

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.

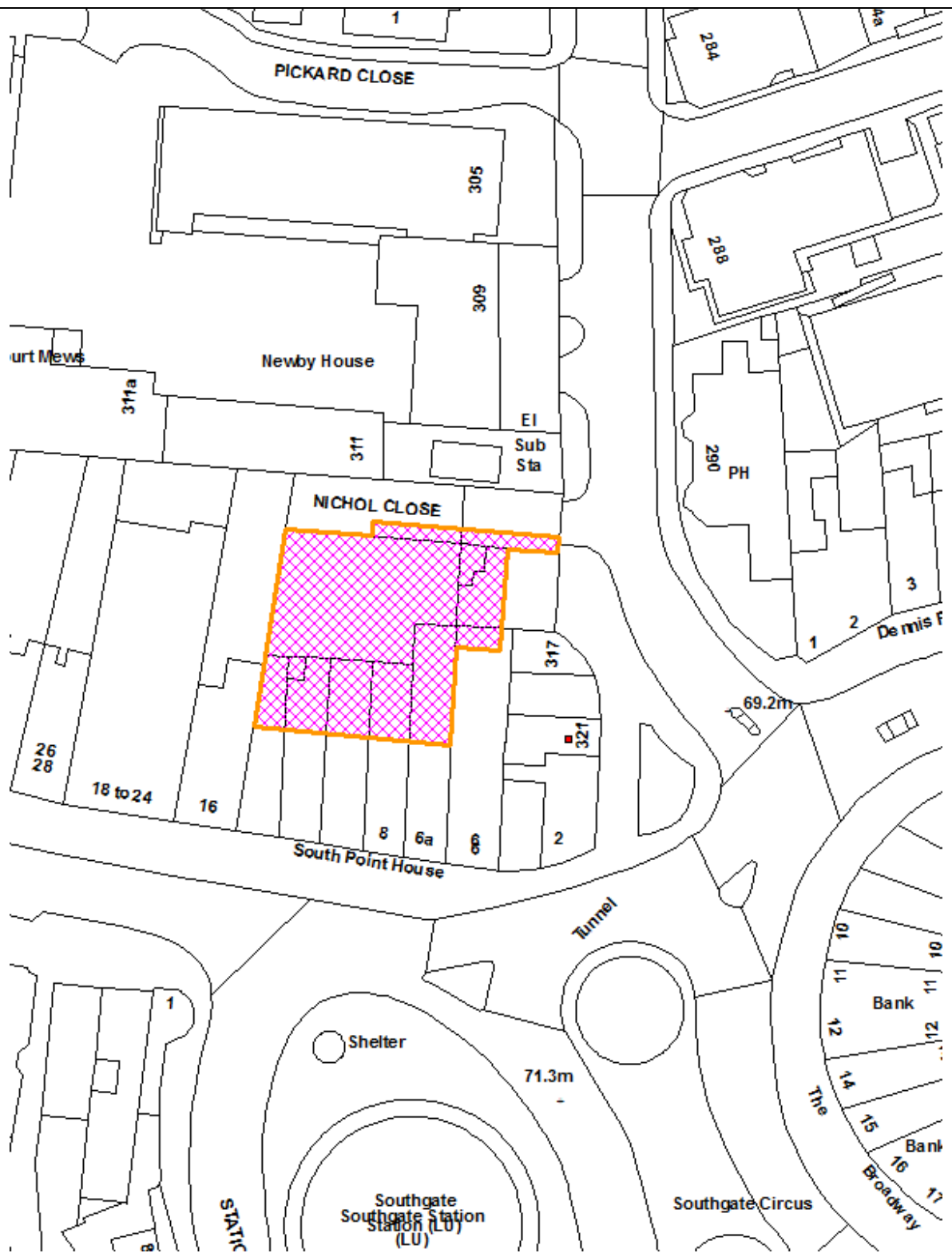
Applicant Name & Address:
c/o agent
c/o agent

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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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**

