HOUSE 321 CHASE ROAD LONDON N14 6JT			
TITLE PROPOSED FRONT ELEVATION (ELEVATION B)			
DWG NO	414-PA.11		REV P2
DRAWN BY	JA / SA	SCALE	1:100@A1 1:200@A3
CHECKED BY	CB	DWG	SEPT 2017
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REV NAME	REV SIZE		A1



443-PA.12
Elev C

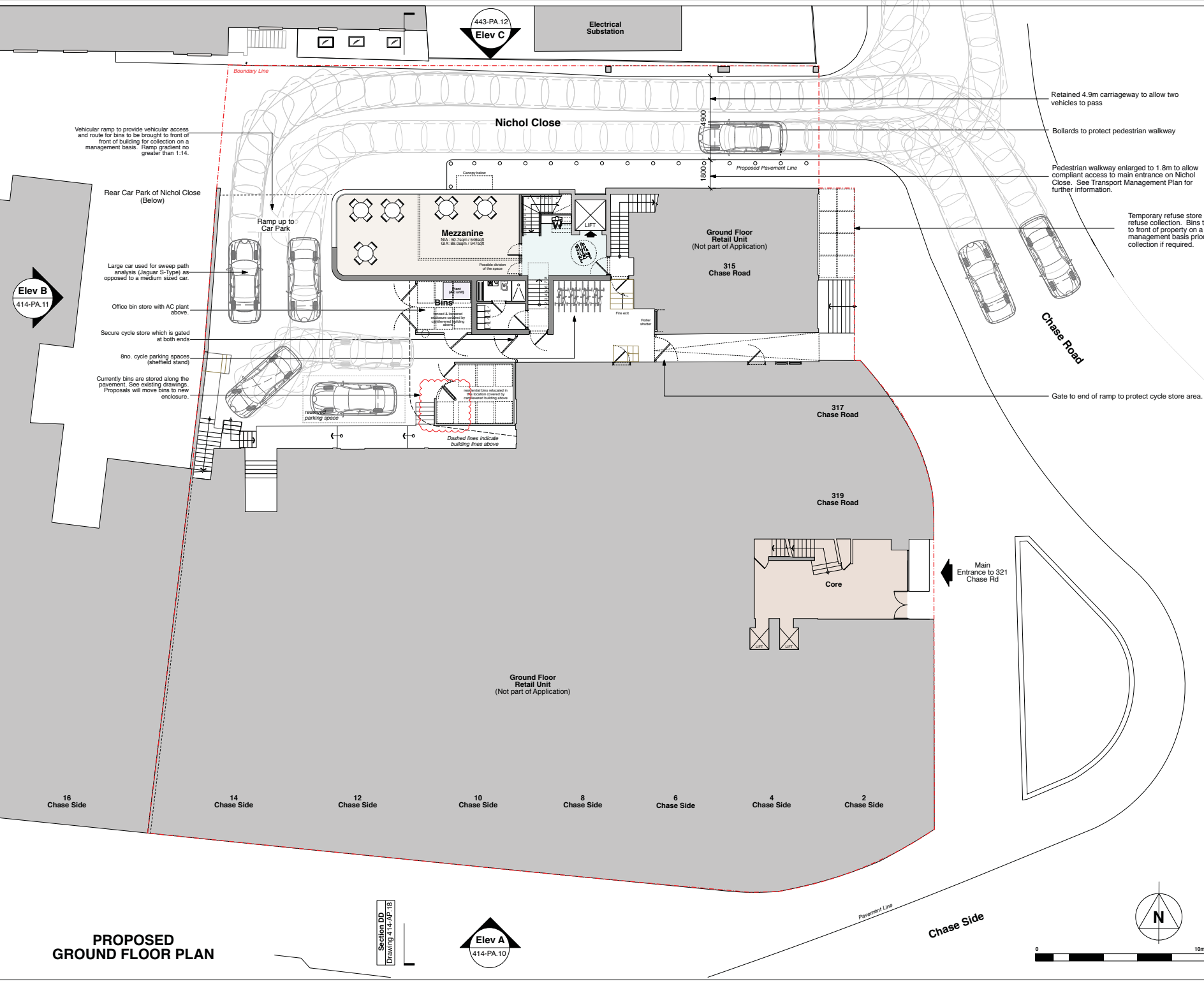
Elev B
414-PA.11

Elev A
414-PA.10

PROPOSED FIRST FLOOR PLAN

Section DD
Drawing 414-PA-18

PS	20.05.18	AMENDED MASSING SIZE	
P1	08.12.17	FOR PLANNING	
rev	date	notes	
gpad architecture & interior design			
CLIENT BROOKWAY PROPERTIES LTD.			
PROJECT SOUTH POINT HOUSE 321 CHASE ROAD LONDON N14 6JT			
TITLE PROPOSED FIRST FLOOR PLAN			
DWG NO	414-PA.04	REV	P2
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CHECKED BY	CB	DWG	SEPT 2017
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REV NAME	REV SIZE	A1	



Vehicular ramp to provide vehicular access and route for bins to be brought to front of front of building for collection on a management basis. Ramp gradient no greater than 1:14.

Rear Car Park of Nichol Close (Below)

Large car used for sweep path analysis (Jaguar S-Type) as opposed to a medium sized car.

Office bin store with AC plant above.

Secure cycle store which is gated at both ends.

8no. cycle parking spaces (sheffield stand)

Currently bins are stored along the pavement. See existing drawings. Proposals will move bins to new enclosure.

Elev B
414-PA.11

443-PA.12
Elev C

Electrical Substation

Elev A
414-PA.10

Retained 4.9m carriageway to allow two vehicles to pass

Bollards to protect pedestrian walkway

Pedestrian walkway enlarged to 1.8m to allow compliant access to main entrance on Nichol Close. See Transport Management Plan for further information.

Temporary refuse store location for refuse collection. Bins to be moved to front of property on a management basis prior to collection if required.

Gate to end of ramp to protect cycle store area.

Ground Floor Retail Unit (Not part of Application)

Ground Floor Retail Unit (Not part of Application)

315 Chase Road

317 Chase Road

319 Chase Road

Core

Main Entrance to 321 Chase Rd

16 Chase Side

14 Chase Side

12 Chase Side

10 Chase Side

8 Chase Side

6 Chase Side

4 Chase Side

2 Chase Side

PROPOSED GROUND FLOOR PLAN

Section DD
Drawing 414-PA-18

PS	14.01.19	AMENDED RESIDENTIAL BIN STORE
P2	25.05.18	AMENDED MASSING SIZE
P1	08.12.17	FOR PLANNING
REV	DATE	NOTES

gpad architecture & interior design

CBIT
BROOKWAY PROPERTIES LTD.

PROJECT
SOUTH POINT HOUSE
321 CHASE ROAD
LONDON
N14 6JT

TITLE
PROPOSED GROUND FLOOR PLAN

DWG NO 414-PA.03 **REV** P6

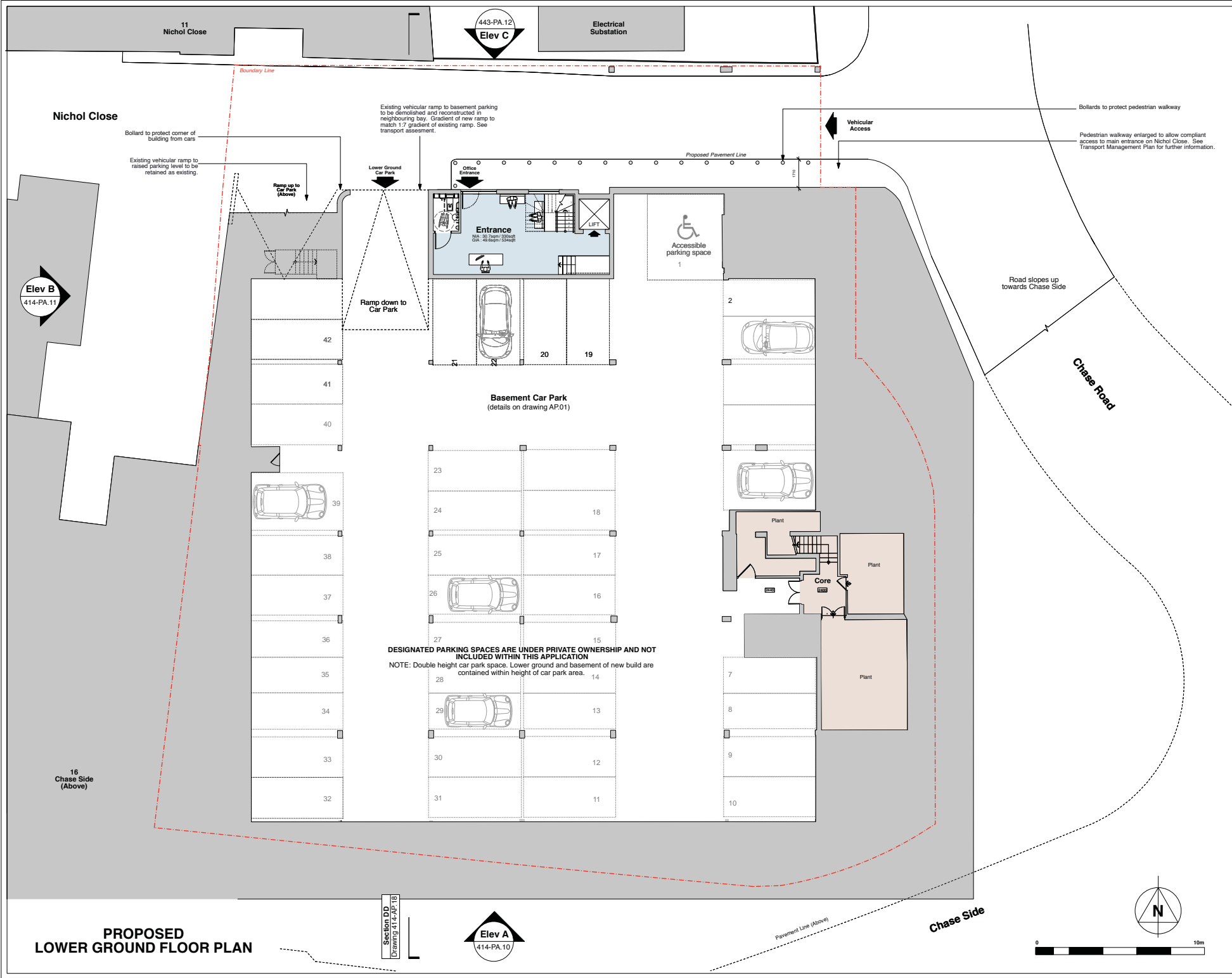
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CHECKED BY CB **DATE** SEPT 2017

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1:000 CBP 2017 3rd Floor
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1:2000@A3
London, E20 9ED

