

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 25th November 2014

Report of

Assistant Director, Planning,
Highways & Transportation

Contact Officer:

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Ward:

Southgate

Ref: P14-00512PLA

Category: Full Application

LOCATION: Southgate Office Village, Multi Storey Car Park, Chase Road, London, N14 6HF,

PROPOSAL: Redevelopment of site to provide residential units and offices involving a part 3-storey, part 4-storey block to provide 504sqm of office space at first floor level, 6 x 2-bed and 2 x 3-bed self contained flats at second and third floor level and car parking to basement and ground floor.

Applicant Name & Address:

Viewpoint Estates Ltd
Southgate Office Village, Multi Storey Car
Park, Chase Road, London, N14 6HF

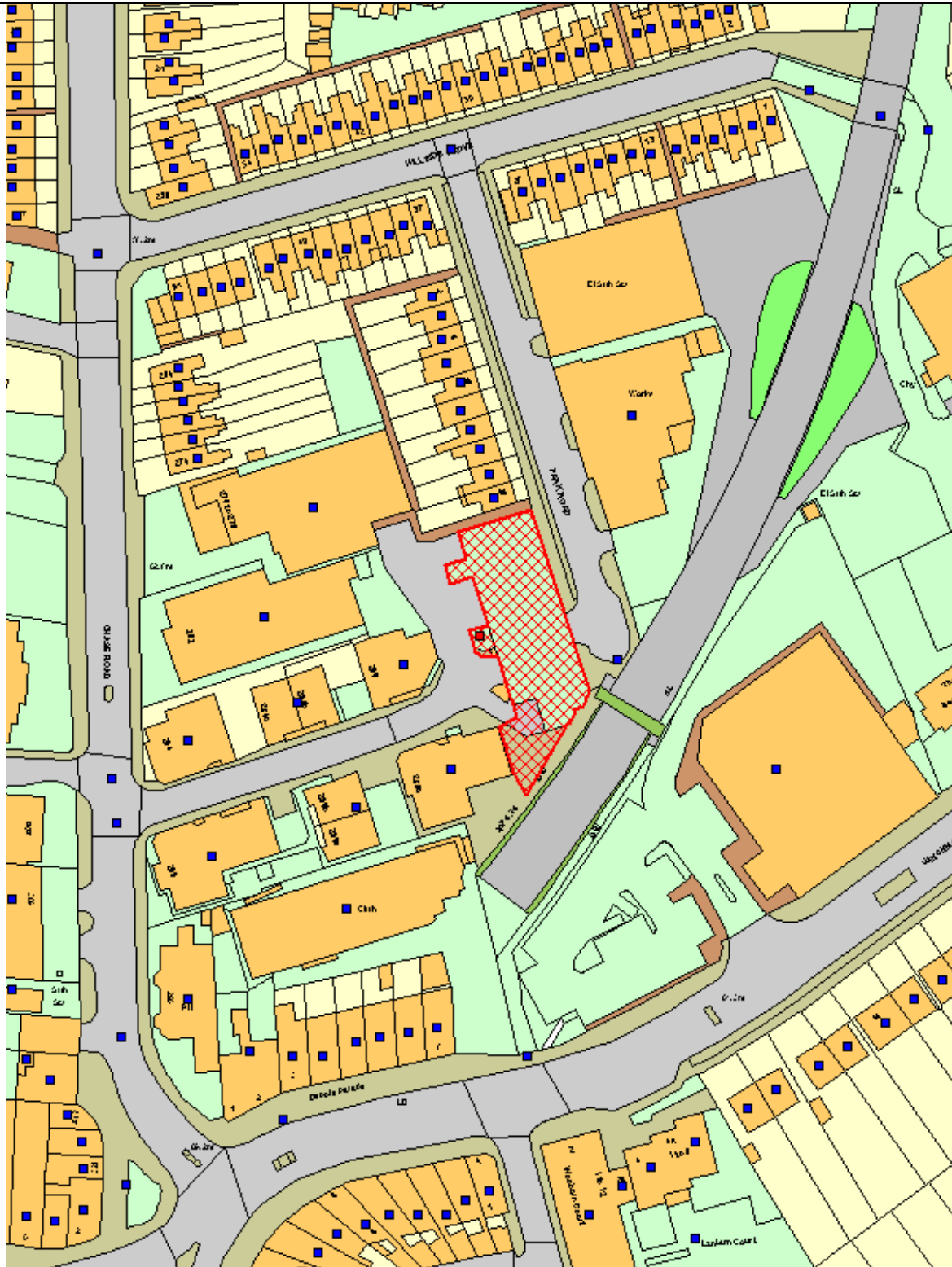
Agent Name & Address:

GT Associates
Southgate Office Village, Multi Storey Car Park,
Chase Road, London, N14 6HF

RECOMMENDATION:

That, in the absence of the appeal against the Council's failure to determine the application within the statutory period, had the Council been in a position to determine the application it would have **REFUSED** planning permission for the reason set out in the report.

Ref: P14-00512PLA LOCATION: Southgate Office Village, Multi Storey Car Park, Chase Road



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Scale 1:1250

North



1.0 Site and Surroundings

- 1.1 Southgate Office Village is a complex of office buildings situated off of Chase Road in Southgate. The complex is made up of 7 large buildings, which are 3 storeys high with pitched roofs, and a multi-storey car park. The two storey multi-storey car park comprises the application site.
- 1.2 The multi storey car park is situated to the rear of Southgate Office Village. Views from Chase Road to the multi storey car park are oblique. The site is however highly visible from Park Road to the rear of Southgate Office Village. Park Road is made up of terrace dwelling houses as well as a 4 storey block of flats, with the 4th floor being recessed back so that the building appears 3 storeys from the street. Views to this 4th floor can be appreciated from the bridge over the railway line, which sits next to the multi storey car park at the application site.
- 1.3. The site falls outside of the Southgate Circus Conservation Area, with views to the site from the Conservation Area obscured by the existing buildings on the site and the siting of the railway line bridge. The site abuts the Southgate District Centre, however, is not within this designated area.

2.0 Proposal

- 2.1 This proposal seeks permission for the following works:
 - Alterations to the basement and ground floor car park to incorporate car parking spaces, cycle storage and refuse for the offices and residential units.
 - A first floor office space of 504 m².
 - 8 residential flatted units on the second and third floor.
- 2.2 The proposal building would be a total of 5 storeys in height, although it has been designed to be 2m lower than the existing 3 storey buildings at Southgate Office Village. This is achieved given the difference in land levels across the site and surrounding area. The breakdown of the storeys is as follows:
 - Ground floor = car park
 - First floor = car park
 - Second floor = office
 - Third floor = residential
 - Fourth floor = residential
- 2.3 The mix of the flats are 6 x 2 bed 3 person and 2 x 3 bed 4 person units.

3.0 Relevant Planning Decisions

- 3.1 There is no known relevant planning history relating to the multi storey car park. The application has been subject to a pre-application and discussions have continued consistently since the 3rd March 2014 when the planning application was submitted.

4.0 Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Traffic and Transport

No objection to the proposed scheme, however, there are a number of issues with the proposal. These include a lack of a pedestrian footpath to the residential units through the site, no details on electric charging points and further clarification is required in regards to car parking. However, issues can be secured by way of a condition should planning permission be granted or they fall outside of the planning remit and would be unreasonable to impose such conditions that are not relevant or necessary to the scheme. These matters are discussed further below.

4.1.2 Environmental Health

No objection raised subject to conditions relating to hours of construction and a construction method statement. The Environmental Health Officer would like it noted that the proposed noise and vibration report is satisfactory subject to the recommendation and mitigation measures being implemented. These can be secured by way of condition should planning permission be granted and thus there would be no harm to the future occupants of the residential units or the office users.

4.1.3 English Heritage

No objection raised as the proposal seems unlikely to have a significant effect on heritage assets of archaeological interest.

4.1.4 London Underground Limited

No objection raised subject to an informative and a condition relating to the construction of the proposal to safeguard the railway line to the satisfaction of the London Underground Limited engineers.