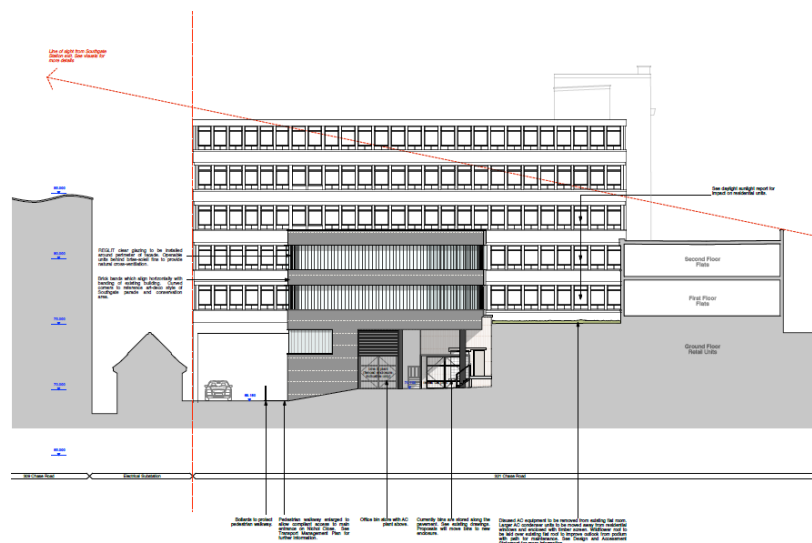
Principle of the Development

- 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.



- 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

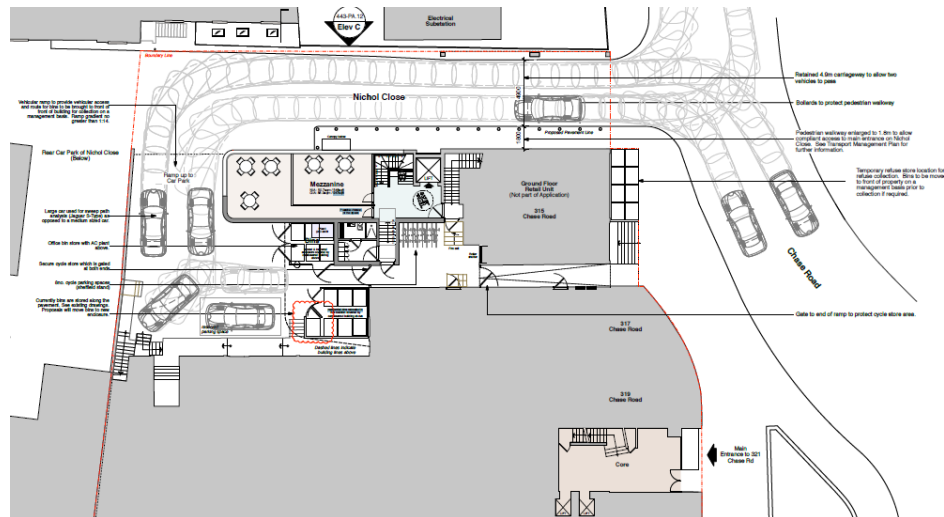
- 9.40 The Delivery and Servicing Plan provides a measure of traffic generation by utilising information provided from the TRICS database. It is stated that there will be a total of 15 two way trips to the development during the AM peak hour and 14 during the PM peak hour. Given the sites location within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