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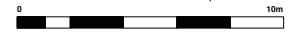
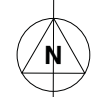
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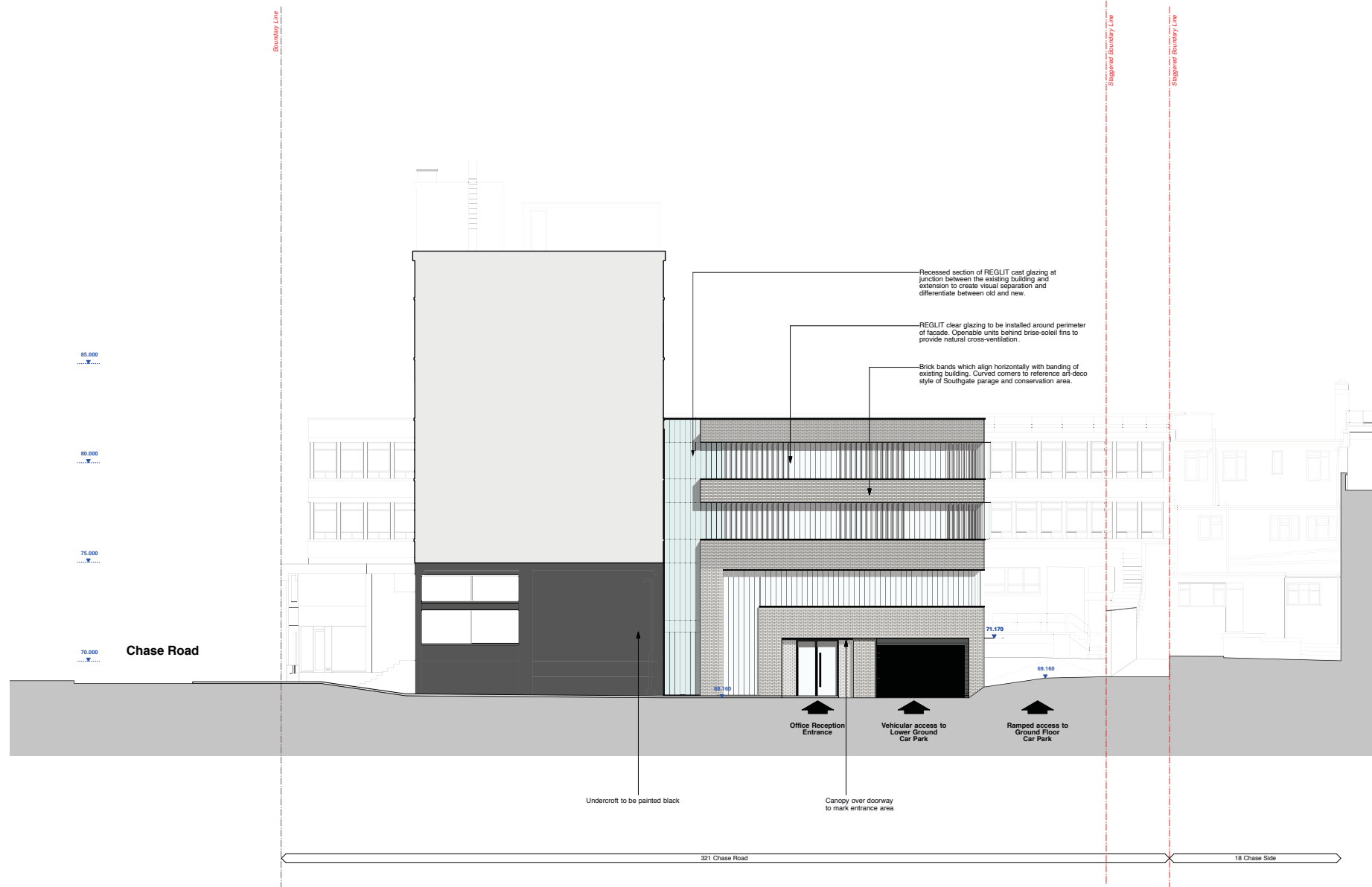


PROPOSED LOWER GROUND FLOOR PLAN

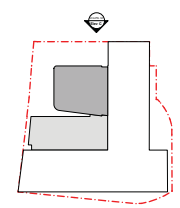
Section DD
Drawing 414-AP-10

P2	20.05.18	AMENDED MASSING SIZE
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rev	date	notes
gpad architecture & interior design		
CLIENT BROOKWAY PROPERTIES LTD.		
PROJECT SOUTH POINT HOUSE 321 CHASE ROAD LONDON N14 6JT		
TITLE PROPOSED LOWER GROUND FLOOR PLAN		
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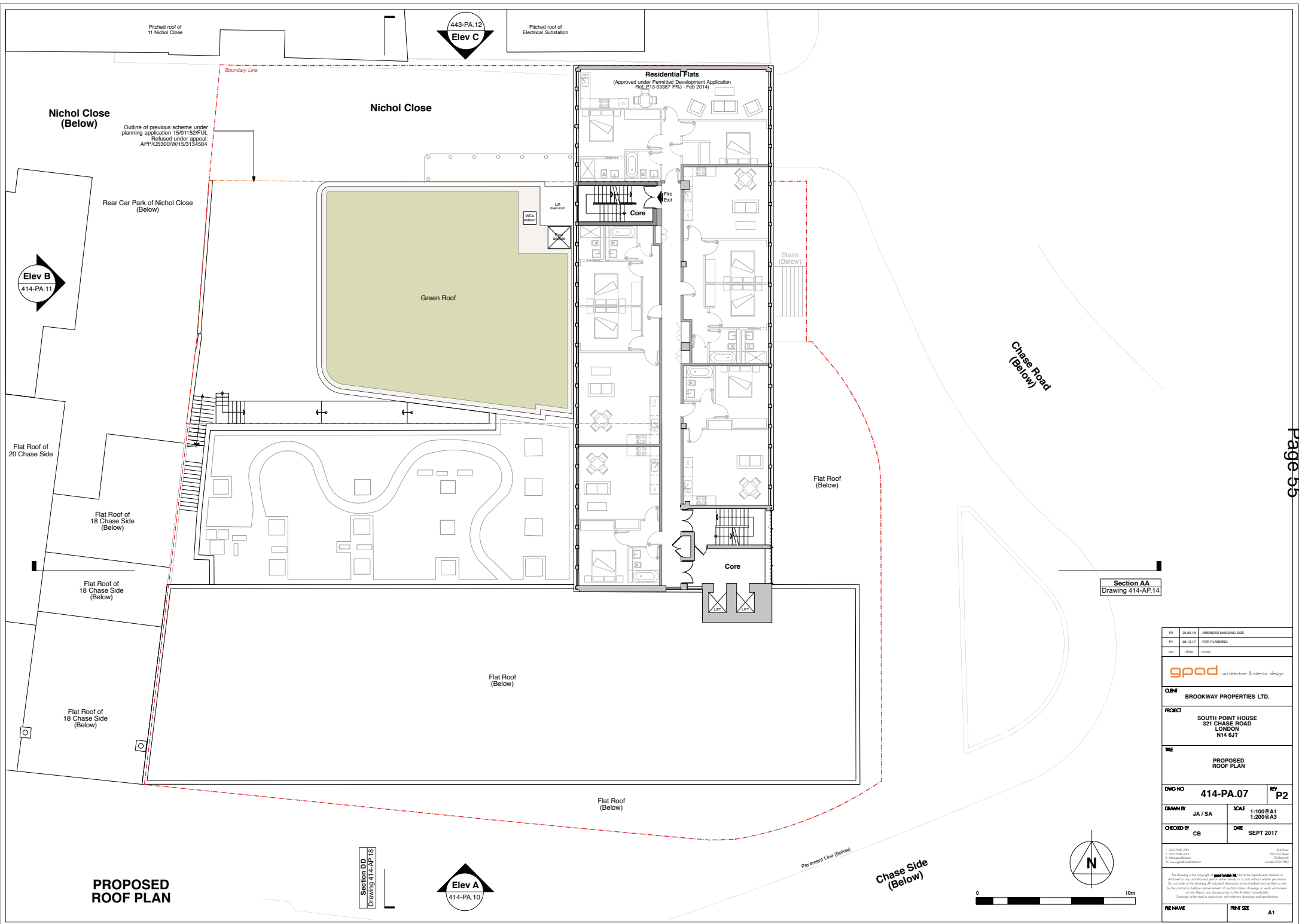




PROPOSED ELEVATION C



PR	20.05.18	AMENDED MASSING SIZE
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rev	date	notes
gpad architecture & interior design		
CLIENT BROOKWAY PROPERTIES LTD.		
PROJECT SOUTH POINT HOUSE 321 CHASE ROAD LONDON N14 6JT		
TITLE PROPOSED ELEVATION C		
DWG NO	414-PA.12	REV P2
DRAWN BY	JA / SA	SCALE 1:100@A1 1:200@A3
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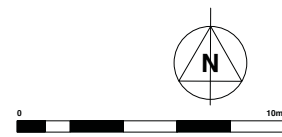
PROPOSED ROOF PLAN

Section DD
Drawing 414-AP-18

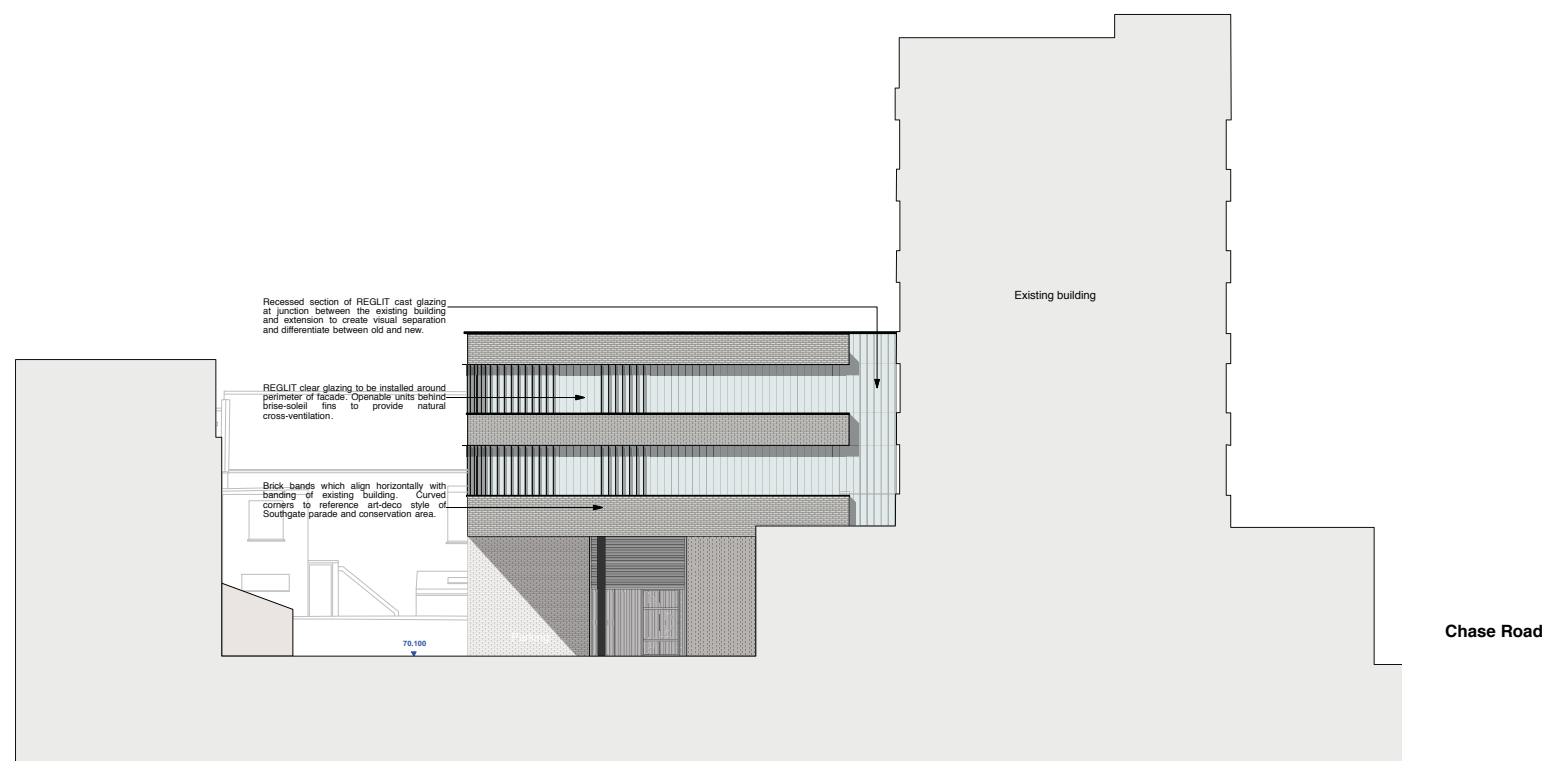
Elev A
414-PA.10

Section AA
Drawing 414-AP.14

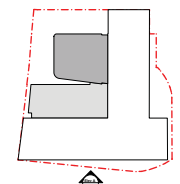
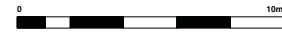
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P1	08.12.17	FOR PLANNING
rev	date	notes
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PROJECT SOUTH POINT HOUSE 321 CHASE ROAD LONDON N14 6JT		
TITLE PROPOSED ROOF PLAN		
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**PROPOSED
 ELEVATION A**



P2	20.05.18	AMENDED MASSING SIZE
P1	08.12.17	FOR PLANNING
rev	date	notes
gpad architecture & interior design		
CLIENT BROOKWAY PROPERTIES LTD.		
PROJECT SOUTH POINT HOUSE 321 CHASE ROAD LONDON N14 6JT		
TITLE PROPOSED ELEVATION A		
DWG NO	414-PA.10	REV P2
DRAWN BY	JA / SA	SCALE 1:100@A1 1:200@A3
CHECKED BY	CB	DWG SEPT 2017
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FILE NAME	PRINT SIZE	A1





LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 21st May 2019

Report of
Head of Planning

Contact Officer:
Andy Higham
David Gittens 0208 379 8074
James Clark 0208 379 4206

Ward:
Highlands

Ref: 18/01539/FUL

Category: Full Application

LOCATION: 70A and 72 The Ridgeway, Enfield, EN2 8JB

PROPOSAL: Demolition of existing buildings and redevelopment to provide a total of 9 self-contained flats (6 x 2-bed, 3 x 3-bed) within a 2-storey building including accommodation in roof space, creation of a new vehicular access and associated car parking and landscaping on site.