4.1.5 Education

A Section 106 contribution of £24,951 is requested in line with the requirements of the Section 106 SPD.

4.1.6 Sustainable Design Officer

No objection has been raised to the scheme subject to conditions relating to water efficiency, rain water harvesting, SUDs, nesting boxes, green/brown roofs, living walls, energy performance certificate, energy efficiency, renewable energy provision, code rating, BREEAM rating, life time homes, green procurement plan, considerate constructors and construction site waste management conditions.

4.1.7 Biodiversity Officer

No objection to the scheme as there appears to be no ecological constraints to the proposed development. No conditions requested to be imposed.

4.1.8 Environment Agency

No objection raised. Surface water run off could be an issue at the proposed site but this information can be secured by way of a condition.

4.1.9 Thames Water

No objection subject to standard informatives relating to surface water drainage and that if impact piling is occurring then they will be required to be consulted.

4.2 **Public response**

4.2.1 Letters were sent to 78 adjoining and nearby residents. In addition a site notice has been displayed on site on Park Road and Chase Road. As a result 6 responses have been received and these raise the following objections:

- There is constant building work within the Borough. The Borough is becoming overdeveloped.
- There is enough housing, offices and school within the Borough. No more is required.
- Implications to traffic generation.
- Implications to sunlight and daylight to the flats at The Warehouse. The lack of sunlight and daylight will cause physical harm to those residing at The Warehouse. Further, the flats on the front elevation are single aspect and thus sunlight and daylight is even more important in this instance.
- The development should be as high as the houses on Park Road.
- The proposal does not provide on site affordable housing.
- Operation hours of the car park are unclear.
- It is unclear how the proposal is to be built. There is a lack of detail of drilling into the multi-storey car park.
- Over development of the site.
- Implications to privacy by those residing at The Warehouse within their living rooms and balconies caused by the office works and residents of the proposed flats.
- The height of the proposal would be overbearing to the terrace units.
- The B1 use should have appropriate sound insulation.
- Reduction in car parking is not acceptable as the area is within a CPZ and thus this would cause more pressure locally.

5.0 **Relevant Policy**

5.1 The National Planning Policy Framework (NPPF) published in March 2012 allowed local planning authorities a 12 month transition period to prepare for the full implementation of the NPPF. Within this 12 month period local planning authorities could give full weight to the saved UDP policies and the Core Strategy, which was adopted prior to the NPPF. The 12 month period has now elapsed and as from 28th March 2013 the Council's saved UDP and Core Strategy policies will be given due weight in accordance to their degree of consistency with the NPPF.

5.2 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The submission version DMD was approved by Council on 27th March 2013 and has now been submitted for examination to the Secretary of State. Hearing sessions are scheduled for late April and the examination period is anticipated to run through to the end of summer of 2014. The DMD provides detailed criteria and standard based policies by which planning applications will be determined.

5.3 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application.

5.4 The London Plan (including REMA)

- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 3.10 Definition of affordable housing
- Policy 3.11 Affordable housing targets
- Policy 3.12 Negotiating affordable housing
- Policy 3.13 Affordable housing thresholds
- Policy 3.16 Social infrastructure
- Policy 3.18 Education facilities
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- 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 7.4 Local character
- Policy 7.6 Architecture
- Policy 7.19 Biodiversity and access to nature
- Policy 8.2 Planning Obligations

5.5 Core Strategy

- CP2 Managing the supply and location of new housing
- CP3 Affordable Housing
- CP4 Housing Quality
- CP5 Housing Types

- CP6 Meeting Particular Housing Needs
- CP8 Education
- CP9 Supporting Community Cohesion
- CP19 Offices
- CP20 Sustainable Energy Use and Energy Infrastructure
- CP21 Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure
- CP30 Maintaining and improving the quality of the built and open environment
- CP36 Biodiversity
- CP46 Infrastructure contributions

5.6 Unitary Development Plan

- (II) GD3 Aesthetic and functional design
- (II) GD6 Traffic generation
- (II)GD8 Site access and servicing
- (II) H6 Size and tenure of new developments
- (II) H8 Privacy
- (II) H9 Amenity space
- (II) E4 Organisation of Employment Generating Uses

5.7 Submission version DMD

- DMD 2 Affordable Housing
- DMD 3 Mix of housing
- DMD 6 Residential character
- DMD 8 Residential Development
- DMD 9 Amenity Space
- DMD 10 Distancing
- DMD 37 High quality and design led development
- DMD 38 Design Process
- DMD 45 Parking Standards and Layout
- DMD 47 Roads, access and servicing
- DMD 48 Transport assessments
- DMD 49 to 61 Tackling climate change
- DMD 64 to 66 Environmental Protection
- DMD 68 Noise
- DMD 79 to 81 Green infrastructure

5.8 Other relevant policy/guidance

- NPPF
- NPPG
- Section 106 SPD
- London Housing SPG

6.0 Analysis

6.1 Principle

6.1.1 *Residential units*

- 6.1.1.1 The site is within walking distance of Southgate Underground station and bus stops, and is well located for a full range of shops and services. Generally,

growth is supported in areas where physical and social infrastructure already exists or can be improved through planned development. Having regard to Core Policy 2: Housing Supply and Locations for New Homes, it is considered that the proposal provides the opportunity to support the delivery of Enfield's housing supply within an area where physical and social infrastructure already exists. Further, the planning policy seeks to ensure that new developments offer a range of housing sizes to meet housing need. Having regard to Core Policy 5: Housing Types and emerging DMD Policy 3: Providing a Mix of Different Sized Homes, it is considered that the proposal provides the opportunity to deliver a mix of different sized homes, including family sized accommodation. No objection is therefore raised to the principle of residential development on the site.

6.1.2 *Office space*

6.1.2.1 In terms of employment growth, the proposal involves 504 sq m of office space at first floor level. The site is not situated within the traditional employment areas designated as Locally Significant Industrial Sites (LSIS) nor Strategic Industrial Locations (SIL). However, the Council has made a commitment to improve Enfield's employment opportunities. Having regard to Core Policy 13: Promoting Economic Prosperity, the proposal provides the opportunity to support employment growth in Southgate within the existing Southgate Office Village.

6.1.2.2 The Borough as a whole is not seen to be a major office centre, but evidence within the Local Economic Assessments (LEAs) suggest that there is a demand for quality office space, and from a strategic view the outcome of the LEAs would expect this demand to be accommodated in a series of small office developments in town centres throughout the Borough, concentrated on the existing centres of Enfield Town, Southgate and Innova Park. The proposed office space would provide for the local business service sector identified as one of the LEAs key considerations.

6.1.2.3 The London Office Policy Review suggests Enfield should find an additional 33,000 sq m of office floorspace over the period 2011-26 (this is equivalent to just over 2,000 sq m per annum). The proposal provides the opportunity to provide good quality office space within a location where there is good public transport.

6.1.2.4 Core Policy 19 states that the onus is on the applicant to demonstrate that there is evidence of demand for office space in a specific location. The application is supported by a report, which reviews the existing office accommodation and market in the town centre. It indicates a local company is intending to take a lease on the entire office space incorporated in the proposals. This demonstrates that a demand is being met with the requirement of a new office space that would be high quality and efficient in space and energy.

6.1.2.5 Having regards to the above, it is considered that no objection is raised to the creation of more office space within Southgate Office Village.

6.2 Impact on Character of Surrounding Area

6.2.1 *Density*

6.2.1.1 According to the guidance in (Table 3.2) of the London Plan, as the site has a site specific PTAL rating of 4, not 5 as suggested throughout the statements submitted, and is in an urban location, an overall density of between 200-700/ha may be acceptable. The density of the proposed development against this density matrix, based on habitable rooms per hectare would equate to 560 hr/ha, based on a site area of 4,642 sqm. Whilst compliance with the required density standards would be achieved, it should be noted that a numerical analysis is only one test of acceptability.

6.2.2 *Design*

6.2.2.1 The proposal is considered to appear well proportioned on the site and relate to the existing offices, while respecting the character of the terraced properties to the north. Details of materials have not been agreed at this stage, but it is considered that carefully selected materials would positively add to the appearance of the existing structure on the site.