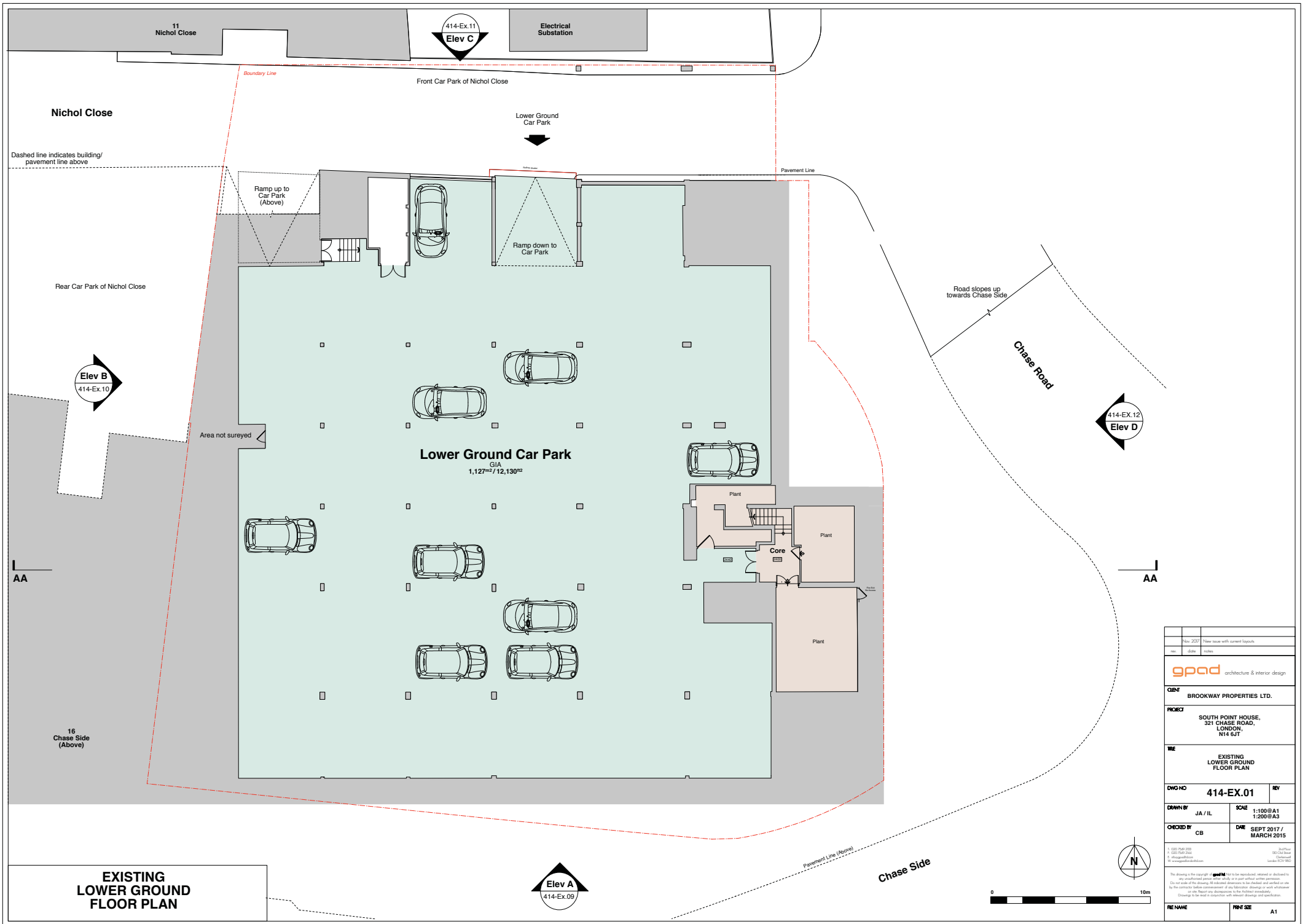
- 10.1 The following head of terms will be required as part of the proposed development:
- (1) The Owner shall apply for the stopping up of the highway maintainable at public expense at Nichol Close;
 - (2) The road works including improved pedestrian access arrangements will be undertaken to a satisfactory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