Applicant Name & Address:

Mr Richard Collins
Landvest Developments Limited
Fusion Studio
The Green
Letchmore Heath
Herts
WD25 8ER
richard@landvest.co.uk

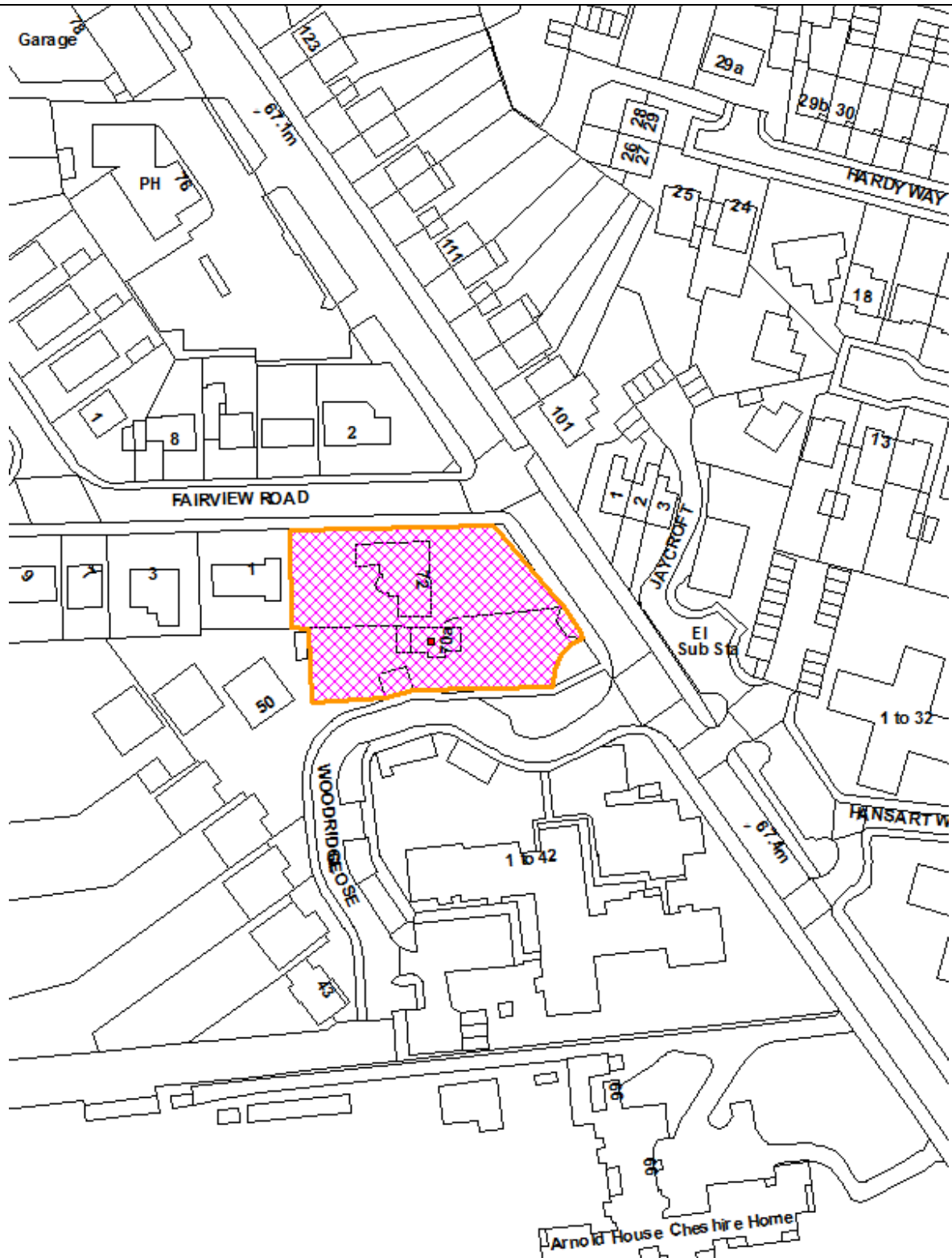
Agent Name & Address:

Mr Alfie Yeatman
HGH Consulting
45 Welbeck Street
London
W1G 8DZ
ayeatman@hghconsulting.co

RECOMMENDATION: That planning permission be **GRANTED**, upon completion of the legal agreement

Note for Members:

Ref: 18/01539/FUL LOCATION: 70A And 72 The Ridgeway, Enfield, EN2 8JB,



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Scale 1:1250

North



1.0 Note for Members

- 1.1 This application was presented at Planning Committee on 24th April 2019. Following discussion, it was resolved to defer determination of the planning application pending a review of the level of affordable housing contribution. In addition, reference was also made to officers visiting No 50 Woodbridge Close to review the relationship of the development to this property.

Affordable Housing

- 1.2 The concern raised by the Planning Committee was in relation to the level of affordable housing contribution and whether a contribution of £161,730.48 was appropriate.
- 1.3 Having undertaken a review of our approach and the viability appraisal undertaken, it remains the opinion that the level of contribution secured is acceptable against adopted policy.
- 1.4 At the time of submission, the quantum of development proposed was on the threshold of necessitating the provision of affordable housing in accordance with policy and initially, no affordable housing was proposed. This was based on the Applicants submission that the viability for the proposed development showed a deficit.
- 1.5 Following negotiation with the developers which included officers taking a firm “in principle” position that the scheme should be contributing affordable housing in line with adopted policy, a position was agreed and an appraisal of the scheme’s viability by the Council’s appointed independent consultant, (which looks at costs / sales values) undertaken. Informed by this independent appraisal, officers secured an increase to £161,730.98 which represents a substantial uplift on the original position.
- 1.6 This position must also be viewed in the context of the current policy framework.
- 1.7 It is acknowledged that the methodology set out in the Council’s adopted S106 SPD indicates a higher amount. This SPD document provides a methodology for calculating contributions however when the indicative figures produced by this methodology are viability tested, factoring in site specific information, the final figure can vary from the initial indicative figure. Furthermore, it is also important to note that the 2019 iteration of the national policy document clarifies the threshold above which residential development proposals are required to deliver affordable housing: It makes it clear that affordable housing should not now be sought on development involving less than 10 homes and this development involves 9 units.
- 1.8 Mindful of this context, officers believe the position negotiated is a positive outcome. Furthermore, following discussion after the meeting of the Planning Committee on 23rd April the affordable housing sum has been revised upward to £165,633.33. The uplift is modest but having regard to the advice of our specialist consultant, it does represent the most appropriate offer and is considered to be

the maximum sum of affordable housing contribution that can be supported by the development. Members are advised that sound planning reasons would not exist to warrant refusal of the planning application on grounds of the affordable offer that has been negotiated.

- 1.9 Increasing the viability of the scheme so that a greater amount of affordable housing could be secured, would likely necessitate an increase in the quantum of development. Given that a more intensive form of development has not been previously accepted, this again reinforces the approach that has been taken, the outcome that has been negotiated and the officer recommendation that this application should be approved.

Site visit - No 50 Woodridge Close

- 1.10 Officers attended No 50 Woodridge Close on the morning of 9th May 2019 in order to review the relationship to the proposed development from the internal rooms of the property considered.
- 1.11 The subject windows in question are located on the north-east facing elevation of the chalet style bungalow roof space. The roof space is formed of two habitable bedrooms with en-suite bathrooms. The principle concern of the occupier of No 50 Woodridge Close is the impact of the proposed development on the privacy of the windows serving the en-suite bathrooms. For avoidance of doubt, the location of the windows in question is indicated in the photograph below.

(No 50 Woodridge Close (the red square indicates the location of the bathroom windows))



1.12 Below is a plan illustration of the relationship between windows of No 50 Woodridge Close and the proposed development



1.13 Below are photos taken showing the relevant views from the internal rooms.

a) from an en-suite bathroom window



b) View to development site when bathroom window is open



c) Bathroom window when shut – note obscure glazed



d) En-suite bathroom window serving master bedroom, same layout as adjacent room and includes obscure glazed window form



- 1.15 The site visit confirmed that the windows potentially affected by the proposed development are en-suite non-habitable rooms with fully obscure glazed bathroom windows. The distance of the windows would be approximately 18m from the habitable windows on the proposed flatted development. Bathrooms are non-habitable rooms and are not afforded the same protection as habitable windows under planning design guidance and pertinent planning history and case law. The fully obscured windows afford more than adequate privacy to the inhabitants and while there would be some shadow images to the exterior when fully lit internally, the impact on privacy is not considered harmful and the en-suite nature of the bathroom does not have the same usage as a family bathroom further reducing the level of amenity impacts as previously stated.
- 1.16 It should also be noted that whilst the development would be situated closer to this neighbouring property with the relevant facing elevation containing a number of windows, the existing building on the application site contains a balcony from which views towards the neighbouring property would be available in the existing situation. The relationship in terms of the effect on the amenities of the neighbouring property is therefore considered to be no worse than the existing

situation especially when the presence of natural screening, principally trees, is taken into consideration.

2.0 Recommendation

That subject to the completion of a S106 legal agreement, the Head of Development Management / Planning Decisions Manager, be authorised to GRANT planning permission subject to the following conditions.

1. Time Limit
2. Development in Accordance with Approved Plans – Form / Mix
3. Details of External Materials
4. Details (1:20) of Architectural Features
5. Details of Surfacing Materials
6. Details of Landscaping (including retention)
7. Details of Enclosure
8. Details of Levels
9. Details of Refuse Storage
10. Private Parking Only – Parking Areas
11. Details of a revised Sustainable Drainage Strategy
12. Submission of SuDS Verification Report
13. Details of Construction Management Plan
14. Details of Considerate Constructors Scheme
15. Details of Piling Methodology
16. Details of a Construction Waste Management Plan.
17. Details of a communal television systems/satellite dishes

3.0 Executive Summary

- 3.1 The proposed planning application is referred to Planning committee under the adopted Enfield scheme of delegation (adopted 17th October 2017) as per exceptions to the delegated authority under Appendix 1, part 11 as per below,

“Any other application or issue which, by reason of its scale, impact upon the environment, or the level of public or likely Councillor interest, should, in the opinion of the Assistant Director (Regeneration & Planning), be determined by the Committee”.

- 3.2 The proposed development creates nine (9) residential units (formed of (5 x 2 bed, 4 x 3 bed) representing 1250m² of new habitable floorspace meeting the

threshold of a major application and under the legislative criteria in the DMPO published in 2015 the Major development and shall be considered at Planning committee.