6.2.2.2 The ground floor storey remains visually as existing in relation to the grills and views into the car park. The first floor storey has been designed with a living wall linked to the grills on the ground floor. This relationship is a vast improvement compared to the existing situation where the cars parked on the first floor are highly visible behind the unsightly barrier.

6.2.2.3 The second storey, which is the office floor, relates to the terrace dwelling houses in that its proportions mimic the dwellings through the use of similar sized windows and strategically placed breaks within the wall, which are the same width as the terrace units.

6.2.2.4 The third and fourth floors are designed to be contemporary in appearance with their vertical banding and clean lines throughout the development. They appear tidy and uncluttered and promote a positive and active frontage along the Park Road Street scene.

6.2.2.5 The flank elevation facing the railway bridge has been designed to have an active frontage. The windows on the flank elevation would ensure that this area, which is currently a dead frontage, would provide a sense of natural surveillance.

6.2.2.6 The flank elevation facing the flank of 20 Park Road has been amended to incorporate recessed brick panels to add visual interest rather than just a blank and uninteresting façade.

6.2.3 *Height, massing and spacing*

6.2.3.1 While the development will be taller than the adjacent residential properties, the relationship and distance is generally considered acceptable visually. This is because there is a separation distance of 11m with the 2nd floor, which then rises to a separation distance of 14m. The second floor would be 1.8m higher than 20 Park Road. Although the 3rd and 4th floor would be higher than 20 Park Road, the ridge height would be 2m lower than the existing 3 storey

buildings on the site and these two floors has been set back from the 2nd storey by 2.2m . Thus, in regards to height and massing it is considered that the proposal would not appear obtrusive within the street scene when viewed from Park Road.

6.2.3.2 The proposal would be situated in close proximity to the bridge over the railway line. However, this does not cause concern in visual terms.

6.3 Impact on Neighbouring Properties

6.3.1 *Distancing*

6.3.1.1 The proposed development will be sited approximately 11m from the nearest residential properties on Park Road at 2nd floor level and 14m at 3rd and 4th floor level. While the development will be taller than the adjacent residential properties, the relationship and distance is generally considered acceptable.

6.3.2 *Outlook and privacy*

6.3.2.1 It is acknowledged that the proposed building would have a greater presence within the street scene and when viewed from nearby properties. However, it is not considered that the building would cause demonstrable harm to outlook from nearby properties nor negatively impact upon the residents of The Warehouse. The distance between The Warehouse and the proposed ground floor, first floor and second floor of the scheme is 13.5m. This is the same distance between the existing terrace houses and The Warehouse. The third and fourth floor of the scheme has been set back 15.7m from The Warehouse. The visual impact of the third and fourth floor would be reduced due to this set back. Further, given that the proposed building is 2m lower than the existing buildings elsewhere on the site, the visual impact from a street scene perspective would not be as significant if there were no existing buildings on the site. It should also be noted that the proposal has been strategically placed on the site closer to the bridge which is directly opposite the car park serving The Warehouse flats.

6.3.2.2 There are windows and balconies on the flank elevation facing the flank elevation of 20 Park Road. The two windows serving the office that project beyond the rear wall of 20 Park Road can be obscurely glazed and this could be secured by way of a condition should planning permission be granted. The balcony areas serving flats 2 and 3 on the third floor have privacy screens and thus overlooking would not occur and privacy would be safeguarded. The windows serving flat 8 that project beyond the rear elevation of 20 Park Road are secondary windows which can be obscurely glazed and thus secured by way of a condition should planning permission be granted.

6.3.2.3 Residents have raised concern in regards to the additional windows and balconies overlooking The Warehouse flats. It is acknowledged that the development would introduce additional development and therefore windows on the opposite side of the street. However, the Warehouse presently faces existing housing on the other side of Park Road. The distance between The Warehouse and the proposed ground floor, first floor and second floor of the scheme is 13.5m. This is the same distance between the existing terrace houses and The Warehouse. The 3rd and fourth floor are set back on the site by 2.2m and thus direct views into the existing flats from the 3rd floor would be

at oblique angles. It should also be noted that the balconies would not be utilised as habitable accommodation or for a large number of persons given their size. In regards to the 4th floor the windows serve bedrooms and although habitable rooms, the living room/kitchen room areas are the rooms more likely to be actively used. Again, given the proposed 2.2m set back from the public highway on these floors views into the adjoining properties would be at an oblique angle. Given this, it is considered that the proposed development would not further unduly compromise privacy of existing residents.

6.3.3 *Sunlight and daylight*

6.3.3.1 A BRE Sunlight and Daylight Report has been submitted as part of the application. The report advises that there would be no demonstrable harm caused to sunlight and daylight by the proposed development. Residents of The Warehouse have been concerned about the content of the submitted report however the professional advice received was that the proposal would not cause harm to sunlight and daylight. Rather, there is currently harm to the habitable rooms at The Warehouse given their existing balconies. This recommendation that the proposal would not cause harm to sunlight and daylight within the BRE standards derives from the fact that balconies are the cause of a large quantity of daylight being restricted to the window beneath. The calculations, with and without the balcony, have confirmed in accordance with BRE guidance that the balcony is the greater cause of harm to daylight/ sunlight to the existing flats, not the development. Thus, no objection is raised to this element of the scheme.

6.4 Highway Safety

6.4.1 *Principle*

6.4.1.1 There is no objection to the principle of the development in regards to Traffic and Transport. The multi-storey car park structure has a PTAL rating (public transport accessibility level) of 4 rather than 5 as suggested by the Transport Statement supporting the application. However, it is accepted that the surrounding area offers a range of local services and that the provision of a pedestrian access point to Park Road improves accessibility, therefore addressing the intention behind the PTAL process. Increasing development density in locations with moderate to good PTAL levels is broadly supported as denser development is more easily served by public transport.

6.4.2 *Connectivity of the site*

6.4.2.1 The proposed development is located in a private street serving the Southgate Office Village. Site inspections identify significant levels of on-street parking by the Office Village occupiers and this, coupled with the style of buildings, results in a commercial rather than residential setting with a poor pedestrian environment. Traffic and Transportation have suggested that the development should include measures to introduce defined footways for the extent of the access from Chase Road. However, the applicant considers this unreasonable given that given that the site is within Southgate Office Village complex and the residential element of the scheme is 8 units only compared to amount of office use on the site. Whilst it would be desirable to improve the pedestrian environment, appropriate access would nevertheless be available and this is recognised.

6.4.2.2 A pedestrian gate has been placed to the side of the development to ensure greater connectivity between the site, Park Road and the railway bridge. The pedestrian gate will be locked and only can be used by the residents of the flats as well as users of the office space if the freeholder sees fit to provide the users with an access code. Details of this access gate and how it is to be lit can be secured by way of a condition if planning permission is granted and thus no objection is raised.

6.4.3 *Car parking*

6.4.3.1 A car parking layout of the whole of Southgate Office Village has been submitted. There are 102 existing spaces across the whole site. The proposal would lose 5 of these spaces bringing the total of spaces on the site to 97. The reduction in the number of parking spaces combined with the increase in office floor space and residential properties is a cause of concern, as it could put further pressure on the unofficial yellow lines on the service road into the site.

6.4.3.2 However, following further discussion with the applicant it has been agreed that to alleviate these concerns, a Parking Management Strategy, linked to the Travel Plan and Service Delivery Plan should be provided and secured through a condition should planning permission be granted. This would address the matter of how parking would be managed across the whole site.

6.4.3.3 There is one dedicated disabled space relating to the residential scheme. There is scope to use spaces 8 and 33 as disabled spaces for office users as they have sufficient room to the side to accommodate a disabled space. No objection is raised to the number of disabled spaces provided on the site within the multi-storey car park especially as two of the car parking spaces can be adapted for disabled use. All the dedicated spaces and potential spaces that can be converted can be accessed by the lift and thus would make them accessible to all users.