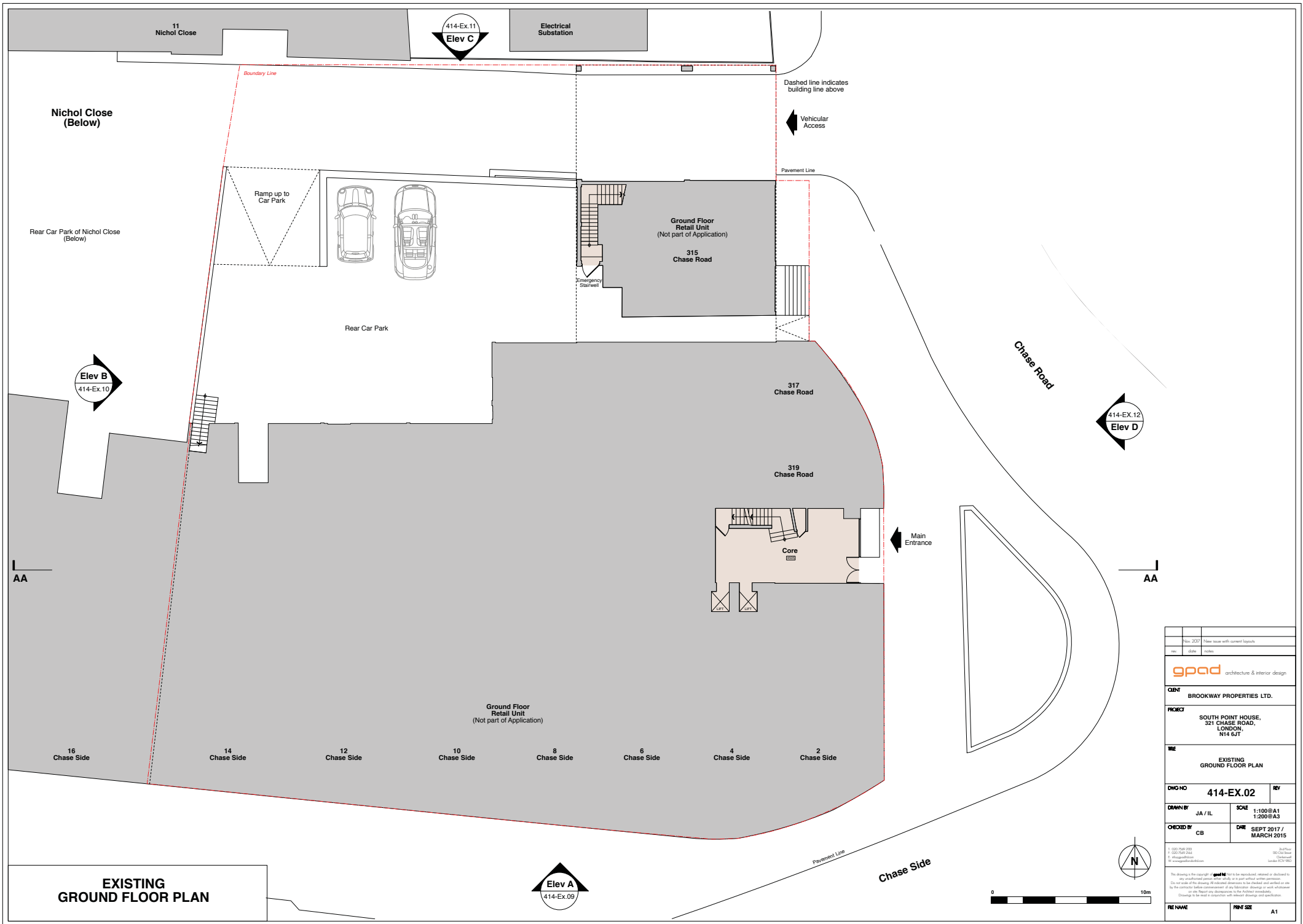
- 12.1 The proposed development is considered acceptable. It is considered that it would support the viability of the town centre, as demonstrated in the submitted office market assessment. It will also provide office space in a location which is highly accessible and sustainably located within Southgate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