- 3.3 The proposed development is subject to a s106 legal agreement pertaining to the provision of off-site affordable housing financial contributions (please see section 7.54 of the report). The development shall be subject to planning conditions both pre-commencement and pre-occupation and is considered policy compliant and is recommended for planning approval subject to a s106 legal agreement and planning conditions.

4.0 Site and Surroundings

- 4.1 The site is located on the eastern side of The Ridgeway approximately mid-way along the road. The southern part of the Ridgeway feeds in the developed area of Enfield and is characterised by a mix of detached, semi-detached dwellings and flatted developments. The Ridgeway is made up of a variety of architectural designs. The application site itself is defined by two large detached dwellings, located on generous plots of land. The Ridgeway is classified as an 'A' road connecting Enfield with the M25. 70A The Ridgeway benefits from an access into the site off The Ridgeway, whereas No 72 The Ridgeway benefits from an access off of Fairview Road which leads off The Ridgeway.
- 4.2 The site once benefited from a tree covered by a Tree Preservation Order (TPO). This tree was felled in 2011, with the agreement of the Tree Officer at the Local Planning Authority (LPA). There are now no trees on the site covered by a TPO. The site area equates to 00.19 hectares.
- 4.3 The site is not within a Conservation Area nor are the two buildings defined as Listed Buildings. The site has a PTAL Level of 1b representing very poor access to public Transport. Permit parking is in operation on the adjacent road Fairview and The Ridgeway itself has double yellow lines preventing parking.

5.0 Proposal

- 5.1 The proposal seeks planning permission to demolish the two existing two storey detached dwelling houses on the site and erection of a two storey building with habitable floorspace in the roof. The proposed new building would have a footprint of approximately 502m² forming an "L" shape with the base of the "L" projecting along the southern boundary forward of the principal elevation towards The Ridgeway. The proposal would incorporate eleven (11) gable fronted roof

dormers and five rooflights spread across the sloping roof scape and a further ten (10) rooflights on a small crown roof.

- 5.2 The redevelopment of the site would be formed of Nine (9) self-contained flats (5 x 2 bed, 4 x 3 bed). The existing crossover from Fairview Road would be retained and an additional crossover would be created further along Fairview Road. The existing entrance to The Ridgeway would be closed and the provision of twelve (12) formalised parking spaces would be created along the western boundary with The Ridgeway. The site would be landscaped with a number of trees retained and areas sectioned off to create gardens assigned to certain ground floor units. Refuse and secure cycle storage facilities would be located at the rear of the site accessed via the new crossover to the site from Fairview Road.
- 5.3 Changes to the original scheme included:
- Landscape changes to a segregate and assign private amenity space to ground floor units
 - Reduction in the parking provision from 18 spaces to 12 spaces
 - Improved communal amenity space to the rear
 - Re-positioning of ground floor windows
 - Re-location of cycle storage
- 5.4 Further information is provided later in the report pertaining to the amendments agreed on site.

6.0 Relevant Planning History

Application site

- 6.1 Reference - 17/01298/FUL
Development description - Demolition of existing buildings and redevelopment to provide a total of 9 self-contained flats (6 x 2-bed, 3 x 3-bed) within a 2-storey building including accommodation in roof space, with existing and new vehicular access, car parking and landscaping.
Decision Level – Delegated. Refused
Decision Date – 19/05/2017
- 6.2 Reference - 16/01782/FUL
Development description - Redevelopment of site and erection of a 2-storey block of flats with rooms in roof space comprising 6 x 2 bed, 3 x 3 bed involving

front, side and rear dormers, private terraces, new access from Fairview Road and car parking.

Decision Level – Delegated. Refused and APPEALLED

Decision Date – 26/07/2016

Appeal Status – Appeal dismissed under reference:

APP/Q5300/W/16/3163001 (Dated 21/07/2018)

6.3 Reference - 15/04333/FUL

Development Description - Redevelopment of site and erection of a 2-storey block of flats comprising 4 x 2 bed, 4 x 3 bed involving front and rear dormers, private terraces and patio areas to front and rear, new access from Fairview Road

and car parking.

Decision Level – Delegated. Refused and APPEALLED

Decision Date – 04/12/2015

Appeal Status – Appeal dismissed under reference: APP/Q5300/W/16/3147619

6.4 Reference - TP/89/1202

Development description - Erection of 2m high boundary wall to garden of existing dwelling abutting Woodridge Close.

Decision level – Delegated

Decision date – 23/11/1989

Enforcement History

6.5 No enforcement history exists on site

7.0 Consultation

7.1 *Neighbours:* 77 surrounding properties (21 days expired 22nd May 2018) were notified by letter on the 1st May 2018. Following revisions to the proposed landscape layout and floor plans, neighbours were re-notified by letter on the 8th of October. At the time of writing the report, three objects were received by the Council which are summarised below,

- Close to adjoining properties
- Development too high
- Inadequate parking provision
- Information missing from plans

- Loss of Parking
- Loss of privacy
- More open space needed on development
- Noise nuisance
- Not enough info given on application
- Strain on existing services
- Contradictory Reports

Officer Comments

7.2 The supporting documents were produced prior to the revised landscaping and ground floor plans, therefore some of the assessment is not succinct, nevertheless the documents remain pertinent. The concerns raised by neighbouring properties shall be covered in the report however the principle concerns are related to parking and privacy issues.

7.3 Statutory and Non-Statutory Consultees:

Internal Consultations:

- 7.3.1 Transportation & Transport – The provision of parking spaces and secure cycle storage is acceptable (refer to the transport section for further detailed information). Transport and highways conditions shall be applied. The client will be required to enter in to a s278 agreed as part of the s106 legal agreement to secure the works to the access to the site.
- 7.3.2 Urban design – The siting and massing proposed for the new development is an improvement upon the previous refusals. The massing is suitably set back from the highway. The provision of parking on the frontage has been partially screened by existing natural vegetation and therefore mitigates the impact on the street scene.
- 7.3.3 SUDs – The inclusion of water gardens on the site is now considered to provide an acceptable level of drainage on the site (please see the drainage section for further information). Conditions shall be applied to the scheme to clarify certain elements of the development.
- 7.3.4 Tree officer – No objections to the loss and re-provision of trees on site subject to a robust landscape condition.

- 7.3.5 Environmental Health – No Objection to the development, pre-commencement planning conditions to be applied to the site to prevent harm.

External Consultations:

- 7.3.6 Thames Water – No response

Officer comments

The consultation responses have directed and facilitated the changes to the development and applicable conditions have been added to secure policy compliant development.

8.0 Relevant Planning Policies

8.1 London Plan (2016)

- 3.3 Increasing housing supply
- 3.4 Optimising Housing potential
- 3.5 Quality and design of housing developments
- 3.9 Mixed and Balanced Communities
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- 3.14 Existing Housing Stock
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.13 Sustainable Drainage
- 5.14 Water Quality and Wastewater Infrastructure
- 5.15 Water Use and Supplies
- 5.16 Waste Self Sufficiency
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.3 Designing out Crime

- 7.4 Local Character
- 7.6 Architecture
- 7.19 Biodiversity and access to nature
- 7.21 Trees and Woodland
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

8.2 Core Strategy (2010)

- CP2: Housing supply and locations for new homes
- CP3: Affordable housing
- CP4: Housing quality
- CP5: Housing types
- CP20: Sustainable energy use and energy infrastructure
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP22: Delivering sustainable waste management
- CP25: Pedestrians and cyclists
- CP30: Maintaining and improving the quality of the built and open environment
- CP32: Pollution
- CP46: Infrastructure contributions

8.3 Development Management Document (2014)

- DMD2: Affordable Housing for Development of Less than 10 units
- DMD3: Providing a Mix of Different Sized Homes
- DMD5: Residential Conversions
- DMD6: Residential Character
- DMD7: Development of Garden Land
- DMD8: General Standards for New Residential Development
- DMD9: Amenity Space
- DMD10: Distancing
- DMD11: Rear Extensions
- DMD14: Side Extensions
- DMD37: Achieving High Quality and Design-Led Development
- DMD45: Parking Standards
- DMD46: Vehicle Crossovers and Dropped Kerbs
- DMD49: Sustainable Design and Construction Statements
- DMD51: Energy Efficiency Standards

DMD58: Water Efficiency
DMD61: Managing Surface Water
DMD68: Noise
DMD81: Landscaping
DMD Appendix 7 - London Plan parking and Cycle standards
DMD Appendix 8 - Parking standards (parking dimensions)
DMD Appendix 9 - Road classifications

8.4 Other Policy

National Planning Policy Framework (2019)
National Planning Practice Guidance
Mayor of London Housing SPG (March 2016)
LBE S106 SPD (November 2016)
Enfield Strategic Housing Market Assessment Update (2015)
Community Infrastructure Levy Regulations 2010

9.0 **Analysis**

9.1 This report sets out the analysis of the issues that arise from the proposal assessed against National, Regional and adopted strategic and local planning policies. The originally submitted plans have been amended and modified as per below,

Amendments to original plans

9.2 Following discussions between the applicant and the Council the following amendments have been submitted and considered within the scope of the originally submitted planning application and the Council has re-notified neighbouring properties for further comment.

- On-site car parking spaces have been reduced from 18 to 12 spaces. The parking is now located solely on the frontage of the site
- Formalised covered, secure, lockable and accessible cycle storage has been located to the rear of the site
- The garden area within the site has been separated to provide private amenity space for the ground floor units and a formalised space has been located to the rear of the site
- Modest internal layout and external changes have been undertaken to Flat 1 on the ground floor.

The proposed changes are considered to improve the appearance and quality of the accommodation.

9.3 The main issues are considered as follows:

- Background history on site
- Principle of development
- Density of Development
- Design and appearance
- Dwelling Mix
- Standard of accommodation
- Impact on neighbouring amenity
- Traffic and transport implications
- Sustainable design and construction
- Viability - Affordable housing provision

Background history on site:

9.4 The previous planning application (ref: 17/01298/FUL) for a similar form of development (*Demolition of existing buildings and redevelopment to provide a total of 9 self-contained flats (6 x 2-bed, 3 x 3-bed) within a 2-storey building including accommodation in roof space, with existing and new vehicular access, car parking and landscaping*) refused the application on the following four (4) grounds:

- The proposed redevelopment of the site by virtue of the proposed siting, degree of site coverage, proximity to boundaries, its excessive bulk and massing, its relationship to the prevailing form of development in the surrounding area and the expanse of car parking exposed from Fairview Road and The Ridgeway would represent an overdevelopment of the site and result in the creation of an overly dominant, cramped, obtrusive, incongruous and discordant form of development that is out of character and keeping with the surrounding pattern of development. This concern is exacerbated by the forward siting of the building resulting in the loss of established planting on the street frontage and the inability to be able to compensate for that loss. This is contrary to Policies CP5 and CP30 of the Core Strategy, Policies DMD6, DMD8, DMD10, DMD37 & DMD38 of the Development Management Document, London Plan Policies 3.4, 7.4 & 7.6 and the NPPF.