6.4.4 *Cycle and motor cycle provision*

6.4.4.1 The proposal has 26 cycle spaces in the form of Sheffield stands on the first floor. These spaces can be accessed up the ramp rather than through the use of the lift and all cycle spaces would be accessible within the scheme. The number of cycle spaces is in excess of the London Plan requirements and no objection is raised to this element of the scheme. It should also be noted that there is scope on the site opposite the security hut to provide space for motorbike users.

6.4.5 *Refuse*

6.4.5.1 An area for refuse for the commercial unit and the residential unit has been provided. The commercial refuse area is to be sited to the side of the proposed site accessible from the office main entrance. The refuse area for the residents is situated to the side of the entrance to the residential units. The proposed areas are considered sufficient in size however details of their appearance have not been advanced. This can be secured by way of a condition should planning permission be granted

6.4.6 *Other conditions and section 106*

6.4.6.1 The recently issued guidance on Travel Plans from Transport for London suggests that this development is of a scale that warrants a full Travel Plan. A Travel Plan would need to be submitted and approved and this can be secured by way of a condition should planning permission be granted.

6.4.6.2 As required by the London Plan policy 6.13 at least 20% of the car parking spaces should have an electric charging point, with at least a further 20% given passive provision. This can be secured by way of a condition as there is scope on the site to provide this charging point.

6.4.6.3 A contribution towards a zip car was considered not to lead to any practical results given the size of the residential units and thus this has not been requested as part of a section 106 contribution.

6.4.6.4 The site is situated within a Controlled Parking Zone (CPZ). A S106 Agreement would be required should planning permission be granted to ensure that future residents are not entitled to a permit to park within this CPZ.

6.5 Housing Mix and Affordable Housing

6.5.1 *Housing mix*

6.5.1.1 The proposal comprises 8 flatted units with a mix of 6 x 2 bedrooms and 2 x 3 bedrooms. Given the size and shape of the site it would not be able to accommodate dwelling houses comfortably. The erection of flats is the most appropriate use on the site above the office units. The mix of flats proposed is considered acceptable. It should also be noted that the 3 bedroom units have been designed in a maisonette form with access to a large amenity area and are useable for families.

6.5.2 *Affordable Housing*

6.5.2.1 As part of the Local Development Framework, the Council has now adopted the Core Strategy. Core Policy 3 of the Core Strategy advises that a contribution towards affordable housing will be expected on all new housing sites (this is inclusive of conversion schemes where net additional units are to be provided). For developments of less than 10 dwellings, the Council will seek to achieve a financial contribution to deliver off-site affordable housing based on a borough-wide target of 20% affordable housing. The requirement to pay a financial contribution is subject to viability. If it is considered that the contribution would affect the viability of the development, the applicant should submit a viability assessment to justify the absence of an appropriate level of contribution.

6.5.2.2 The viability reports provided by the applicant have been reviewed by an independent consultant. Discussions have been extensive and have required additional information to be submitted leading to the application not being determined in the statutory period. On the basis of the latest information reviewed by the consultant, he concludes that the scheme is able to provide an affordable housing sum in the region of £231,672., education at £24,951.80, the Council's 5% monitoring fee and CIL. The applicant is proposing no contribution.

6.5.2.4 The viability review and the construction cost review outlines significant short falls within the applicant's submitted viability report accompanying the scheme. The applicant is seeking to demonstrate that no contribution can be paid and the Council's consultant does not agree that this is the case. Consequently it is considered that the proposed development would be contrary to Policies 3.10, 3.11, 3.12 and 3.13 of the London Plan (2011), Core Policies 3 and 46 of the Enfield Plan, Emerging Policy DMD2 of the Submission Version Development Management Document, the associated S106 Supplementary Planning Document and the NPPF (2012).

6.6 Sustainable Design and Construction

6.6.1 The Sustainable Design Officer has stated that the proposed residential units would achieve a Code Level 4 and achieve Lifetime Home Standards which is acceptable. The proposed office would have a BREEAM 2011 rating of 'Very Good' which is also acceptable. A 40% energy efficiency / carbon saving is targeted through the use of fabric efficiency measures and the installation of photovoltaics which is welcomed. It is worth noting that roof plans have been omitted and thus the Officers have no means of assessing the size or specification of the arrays, although this can be secured by way of a condition. Further, a drainage strategy has been omitted and given that the site lies within an area with a risk of surface water flooding, as stipulated by the Environment Agency, this detail would be required and thus can be secured by way of a condition. Furthermore, there is no mention of the feasibility of providing a green roof within the application. However, this can be secured by way of a condition should planning permission be granted. Finally, in terms of living walls, the ground floor features a relevant installation although the details of this installation have been omitted. This again can be secured by way of a condition. Overall, there is no objection to the scheme on sustainability grounds and outstanding matters could be addressed by condition should planning permission be granted.

6.6 Quality of accommodation and amenity

6.6.1 *Quality of accommodation*

6.6.1.1 Core Policy 4 of the Enfield Plan, Policy 3.5 of the London Plan and the London Housing SPG seek to ensure that new residential development is of a high standard. London Plan Policy 3.5, as detailed in Table 3.3 "Minimum space standards for new development" and the London Housing SPG requires the following minimum floor standards to be met:

Dwelling type (bedroom (b)/persons- bedspaces(p))	GIA (sqm)
2b3p	61
3b4p	74

6.6.1.2 The proposed floor space requirements exceed the requirements of the London Plan. The standard of residential accommodation is considered to be acceptable with regards to Core Policy 5 of the Core Strategy, Policy 3.5 of the London Plan and the London Housing SPG.

6.6.2 *Amenity*

6.6.2.1 Policy (II)H9 and Appendix A1.7 of the UDP sets out the minimum standards of amenity space for residential development within the borough. Appendix A1.7 stipulates that amenity space provided for new flats should be on an area equal to 75% of the total GIA of the building. However Policy DMD 9 sets out the following minimum standards:

Dwelling type	Minimum Private Amenity Space
2b3p	6sqm
3b4p	7sqm

6.6.2.2 Considering that the submission DMD has been prepared in accordance with the London Plan and the London Housing SPG, the standards adopted in the Submission DMD are most applicable and this plan has now successfully been through examination and is expected to be adopted by the Council imminently. Each flat has private amenity space in line with the requirements of DMD 9. The spaces are all useable and private.

6.6.2.3 Policy DMD9 also states that in addition to the standards for private amenity space, flats must provide communal amenity space which is functional, is overlooked by surrounding development, is wheelchair accessible and has suitable management arrangements in place. The proposed scheme does not provide a communal space because of the constraints of the site within the existing office complex. However, the amenity space provided for each of the flats is in excess of the minimum requirements for private space and the lack of communal space would not compromise the overall development.

6.7 S106

6.7.1 *Education*

6.7.1.1 The calculation of S106 contributions within the Section 106 SPD for education provision is based on child yield ratios which show the annual average 'yield' from different sizes of property across the range of statutory school ages. The child yield is then multiplied by capital cost multipliers to produce a sum for the contribution. These multipliers are produced by the Department for Education to represent the capital cost of providing primary and secondary school places in each local authority area. A weighting factor is applied in each case according to the location of the Local Authority. The cost multipliers are reviewed each financial year – current figures for are £13,727 per primary place and £20,685 per secondary place. This methodology is used widely across the UK.

6.7.1.2 This development would require a contribution of £24,951. The applicant has failed to provide and/or secure a contribution to education provision and is thereby considered unacceptable on this basis, having regard to Policy 8 and 46 of the Core Strategy and the S106 Supplementary Planning Document.

6.7.2 *Monitoring*

6.7.2.1 Management is essential to ensure that S106 agreements are delivered, and that the development is, therefore, acceptable in planning terms. The following management fees will be charged on S106 agreements signed for applications received on and after 1st October 2010:

- 5% of the total value of financial contributions
- A fixed charge to manage non-monetary obligations of £350 per head of term
- A separate one-off fee of £250 will be charged for a deed of variation

6.7.2.2 The revenue generated from this fee will be used for S106 administration, monitoring and management purposes only. The applicant has failed to provide and/or secure a contribution to support the lack of monitoring contribution, thus the application makes no provision and is thereby considered unacceptable on this basis, having regard to Policy 8 and 46 of the Core Strategy and the S106 Supplementary Planning Document.