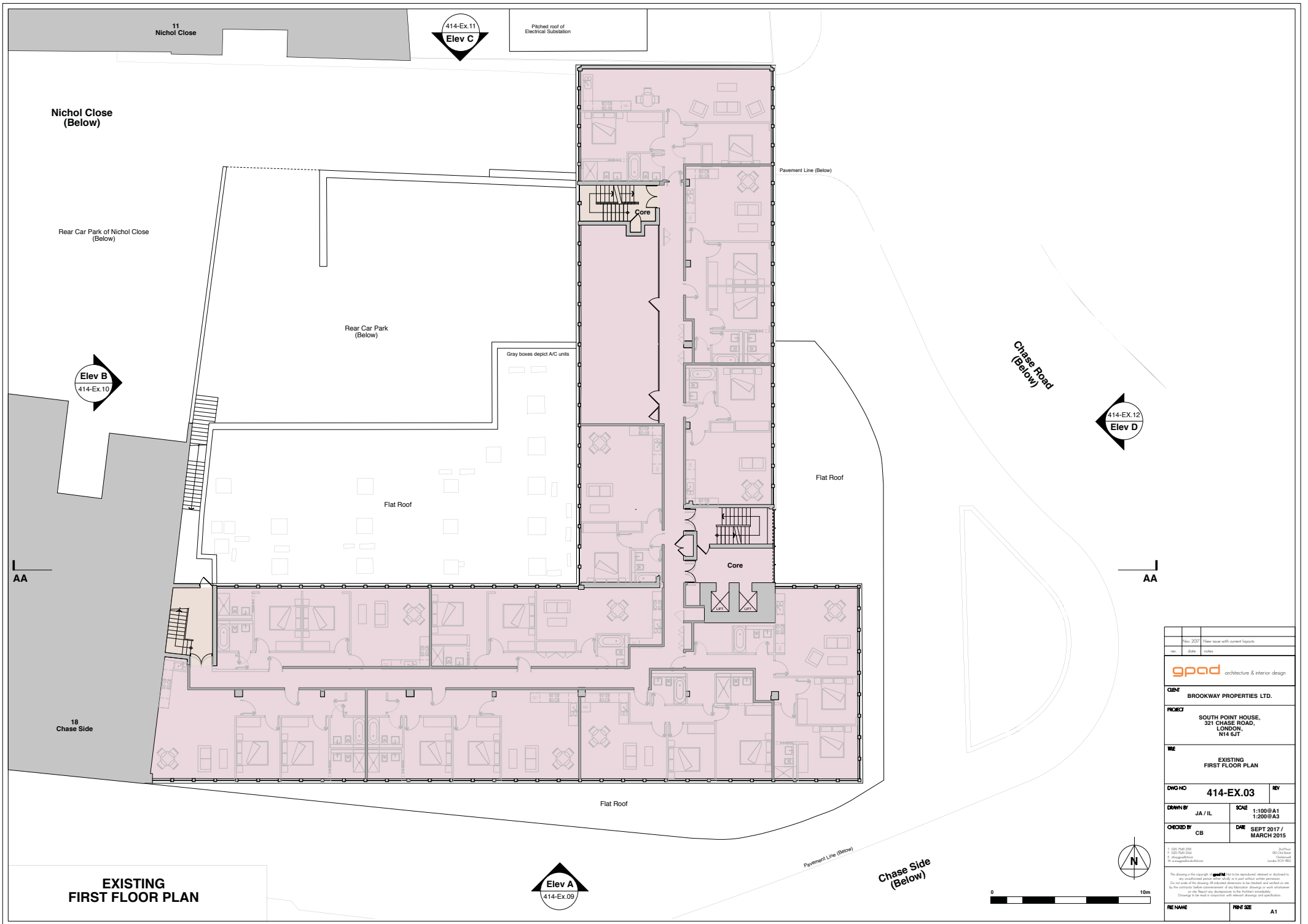
**EXISTING
LOWER GROUND
FLOOR PLAN**

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no.	date	index	
gpad architecture & interior design			
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