- The proposed design flatted scheme in terms of its elevations and roofscape, by virtue of its insensitive design, its poorly designed roof scape, bulk, excessive size, mass and scale, would result in a bulky, overly dominant, obtrusive and overbearing cramped form of development, resulting in harm to the character and appearance of the visual catchment area within a prominent location in the street scene. The proposal would be contrary to the NPPF (2012), policies 7.4 and 7.6 of the London Plan, CP30 of the Core Strategy as well as Policies DMD 8 and 37 of the Development Management Document and the NPPF.
 - The application fails to provide a mechanism for securing contributions towards affordable housing and associated monitoring fees. The proposal is therefore contrary to Policies 3.10, 3.11, 3.12 and 3.13 of the London Plan, Core Policies 3 and 8 of the Enfield Core Strategy, Policy DMD2 of the Development Management Document, the associated S106 Supplementary Planning Document, NPPF and NPPG.
 - The proposed development as a result of the poor levels of outlook to flat 1 and flat 3, due to the closeness of the flanking boundary line with Woodridge Close and the proximity to the car parking area respectively would result in substandard from of living accommodation. This is considered to be contrary to policies DMD 8 of the Development Management Document, Policies CP4 and CP30 of the Core Strategy and Policy 3.5 of the London Plan as well as guidance outlined in the London Housing SPG.
- 9.5 The site has previously been refused and dismissed at Appeal on two occasions. The current proposed scheme differs significantly from the previous schemes and the reasons for refusal have been addressed. The previously refused (Ref 17/01298/FUL) site plan is illustrated below,



Principle of Development

- 9.6 The proposed development of the site would result in the demolition of two large detached dwelling houses, No 72 and 70a, both set back from The Ridgeway and both facing the highway with access to No 70a via a crossover off The Ridgeway and No 72 Accessed from Fairview Road. The loss of the two dwelling houses would be replaced with nine (9) flats formed of 6 x 2-bed, 3 x 3-bed, equating to a 66% to 33% split. The principle of new residential development on the site is acceptable meeting the strategic housing needs of Greater London and increasing the housing stock of the Borough in accordance with the National Planning Policy Framework (NPPF) and the Policy CP5 of the Enfield Core Strategy (2010). However, the development must also be judged on its own merits and assessed in relation to material considerations including the impact on the character of the area and the attainment of appropriate scale, design, amenity space, parking provision, residential amenity and privacy, to achieve a development that integrates appropriately into their surroundings.
- 9.7 The loss of two large dwelling houses while not technically considered a conversion due to the significant and comprehensive scope of demolition on the site, consideration and assessment against Policy DMD 5 (residential conversions) is pertinent. The Ridgeway has witnessed significant historic development and the progressive loss of larger dwellings in favour of flatted redevelopment or conversions. The immediate location is typified by dwelling houses on the opposite side of the road leading northward and to the west, the

majority of which are formed of flatted developments. In this instance the redevelopment and conversion of the site to a flatted development is considered acceptable in principle. The character of The Ridgeway would be able to sustain such a form of redevelopment and it is noted that the previous refusals on the site did not object to the principle of redevelopment for flats.

Dwelling Mix

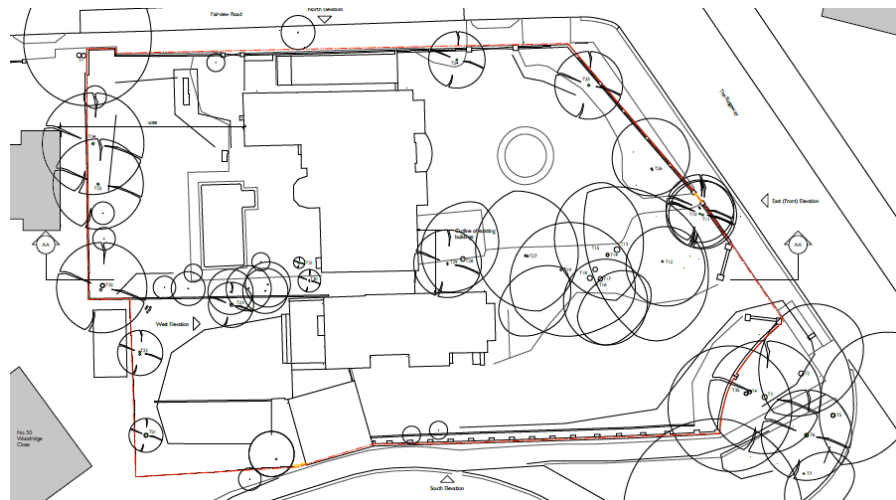
- 9.8 Policy 3.8 of the London Plan 2016 and Policy CP5 of the Core Strategy (2010) seeks to ensure that new developments offer a range of housing sizes to meet housing needs. The proposal would be in accordance with these policies in addition to Policy 3.3 of the London Plan and Policy CP2 of the Core Strategy, insofar as it would maintain the Borough's housing stock.
- 9.9 The proposed scheme moves towards the requirements of Policy CP5 of the Core Strategy 2010 that expects major developments to provide family sized units in line with the needs identified by the SHMA (Strategic Housing Market Assessment). In this instance the high quality of residential accommodation including residential units in many cases 40% above the minimum floorspace requirements and good communal amenity space. In this context, the proposed mix is considered to be acceptable and results in a net uplift of three bedroom units above what is currently on site.

Impact on Appearance & Character of the Area

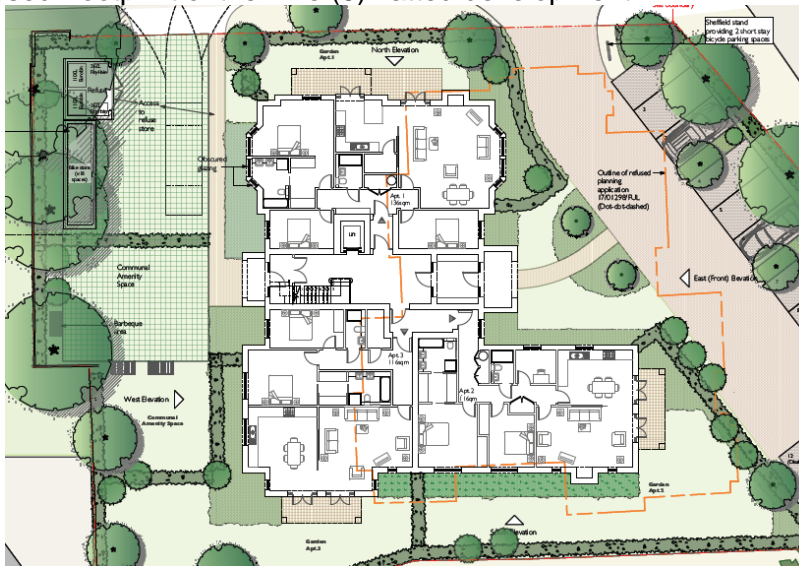
- 9.10 The building would largely respect the existing footprint and siting of the existing two dwelling houses on site, albeit, projecting to a greater extent to the rear of the site. The proposed "L" shape would include a projecting wing on its southern elevation facing towards The Ridgeway forming the base of the "L" shape. The building would have a crown roof and include eleven (11) pitch roof dormers and fifteen (15) roof lights, ten (10) of which are located on the crown roof element. The dormers are appropriately located on the roof slope and do not appear excessive within the roof form.
- 9.11 The proposed elevations would have a mix of bay window and balcony features complementing the roof forms and reflecting the general character of features on other properties along The Ridgeway. The proposed fenestration is symmetrical along the elevations creating a balanced appearance with a mix of 2/3 panel window formations and larger 2/4 and 2/5 windows and doors.

- 9.12 Parking would be located on the front of the site adjacent The Ridgeway partially screened by trees and landscaping. Twelve (12) car parking spaces would be provided on the frontage accessed by the retained crossover from Fairview Road. The existing crossover access to assigned to No 70a The Ridgeway shall be removed and a strong boundary frontage created. Parking on the frontage of sites along “The Ridgeline” is a prevailing character feature and evident on surrounding sites including the application site. While the use of prominent land for parking on sites should be avoided the use of landscaping (to be conditioned) and existing pattern of parking at the front is considered acceptable within the site context.
- 9.13 A new crossover is proposed to the rear of the site to permit access for refuse trucks and to service the cycle parking provision. The rear of the site shall be landscaped and segregated to create private garden and a communal garden element. The sitting of the proposed building permits sufficient space around the perimeter of the building preventing the appearance of excessive development. location shall be
- 9.14 The design, scale, landscaping and sitting of the building would not be out keeping within the location. The scale of development would not result in an unreasonable intensification of development on the site and considered to optimise the site to its greatest extent without detrimentally overdeveloping the built form or harming the surrounding character.

Existing footprint of No 72/70a



Proposed Footprint of the nine (9) flatted development



Standard of Accommodation

- 9.15 Policy 3.5 of the London Plan 2016 and Policies DMD 5 and DMD 8 of the Enfield Development Management Document (2014) set minimum internal space standards for residential development. The Nationally Described Internal Space Standard applies to all residential developments within the Borough and the London Plan Housing SPG adopted in 2016 has been updated to reflect the Nationally Described Space Standards.
- 9.16 In partnership with the minimum floorspace requirements, new development is expected to provide well-designed, flexible and functional layouts with adequately sized rooms, 2.5m floor-to-ceiling heights, and 20% glazing to all habitable rooms in accordance with the Mayor's Supplementary Housing Guidance.

Table of individual flats proposed floorspace

Flat No	Bed/person	Required Floorspace (m ²)	Provided Floorspace (m ²)
Flat 1	3 Bed/5 Person	86m ²	136m ²
Flat 2	2 Bed/4 Person	70m ²	116m ²
Flat 3	2 Bed/4 Person	70m ²	116m ²
Flat 4	2 Bed/3 Person	61m ²	76m ²
Flat 5	2 Bed/4 Person	70m ²	90m ²
Flat 6	3 Bed/5 Person	86m ²	113m ²
Flat 7	2 Bed/4 Person	70m ²	100m ²
Flat 8	3 Bed/6 Person	95m ²	136m ²
Flat 9	3 Bed/6person	95m ²	144m ²

9.17 The internal floorspace of each dwelling unit would considerably exceed the minimum National internal floorspace standards and all habitable rooms within the proposed flats would have adequate outlook, provision of natural light and good levels of privacy.

9.18 Each proposed unit would have private amenity space and access to communal space at ground floor. Policy DMD 9 (Amenity space) provides the Council's external amenity space standards. The standards below are for dwelling units with access to communal amenity space.

Flat No	Bed/person	Required Floorspace (m ²)	Provided Floorspace (m ²)
Flat 1	3 Bed/5 Person	8m ²	40m ² (Approx)
Flat 2	2 Bed/4 Person	7m ²	50m ² (Approx)
Flat 3	2 Bed/4 Person	7m ²	50m ² (Approx)
Flat 4	2 Bed/3 Person	6m ²	8m ²
Flat 5	2 Bed/4 Person	7m ²	8m ²
Flat 6	3 Bed/5 Person	8m ²	8m ²
Flat 7	2 Bed/4 Person	7m ²	8m ²
Flat 8	3 Bed/6 Person	9m ²	9m ²
Flat 9	3 Bed/6person	9m ²	9m ²

- 9.19 Considering each flat shall have access to private amenity space and approximately 130m² of landscaped external communal amenity space (located at the rear of the site), the Council is satisfied the provision of amenity space complies with Policy DMD 9. The overall quality of accommodation within the nine (9) units is considered acceptable and complies with Policy 3.5 of the London Plan and Policies DMD 8 and DMD 9 of the Development Management Plan.

Impact on neighbouring amenity

- 9.20 Policy 7.6 of the London Plan states that developments should have appropriate regard to their surroundings, and that they improve the environment in terms of residential amenity. Policy CP30 of the Enfield Core Strategy seeks to ensure that new developments are high quality and design-led, having regards to their context. They should help to deliver Core Strategy policy CP9 in supporting community cohesion by promoting attractive, safe, accessible and inclusive neighbourhoods. Policy DMD8 states that new developments should preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance.
- 9.21 The proposed nine (9) flatted residential unit development would result in the footprint of the building projecting to the rear thereby resulting in a closer proximity to No 50 Woodridge Close and No 1 Fairview Road. The proposed site is set back from The Ridgeway and the north facing flank would be of similar distance to No 2 Fairview Road on the opposite side of street to the current location of No 72 The Ridgeway.

Impact on No 1 Fairview Road

- 9.22 No 1 Fairview is located directly to the west of the development site and is orientated to a right angle to the development site resulting in its flank elevation (eastward) facing the rear elevation of the development. The Council acknowledges a first floor side window is located on the flank elevation of No 1 Fairview facing towards the rear elevation of the proposed development. Nevertheless, the window in question is a secondary window and there is a separation distance of approximately 15m between the rear windows of the proposed flats and the subject side window in question. Policy DMD 10 (Distancing) provides the Council's distance approaches between residential units. It states a minimum distance between windows and side boundaries should be 11m, therefore the proposed relationship between the development and No 1 Fairview would be acceptable.