6.8 CIL

6.8.1 As of the April 2010, new legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until 2015.

6.8.2 It is considered that the new development would create approximately 1242.6 sqm for the residential and office element of the scheme. On this basis, the calculation and sum arising would be as follows:

$$(\text{£}20/\text{m}^2) \times (1242.6\text{m}^2) \times 240/223 = \text{£}25,598.62$$

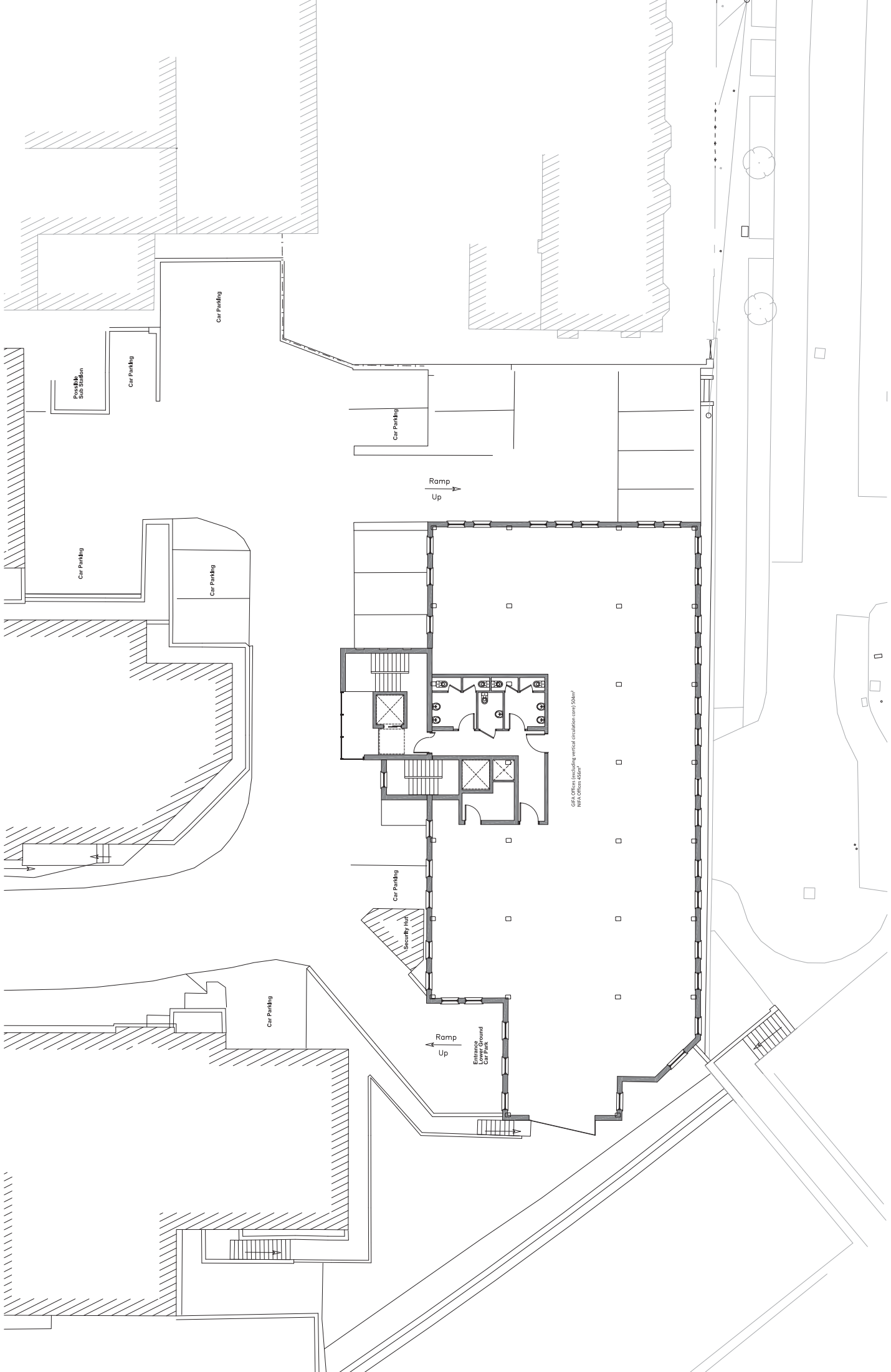
7.0 **Conclusion**

7.1 It is acknowledged that the development would make a positive contribution to the housing stock of the Borough as well as office space within Southgate. However, the proposed scheme has failed to provide a sound justification for no provision towards affordable housing or an education contribution. Despite continuing discussions with the applicant to seek to resolve this, leading to the application not being determined within the statutory time period, agreement has not been reached. The applicant has now lodged an appeal against the Council's failure to determine the application within the statutory period. On the basis of the assessment of the application as set out above, it is considered that the failure of the development to make the necessary and appropriate contributions towards affordable housing and education, remain the outstanding issues and it is on this basis that it is recommended that the scheme is unacceptable.

8.0 **Recommendation**

8.1 That, in the absence of the appeal against the Council's failure to determine the application within the statutory period, had the Council been in a position to determine the application it would have REFUSED planning permission for the following reasons:

1. Insufficient evidence has been provided to demonstrate an absence of affordable housing provision on site and therefore fails to provide a sufficient level of affordable housing and associated monitoring fees, contrary to Policies 3.10, 3.11, 3.12 and 3.13 of the London Plan (2011), Core Policies 3 and 46 of the Enfield Plan, Policy DMD2 of the Submission Version Development Management Document, the associated S106 Supplementary Planning Document and the NPPF (2012).
2. The application fails to provide a mechanism for securing contributions towards education infrastructure and associated monitoring fees, contrary to Core Policies 8 and 46 of the Enfield Plan, the associated S106 Supplementary Planning Document and the NPPF (2012).