- 9.23 The proposed footprint and siting of the development would result in the massing of the development projecting further to the rear than the existing footprint of the dwelling houses No 72 and 70a, however the cumulative overlooking of the rear garden of No 1 Fairview Road would not result in unreasonable harm to existing occupiers of No 1 Fairview Road, and would be in accordance with the distance requirements of policy DMD 10.

Impact on No 50 Woodridge Close

- 9.24 No 50 Woodridge Close is located to the south-west corner of the development site approximately 18m from the proposed south-west corner of the two storey building proposed. The rear elevation of No 50 Woodridge Close is north-east facing however the proposed units on the south-west corner of the development would have windows facing directly west or directly south, therefore the orientation and relationship between the two buildings would result in no direct views between habitable windows.
- 9.25 No balconies or terraces are proposed on the southwest area of the development, further mitigating the potential impact to the privacy levels of occupiers of No 50 Woodridge Close. It is noted No 50 Woodridge Close is a single storey building with habitable floorspace in the roof served by roof lights. The combination of the angle of view from the proposed windows on the flatted development and distance between elevations is adequate to prevent harm to neighbouring amenity in accordance with Policy DMD 8 and DMD 10 of the Development Management Document (2014)

Impact on No 2 Fairview Road

- 9.26 No 2 Fairview Road is located on the north side of Fairview Road on the opposite side of the road to the development site. The proposed footprint of the development would move rearward however the extent of projection would not constitute unreasonable loss of light or result in the loss of privacy to the principal elevational windows on No 2 Fairview Road.

Vehicle Parking & Cycle provision

- 9.27 Policy 6.3 of the London Plan confirms that the impact of development proposals on transport capacity and the transport network are fully assessed. The proposal

must comply with policies cycling (Policy 6.9), walking (Policy 6.10), tackling congestion (Policy 6.11) and parking (Policy 6.13). Policies DMD45 & 47 provide the criteria upon which developments will be assessed with regard to parking standards / layout and access / servicing.

- 9.28 Policy DMD 45 seeks to minimise car parking and to promote sustainable transport options. The Council recognises that a flexible and balanced approach needs to be adopted to prevent excessive car parking provision while at the same time recognising that low on-site provision sometimes increases pressure on existing streets.

Car parking proposals will be considered against the standards set out in the London Plan and:

- a. The scale and nature of the development*
- b. The public transport accessibility (PTAL) of the site;*
- c. Existing parking pressures in the locality;*
- d. Accessibility to local amenities, and the needs of the future occupants of the developments.*

- 9.29 The applicant has provided a Parking Statement, to assess the existing on-street parking in the area and surroundings site of the chase Farm Parking controlled Zone (CPZ) via parking surveys undertaken at various times of the day. The report concludes, *“the results of this assessment show that vehicle parking associated with the proposed residential use can be adequately accommodated on the site and within on-street parking areas with minimal impact to the local streets”*.

- 9.30 The information in the transport statement has been superseded by the changes and alterations on the site, principally the reduction in on-site car parking from 18 spaces to 12 spaces (please see para 4.9).

- 9.31 The site has a PTAL level of 1B considered to represent poor accessibility to public transport. Twelve (12) on-site parking spaces have been provided, two of which meet the dimensions for disabled parking criteria. The proposed breakdown of units to 6 x 2 and 3 x 3 bed units would equate to the requirement for ten and a half (10.5) parking spaces, rounded up to eleven (11) spaces, meeting the London Plan Maximum Parking standards within the parking addendum guidance.

- 9.32 The additional car parking space beyond the eleven (11) required on site would be for visitors and therefore considered acceptable. Fairview Road adjacent the site is part of a CPZ zone and therefore no overflow parking would be available and, should planning permission be granted, a Head of Terms would be added to the s106 legal agreement restricting future occupiers from applying for the Council's on street parking permits. be signed by the applicant. The applicant has provided swept paths to illustrate and prove all spaces would be accessible and useable.
- 9.33 Covered, secure and assessable cycle storage has been located to the rear of the site adjacent the boundary with No 2 Fairview Road. Details of the cycle storage unit have been submitted to the Council and the scale of the storage unit would be capable of accommodating 18 cycles, in addition one Sheffield cycle stand are proposed near the entrance to the site for visitor parking. The cycle provision meets London Plan cycle parking addendum requirements and is therefore acceptable to policy DMD 45.
- 9.34 Policy DMD 46 seeks to ensure that proposals for new vehicular crossovers do not adversely affect traffic flow and road safety, lead to increased pressures on on-street parking or affect the character of the area. No detailed plans have been provided in relation to the proposed new crossover at the rear of the site. Policy DMD 46 (Vehicle crossovers and Dropped kerbs) provides the council's approach to the creation of new crossovers as part of development. The creation of a new crossover in this instance is not considered to have any detrimental impact on the parking capacity in the location. The Council notes that the wider location is characterised by crossovers and therefore an additional crossover would not be out of keeping. No trees would be lost as a result of the proposed crossover and pending a suitable planning condition the crossover is acceptable under the terms of Policy DMD 46.
- 9.35 In line with the London Plan (March 2016), 20% (2.4 spaces) of the total parking spaces should be provided as active electric vehicle (EV) charging points; with a further 20% (2.4 spaces) passive EV charging spaces. This level of provision should be distributed across the whole parking area.

Refuse and Access on site

- 9.36 Secure waste and recycling storage bins are provided externally to the rear of the site. The bin storage is located in close proximity to the proposed new crossover access on to Fairview Road providing excellent accessibility for refuse

operatives. The location of a crossover serving No 2 Fairview Road on the opposite side of the road and the existing width of Fairview Road is sufficient to allow the refuse truck to utilise the proposed crossover and reserve in to the site.

- 9.37 The refuse truck would be able to reserve in to the site on account of the low quantity of traffic on Fairview Road. The proposed layout and management of the site in terms of refuse is considered acceptable, pending a pre-commencement condition providing information regarding the refuse storage units.

Sustainable Drainage

- 9.38 London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 (“Managing flood risk through development”) confirms the Council’s approach to flood risk, inclusive of the requirement for SuDS in all developments Policy DMD 61 (Managing Surface Water) expects a Drainage Strategy will be required for all developments to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. All developments must maximise the use of and, where possible, retrofit Sustainable Drainage Systems (SuDS) which meet policy requirements.
- 9.39 The applicant has submitted a revised drainage scheme (Prepared EAS, revision Final 4, Dated December 2018) following significant discussions with the Council’s sustainable drainage department. The drainage scheme outlines measure to prevent surface runoff and meet the 1 in 100 year surface water flood risk mitigation measures. Sustainable drainage conditions shall be applied to the site in order to enhance a facilitate the content of the revised drainage scheme document.

Trees & Landscaping

- 9.40 The submitted Arboricultural Method Statement (prepared by David Archer Associates, Dated March 2018) has been reviewed by the Council’s tree officer and considers the removal of the tress to be acceptable and the trees to be removed are of poor quality.
- 9.41 The proposed development site includes extensive landscaping in partnership with the trees and biodiversity report would be conditioned as part of the planning approval. The proposed landscape Plan (Ref 1245-PL018 Rev C, Dated Aug 2018) includes a number of trees that shall be removed as part the development as stipulated in the arboricultural impact assessment (AIA). In order to deal

effectively with the loss and retention of trees on the site, a robust landscape plan shall be conditioned on the site to provide high quality replacement trees on the site prior to occupation. The landscape plan shall include but, not be limited to surface materials, plant and vegetation species, soft boundaries, form of enclosure and communal furniture within the site.

Ecology

- 9.42 The applicant has provided a Preliminary Ecology appraisal (dated March 2018, commissioned by David Archer Associates) providing a full assessment of the site and its ecology impacts. There are no perceived ecological constraints preventing the extent of the proposed development, however recommendations are provided in the report post development to encourage bats and roosting birds. A planning condition shall be applied requiring details of ecology improvements to be undertaken.

Energy

- 9.43 Policy 5.2 of the London Plan (2016) expects development proposals to make the fullest contribution to minimising carbon dioxide emission and Enfield Core Strategy Policy CP4 sets a strategic objective to achieve the highest standard of sustainable design and construction throughout the Borough. Policy DMD 50 (Environmental Assessment Methods) required the proposed Development to achieve Code Level 4 (or equivalent rating if this scheme is updated) where it is technically feasible and economically viable to do so. The adopted policies require that new developments achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. A 35% CO2 reduction over Part L of Building Regulations (2013) is required.
- 9.44 The applicant has provided a sustainable design and construction statement providing information on how the development shall meet policy compliant energy efficiently standards. Appendix 1 of the submitted report illustrates the “possible” location of the solar panels on the roof of the new building. The information submitted is helpful however a final energy report would be required prior to occupation to determine the final location of the solar panels and clarification the building would meet the 35% CO2 reduction over Part L of Building regulations (2013).

Water:

- 9.45 Policy DMD 58 (water Efficiency) expects New residential development, including new build and conversions, will be required to achieve as a minimum water use of under 105 litres per person per day. The applicant has provided no reports or documents to confirm how the proposed development will implement water efficiency measures to achieve usage of less than or equal to 105 litres/person/day for residential developments and incorporate water saving measures and equipment. Therefore, a condition shall be applied to the development site.

Section 106 Agreements

Affordable housing contribution

- 9.46 Chapter 5 (Delivering a sufficient supply of homes) of the updated NPPF (January 2019) expects residential developments to provide a size, type and tenure of housing needed for different groups in the community”, forming a core element of housing provision reflected in planning policies”.
- 9.47 Policy 3.13 (Affordable housing Thresholds) of the adopted London Plan 2016 States Boroughs are encouraged to seek a lower threshold through the LDF process where this can be justified in accordance with guidance, including circumstances where this will enable proposals for larger dwellings in terms of floorspace to make an equitable contribution to affordable housing provision.
- 9.48 Following the Court of Appeal decision on 11 May 2016, policies CP3 of the Core Strategy and Policy DMD 2 of the Development Management Document are now defunct and do not sit within the scope of the National Policy exemptions. As per the London plan policy 3.13 and guidance in the DMPO (2015) which has yet to be formally revised the development site is considered to represent a major development site on account of the 1207m² of new residential floorspace. Policy CP3 of the Enfield Core Strategy 2010 seeks 20% off site affordable provision for housing schemes that provide less than 10 dwellings. This position which is supported by the affordable housing formula within the Enfield S106 Supplementary Planning Document which states also requires 20% financial contribution on sites that propose the development of 1-10 units which have a combined gross floorspace greater than 1,000 square metres.
- 9.49 The applicant has provided a viability report (prepared by Arebray Development consultancy dated March 2019) to justify the lack of any off-site affordable housing contribution. The viability report was independently assessed by a Doug Birt an experienced commercial surveyor specialising in viability of developments.

Doug Birt concluded an off-site affordable housing contribution of £161,730.48 (against a normally expected figure of £ 271,296.22 for these development parameters) was possible, alongside a 5% Council management fee of £12,184.52. The applicant has agreed to this figure in writing on the 22/03/2019 and shall now form part of a s106 legal agreement.

CIL Financial Contribution Payable

- 9.50 The development shall pay the following CIL contributions upon commencement of development.

Mayoral CIL

- 9.51 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £60 together with a monthly indexation figure. It is noted as of the 1st of April 2019 Mayoral CIL has increased to £60/m².

- 9.52 Mayoral community infrastructure levy (CIL) is payable, based on the submitted CIL Form, on the basis of 683 sqm of additional gross floor area net of the existing houses, which from 1 April 2019 will be calculated at £60 per sqm:

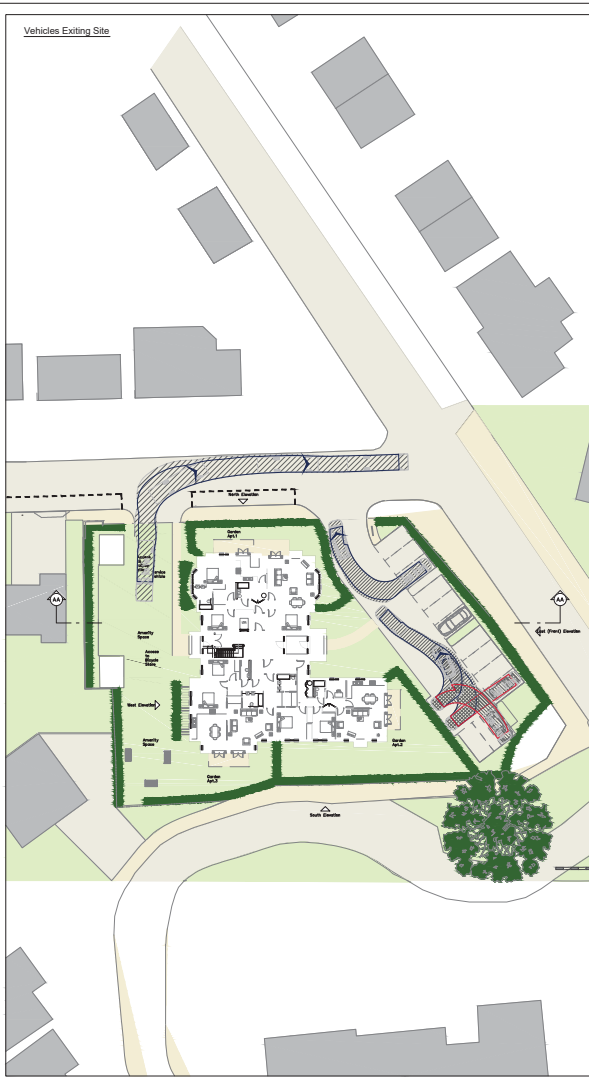
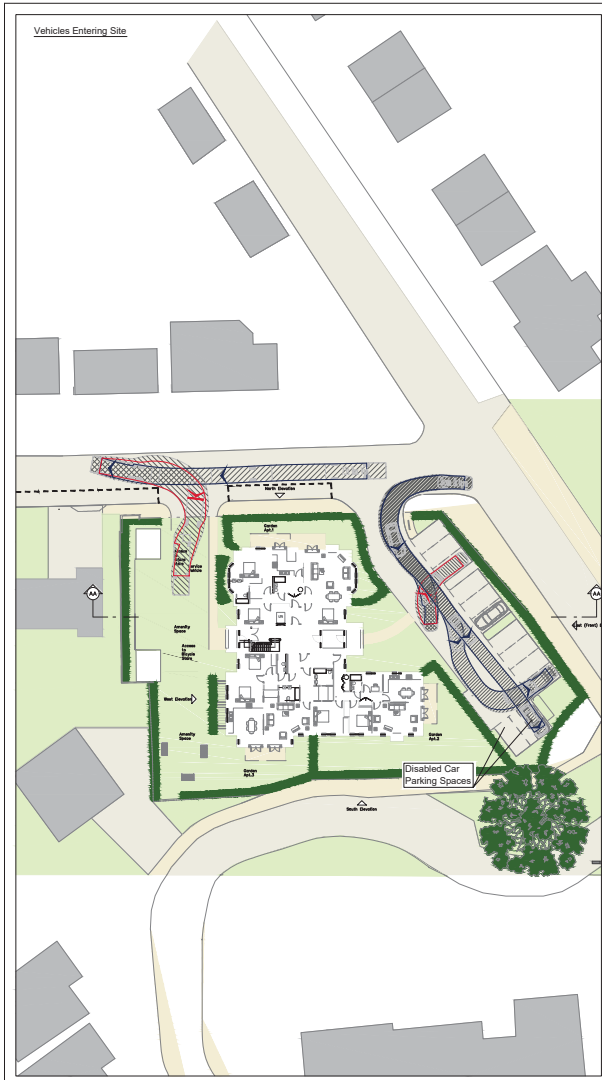
$$683 \text{ sqm} \times £60 \times 318 / 223 = £ 58,437.85$$

Enfield CIL

- 9.53 On 1 April 2016, the Council introduced its own CIL. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water.
- 9.54 The Council CIL payment should therefore be as follows based on the estimated net additional gross floorspace in the submitted CIL form:
683 sqm x £120 per sqm = £ 81,960.00
- 9.55 The proposed off-site affordable housing contribution and CIL contribution on-site are in accordance with NPPF guidance, London Plan policy 3.13 and guidance within the adopted Section 106 SPD guidance adopted in (November 2016).

10.0 Conclusion

- 10.1 The development provides nine (9) high quality residential units formed of 6 x 2 and 3 x 3 with generous internal floorspace provision. The siting and massing of the proposed two storey building in tandem with the orientation of the building in relation to the neighbouring context and the location of windows and balconies would not result in harm to neighbouring amenity levels. The on-site Parking provision meets London Plan criteria and future occupiers shall be restricted from receiving parking permits within the CPZ. The landscaping of the site shall be conditioned to improve the appearance of the site and provide excellent external amenity space to future residents of the site. The off-site affordable housing provision shall be secured via a s106 legal agreement and all other aspects of the development are acceptable and shall be secured via pertinent planning conditions.



Notes:
 1. This drawing is based upon drawing number 1245-PL010 - OPT.1 Rev D supplied by Hub Architects and Icen Projects Ltd. shall not be liable for any inaccuracies or deficiencies.

Vehicle Profile:

7.5t Box Van	8.010m
Overall Length	2.100m
Overall Width	3.556m
Overall Body Height	0.351m
Min Body Ground Clearance	2.564m
Track Width	4.00s
Lock-to-lock time	7.400m
Curb to Curb Turning Radius	

Skoda Octavia	4.572m
Overall Length	1.765m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.50s
Lock-to-lock time	5.100m
Curb to Curb Turning Radius	



A	13/08/18	Revised Tracking	FA	RB	RA
Rev	Date	Amendments	Drawn	Chk	App

Iceni Projects
 Filcroft House
 114-116 Charing Cross Road
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 mail@iceniprojects.com



Client: Landvest Developments Limited

Project: 70A and 72 The Ridgeway, Enfield

Title: Swept Path Analysis
 (7.5t Box Van)

Drawn By	Checked By	Approved By
FA	RB	RA

Scale @ A3	Date
1:250	13/08/2018

Project No.	Drawing No.	Rev.
18-T021	07	A

ICENI PROJECTS ACCEPTS NO RESPONSIBILITY FOR ANY UNANTICIPATED CONSEQUENCES TO THIS DRAWING. ANY SIGNED DRAWINGS ARE TO BE MARKED AS SUCH.

bc THE BIKE STORAGE COMPANY

20 Space Amazon Eco Cycle Shelter – Specification Sheet

A beautifully wood clad cycle shelter, ideal for those seeking green credentials. Made from FSC timber this is an extremely environmentally friendly bike shelter. With a wide range of options to adapt this cycle shelter to your environment this proves to be an extremely popular choice for bike storage across a wide range of applications.

- 2,100mm height
- 8,100mm length
- 2,100mm deep
- Hot dipped galvanised box section outer frame with optional powdercoating service
- Available with galvanised mesh/wood clad sliding & swing gates
- Sides & rear fully clad in FSC certified timber
- Hasp & staple security system (swipe card/ Diglock available upon request)




bc THE BIKE STORAGE COMPANY

High Security Mesh System – Specification Sheet

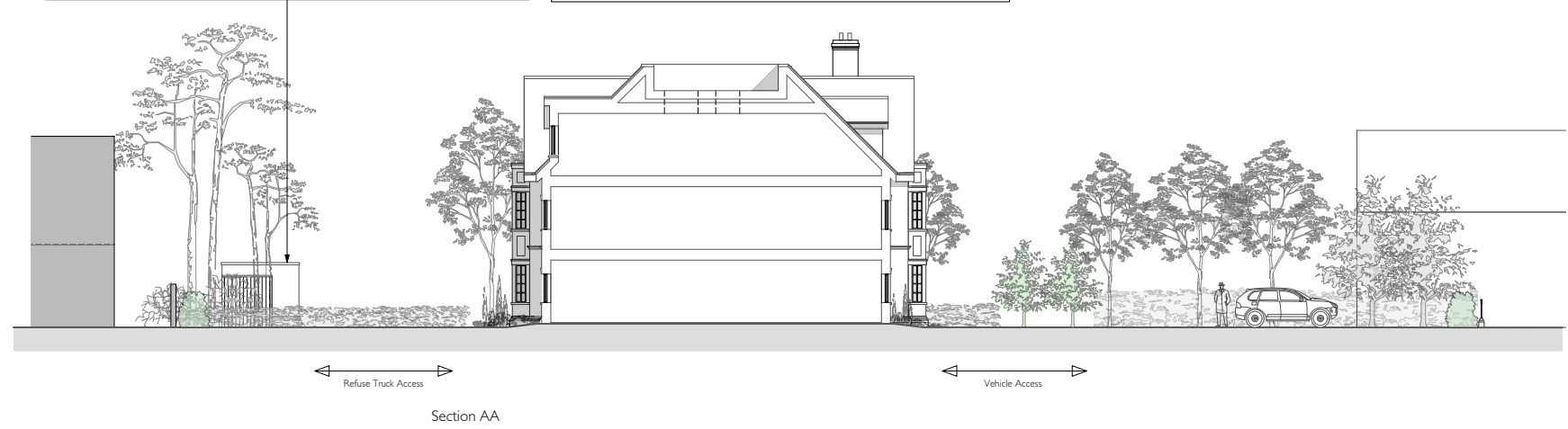
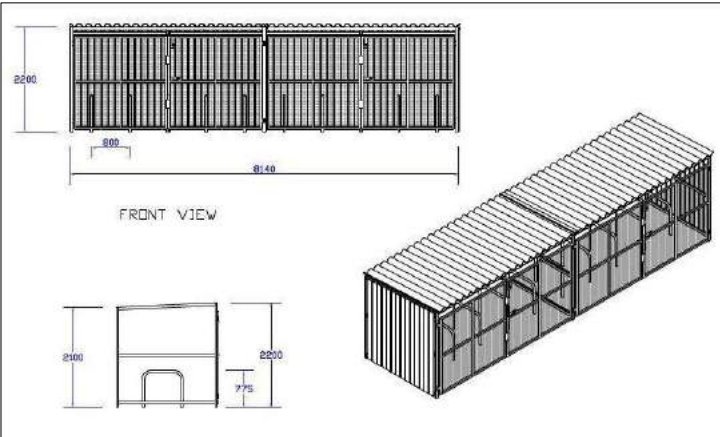
Our High Security Mesh System is designed to offer exceptional bike parking security in areas such as underground car parks, between archways or pre-existing structures.


Customised to fit your exact requirements, cycle parking capacity and security requirements. Perfectly suited to high security applications, providing excellent see through visibility extensively used with CCTV.

Ultra-secure 76.2mm x 12.7mm aperture with 4mm wires, supplied with 80 x 80mm SHS posts.