GFA Offices (including vertical circulation) 504m²
 Net Office Area

Ramp
Up

Ramp
Up

Entrance
around
Car Park

Car Parking

Car Parking

Car Parking

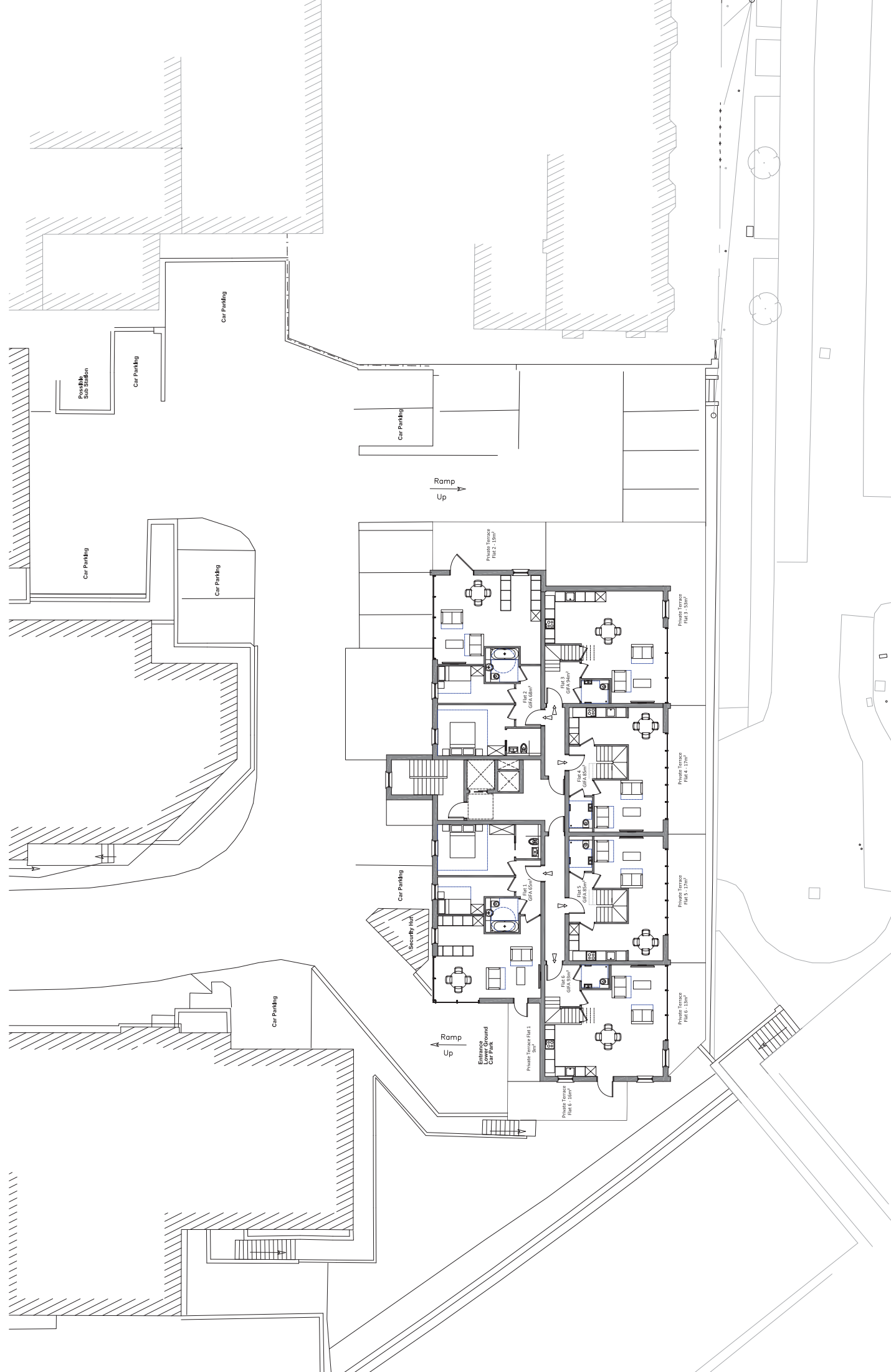
Car Parking

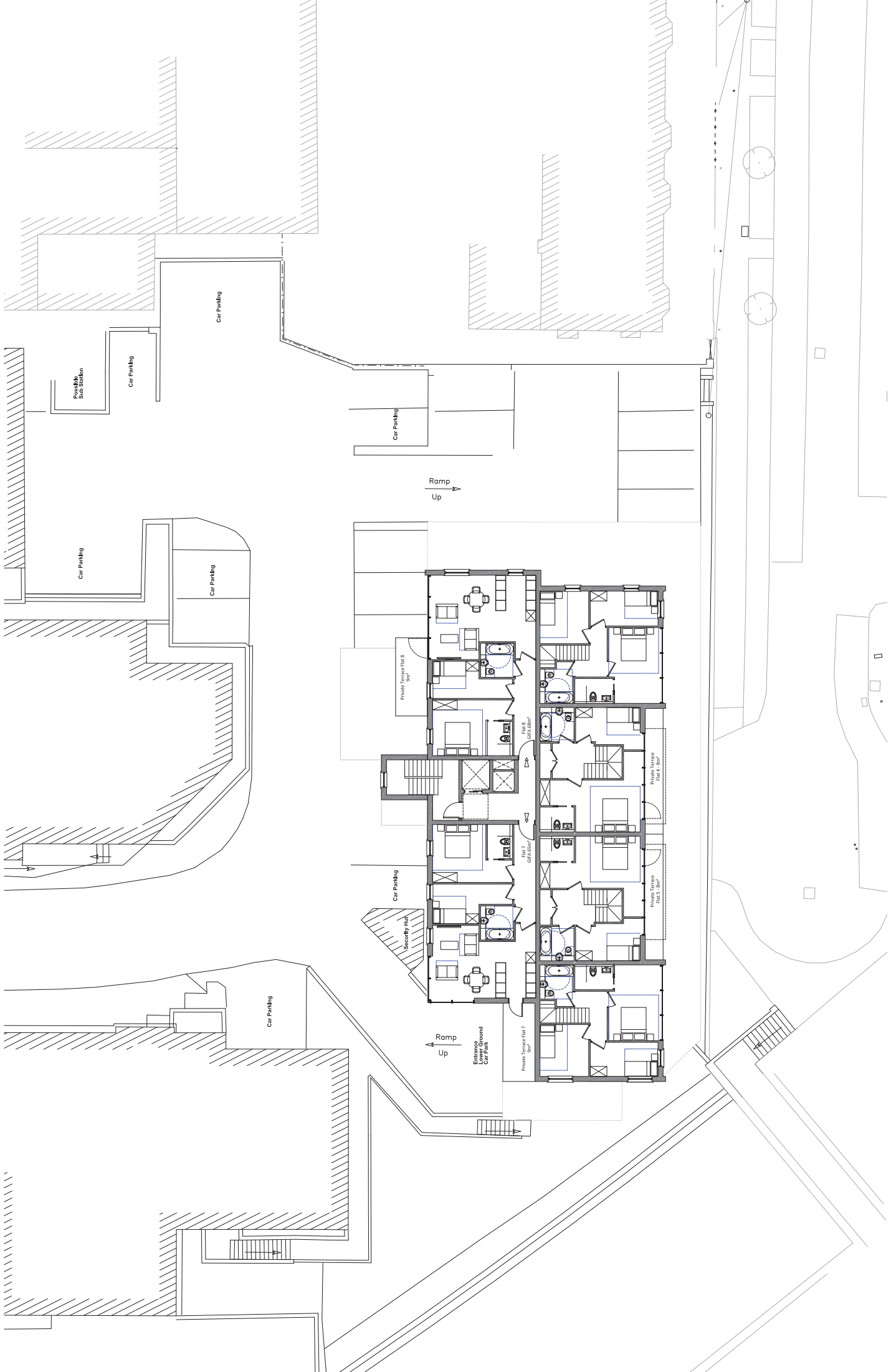
Car Parking

Car Parking

Reception
Sub Station

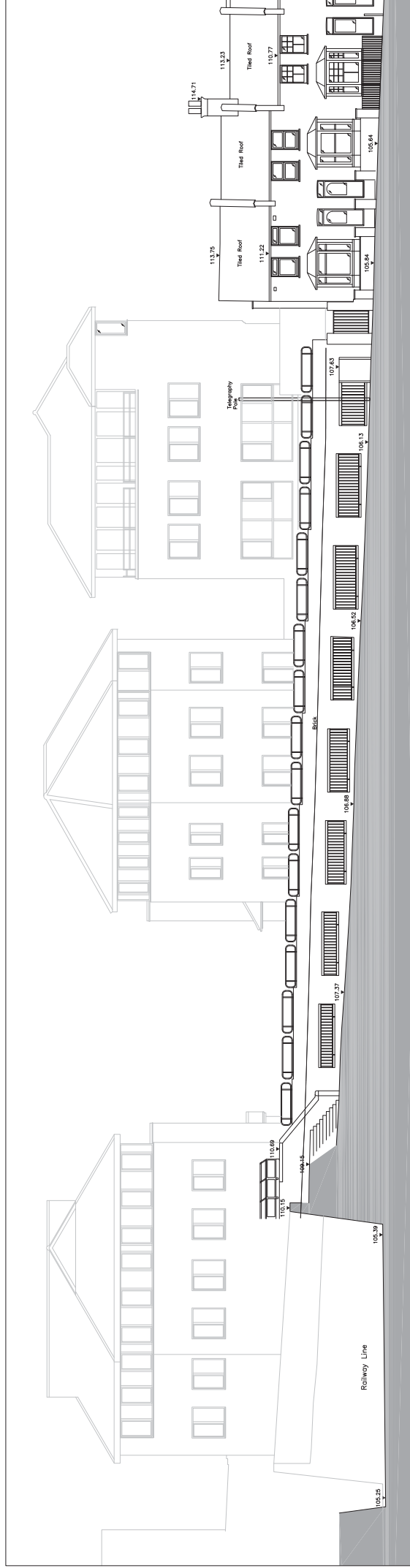
Car Parking







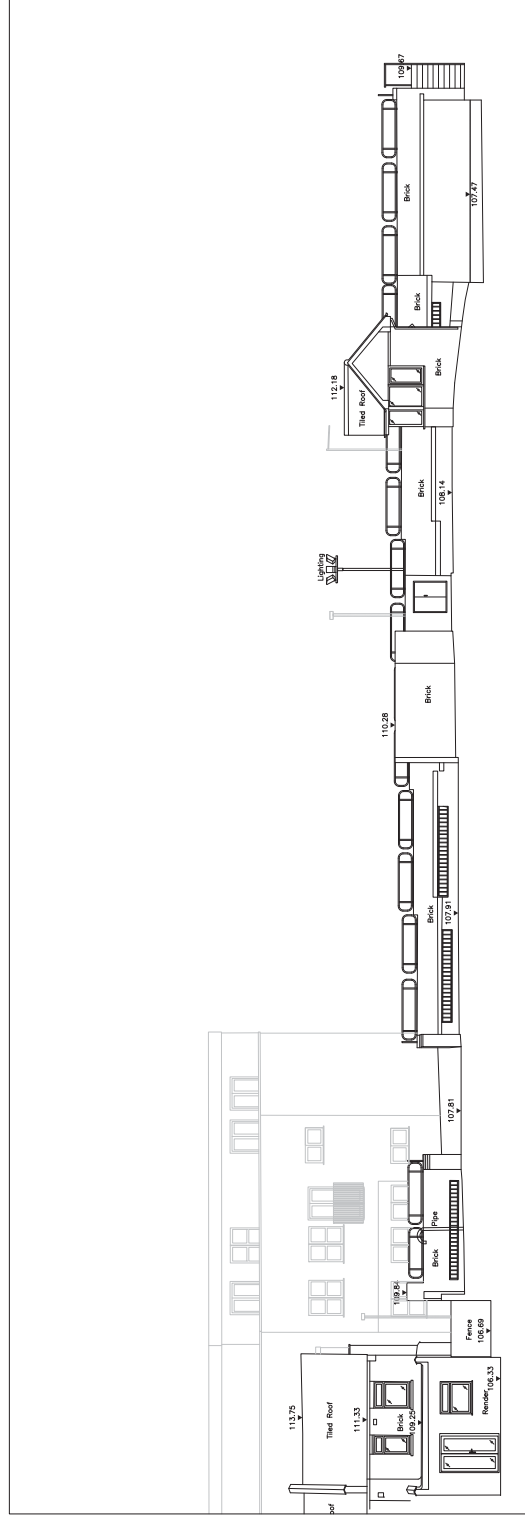