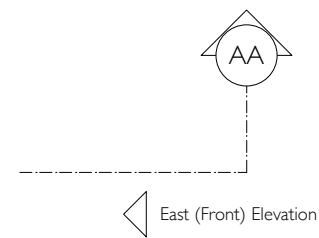
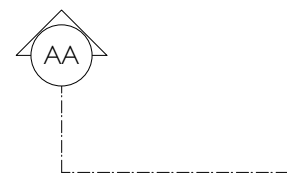
- Available in hot dipped galvanised or polyester powdercoated to any RAL colour
- Unique tamper proof clamp fixing system
- Baseplate or roof fixed
- Secured by Design compliant
- Other colours/finishes available upon request
- Supplied in 1.8m, 2.0m, 2.4m, 2.7m and 3.0m heights





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		Rev.	Date	Description	Initial	Rev.	Date	Description	Initial																											
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		Project: 70a-72 The Ridgeway, EN2 8JB	Drawing: Proposed Section AA																																	
		Scale: 1:100@A1, 1:200@A3	DWG: 1245 - PL017																																	
		Date: Feb 2018	Revision: B																																	

North Elevation

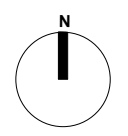



East (Front) Elevation

West Elevation



South Elevation



 <p>15 HOOPERS YARD LONDON NW6 7EJ t : 020 7328 2576 f : 020 7624 7811 Email: info@hubarchitects.co.uk</p>	<p>All dimensions are to be checked on site before commencement of works.</p> <p>All sizes and dimensions to any structural elements are indicative only. See structural engineer's drawings for actual sizes/dimensions.</p> <p>Sizes of and dimensions to any service elements are indicative only. See service engineer's drawings for actual sizes/dimensions.</p> <p>This drawing to be read in conjunction with all relevant Architect's drawings, specifications and other consultants' information.</p>	<table border="1"> <tr><th>Rev.</th><th>Date.</th><th>Description.</th><th>Initial.</th></tr> <tr><td>/</td><td>17/04/18</td><td>Issued for Planning</td><td>PK</td></tr> <tr><td>A</td><td>08/10/18</td><td>Minor amendments.</td><td>DP</td></tr> </table>	Rev.	Date.	Description.	Initial.	/	17/04/18	Issued for Planning	PK	A	08/10/18	Minor amendments.	DP	<table border="1"> <tr><th>Rev.</th><th>Date.</th><th>Description.</th><th>Initial.</th></tr> <tr><td></td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td></tr> </table>	Rev.	Date.	Description.	Initial.									<h2>PLANNING</h2>	
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		A	08/10/18	Minor amendments.	DP																								
Rev.	Date.	Description.	Initial.																										
		Project: 70a-72 The Ridgeway, EN2 8JB	Drawing: Proposed First Floor Plan																										
		Scale: 1:100@A1, 1:200@A3	DWG: 1245 - PL011																										
		Date: Feb 2018	Revision: A																										

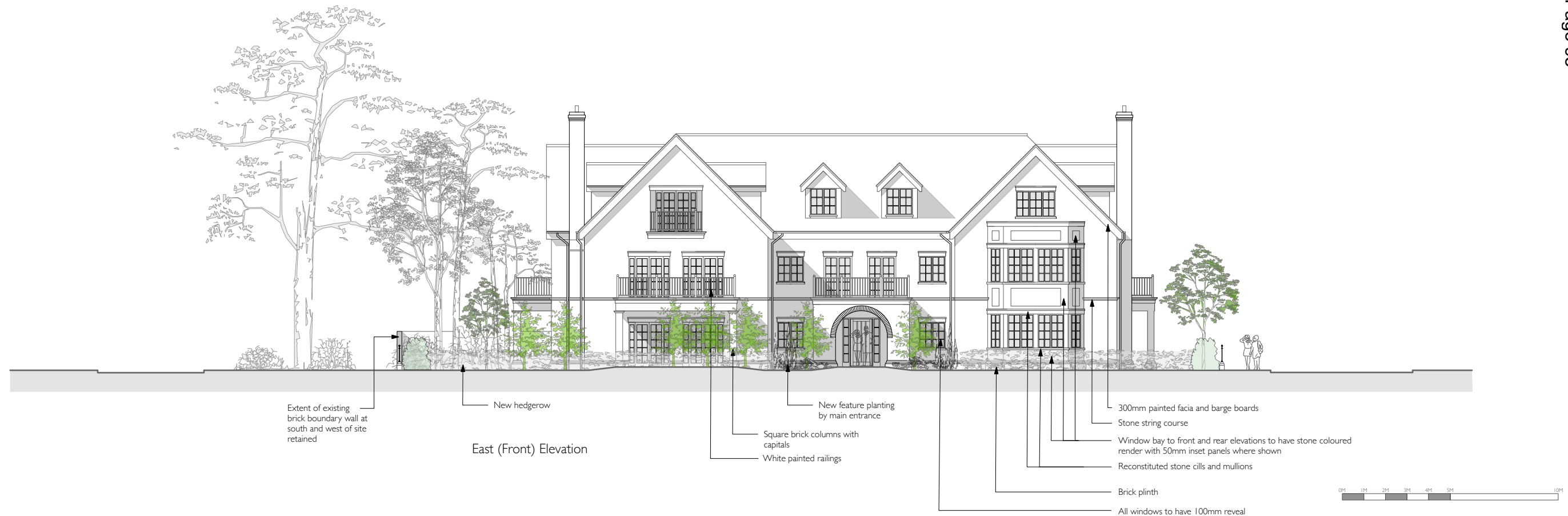


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Rev.	Date.	Description.	Initial.	Rev.	Date.	Description.	Initial.
/	17/04/18	Issued for Planning	PK				
A	28/09/18	Landscape amended to Planning officers comments	NAN				

PLANNING	
Project: 70a-72 The Ridgeway, EN2 8JB	Drawing: Proposed Block plan
Scale: 1:200@A1	DWG: 1245 - PL008
Date: Feb 2018	Revision: A



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Rev.	Date.	Description.
/	17/04/18	Issued for Planning
A	19/09/18	Landscaping revised following comments

Initial.	Rev.	Date.	Description.
PK			
DP			

Initial.	PLANNING	
Project:	70a-72 The Ridgeway, EN2 8JB	Drawing: Proposed North & East Elevations
Scale:	1:100@A1, 1:200@A3	DWG: 1245 - PL014
Date:	Feb 2018	Revision: A

AREA COMPARISON CHART (msq)			
Scheme	Building Footprint	Hardstanding	Amenity Space
Existing	336	793	738
16/01782	580	431	902
17/01298	547	435	911
18/01539	504	606	794
Option I	504	378	974

Amazon Eco Cycle Shelter with Sheffield racks by The Bike Store
 Company:
 - Clad in FSC timber
 - Galvanised mild steel frame
 - Security lock - Diglock
 - Wood clad sliding gates



CAR PARKING
 20% of car parking spaces to have active EV (Electric Vehicle) charge points
 20% of car parking spaces to have passive provision

Page 96



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Rev.	Date	Description	Initial
/	17/04/18	Issued for Planning	PK F
A	21/06/18	Apartment 1 - Master Bedroom, dressing area and ensuite layout reconfigured. Car park charge points information added. Two short stay bicycle parking spaces added.	PK G
B	17/07/18	Areas of amenity space increased, number of parking spaces reduced.	PK
C	26/07/18	Areas relating to 16/01782 scheme added.	PK
D	08/08/18	Landscaping amended following site meeting with Enfield Case Officer on 7/8/2018.	PK
E	12/09/18	Landscaping amended following comments from Planning officer.	PK

Rev.	Date	Description	Initial
F	19/09/18	Bike Store amended - Planning officer's comments.	PK G
G	28/09/18	Parking Bay amended to Planning officer's comments.	PK

Initial DP
 NAN

PLANNING

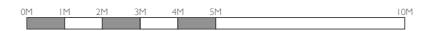
Project:	70a-72 The Ridgeway, EN2 8JB	Drawing:	Proposed Ground Floor Plan Option I
Scale:	1:200@A1	DWG:	1245 - PL010 - OPT.1
Date:	Feb 2018	Revision:	G



South Elevation



West (Rear) Elevation



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Rev.	Date.
/	17/04/18

Description.
Issued for Planning

Initial.	Rev.	Date.
PK		

Description.

Initial.

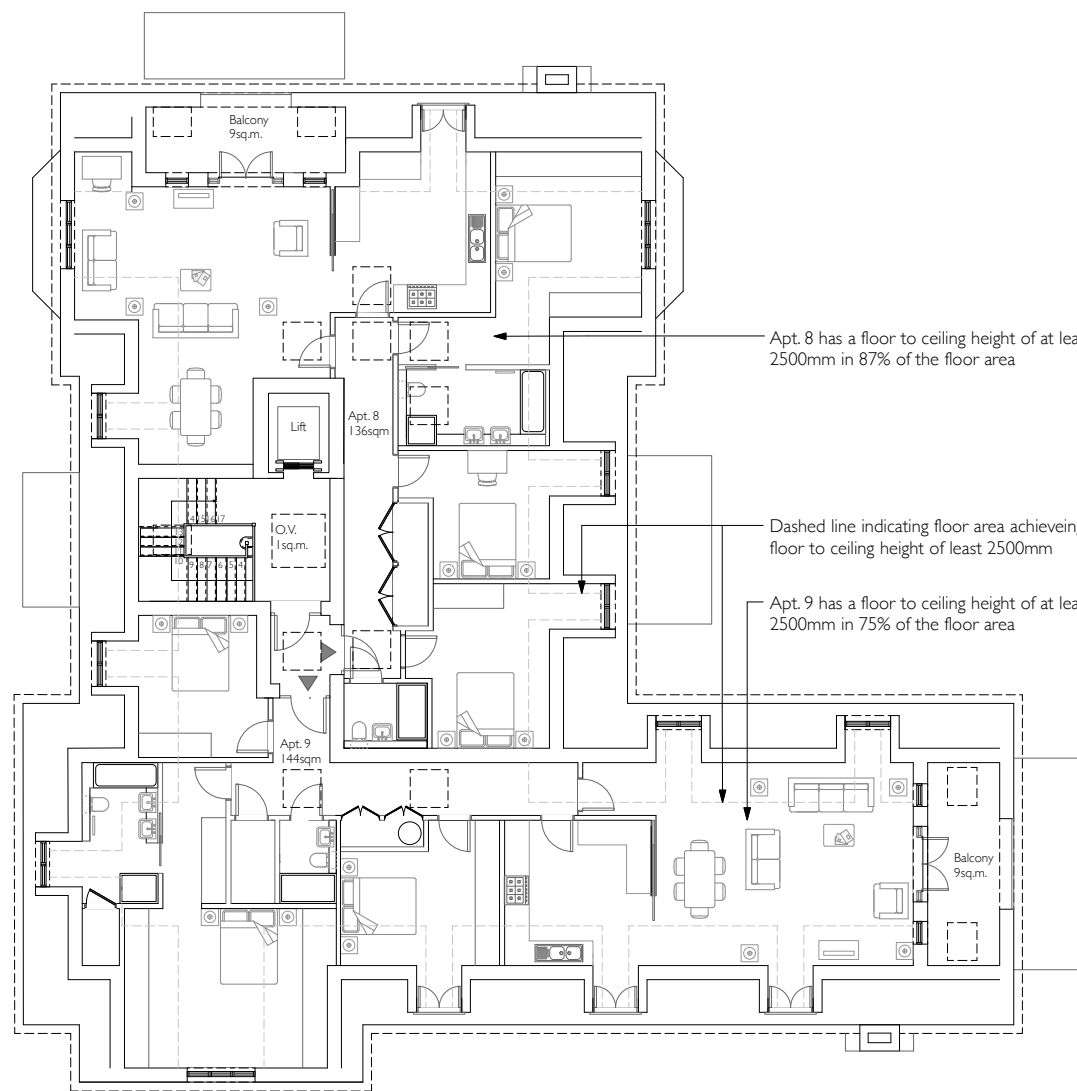
PLANNING

Project:	70a-72 The Ridgeway, EN2 8JB	Drawing:	Proposed South & West Elevations
Scale:	1:100@A1, 1:200@A3	DWG:	1245 - PL015
Date:	Feb 2018	Revision:	/

North Elevation



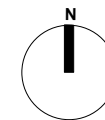
West Elevation



South Elevation



East (Front) Elevation



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Rev.	Date.	Description.	Initial.
/	17/04/18	Issued for Planning	PK
A	30/05/18	Floor to ceiling height of areas achieving at least 2500mm indicated	PK
B	08/10/18	Minor amendments.	DP

Rev.	Date.	Description.	Initial.

PLANNING

Project:	70a-72 The Ridgeway, EN2 8JB	Drawing:	Proposed Second Floor Plan
Scale:	1:100@A1, 1:200@A3	DWG:	1245 - PL012
Date:	Feb 2018	Revision:	B