PROPOSED PARK ROAD ELEVATION



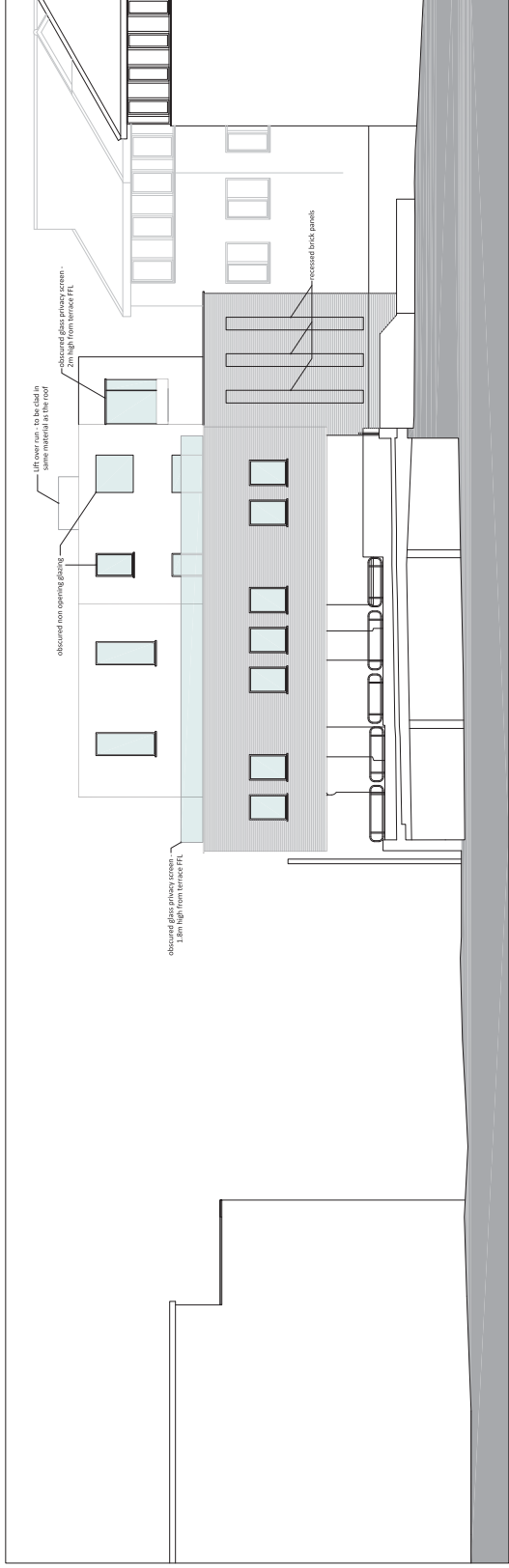
EXISTING PARK ROAD ELEVATION



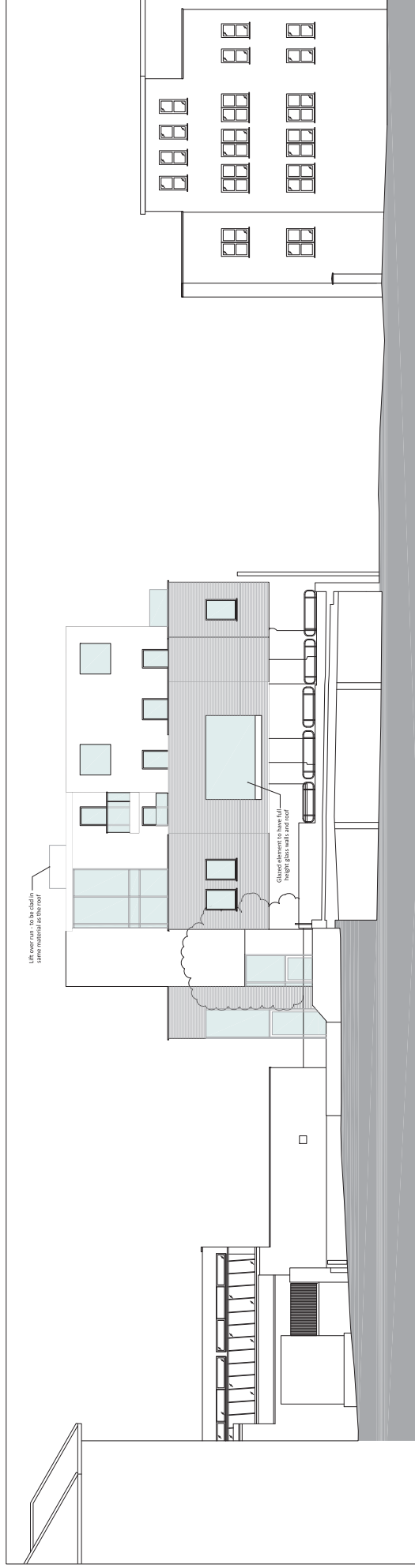
PROPOSED WEST ELEVATION



EXISTING WEST ELEVATION



PROPOSED NORTH ELEVATION



PROPOSED SOUTH ELEVATION

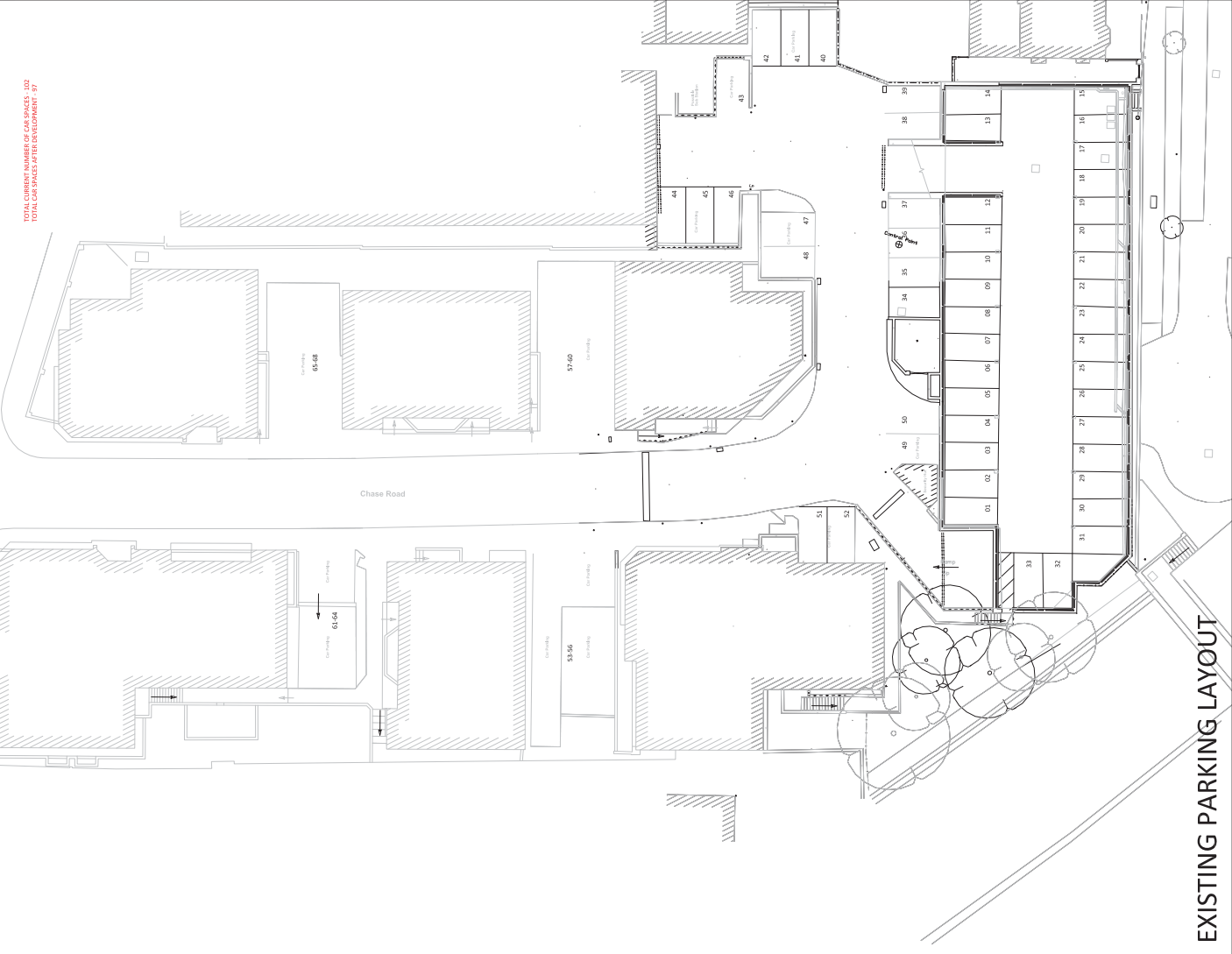
Chase Road

Chase Road

Chase Road

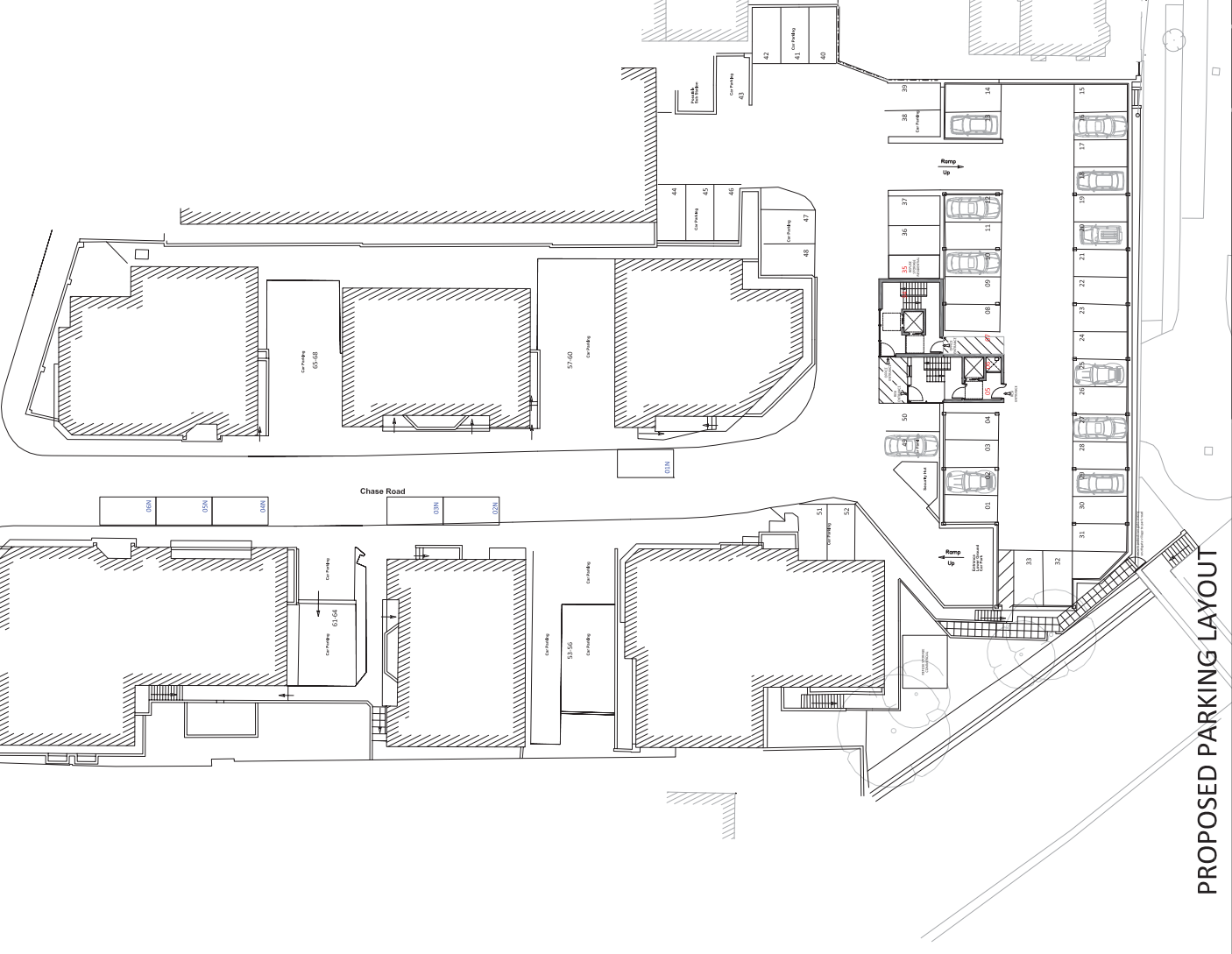
RED TEXT DENOTES SPACES TO BE LOST DUE TO DEVELOPMENT
BLUE TEXT DENOTES SPACES TO BE GAINED DUE TO DEVELOPMENT

TOTAL CURRENT NUMBER OF CAR SPACES : 102
TOTAL CAR SPACES FOR DEVELOPMENT : 57



EXISTING PARKING LAYOUT

PROPOSED PARKING LAYOUT



Chase Road

Chase Road

PROPOSED PARKING LAYOUT

Chase Road

Chase Road

EXISTING PARKING LAYOUT

*** RED TEXT DENOTES SPACES TO BE LOST DUE TO DEVELOPMENT
*** BLUE TEXT DENOTES SPACES TO BE GAINED DUE TO DEVELOPMENT