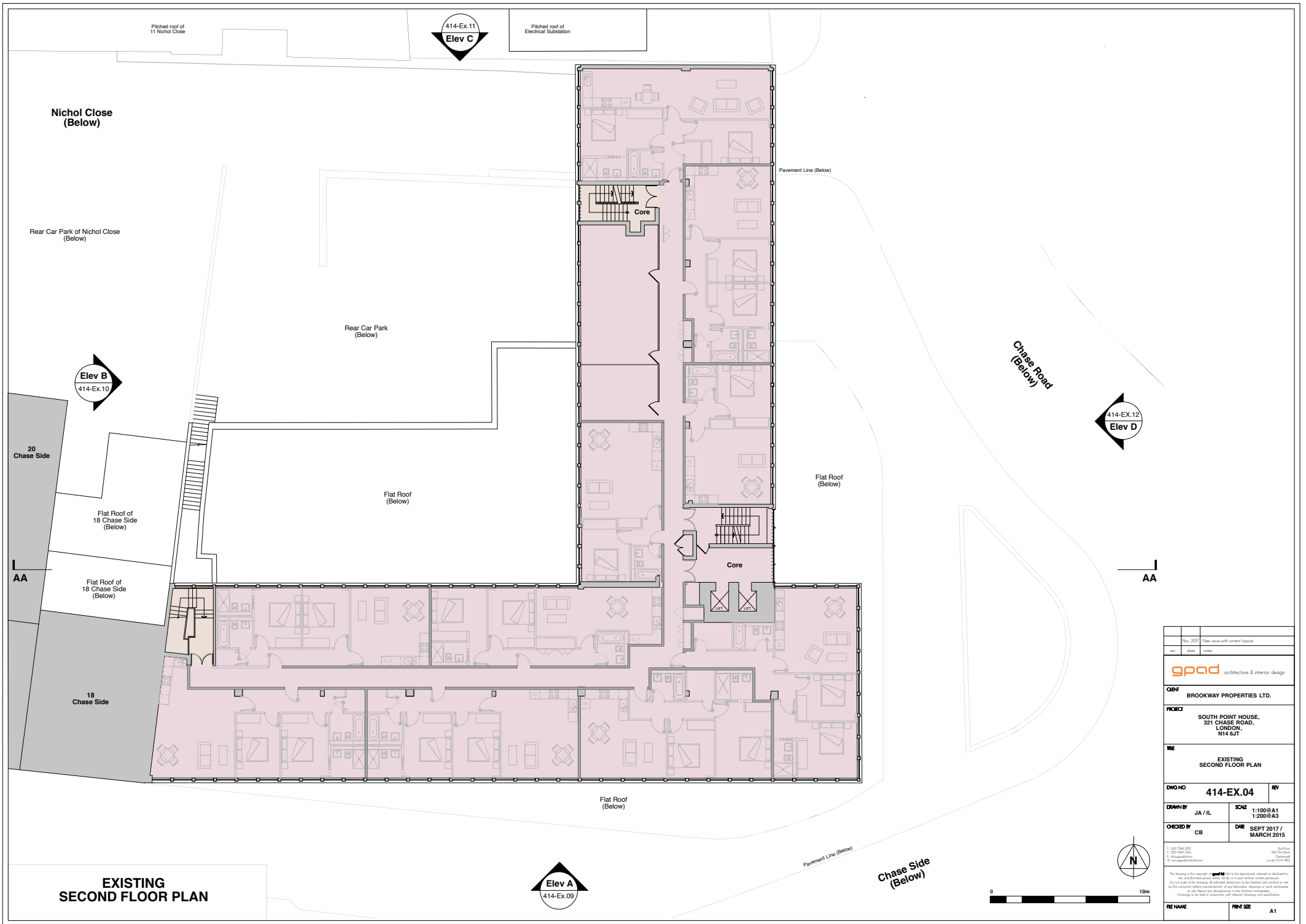
**EXISTING
GROUND FLOOR PLAN**

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gpad architecture & interior design			
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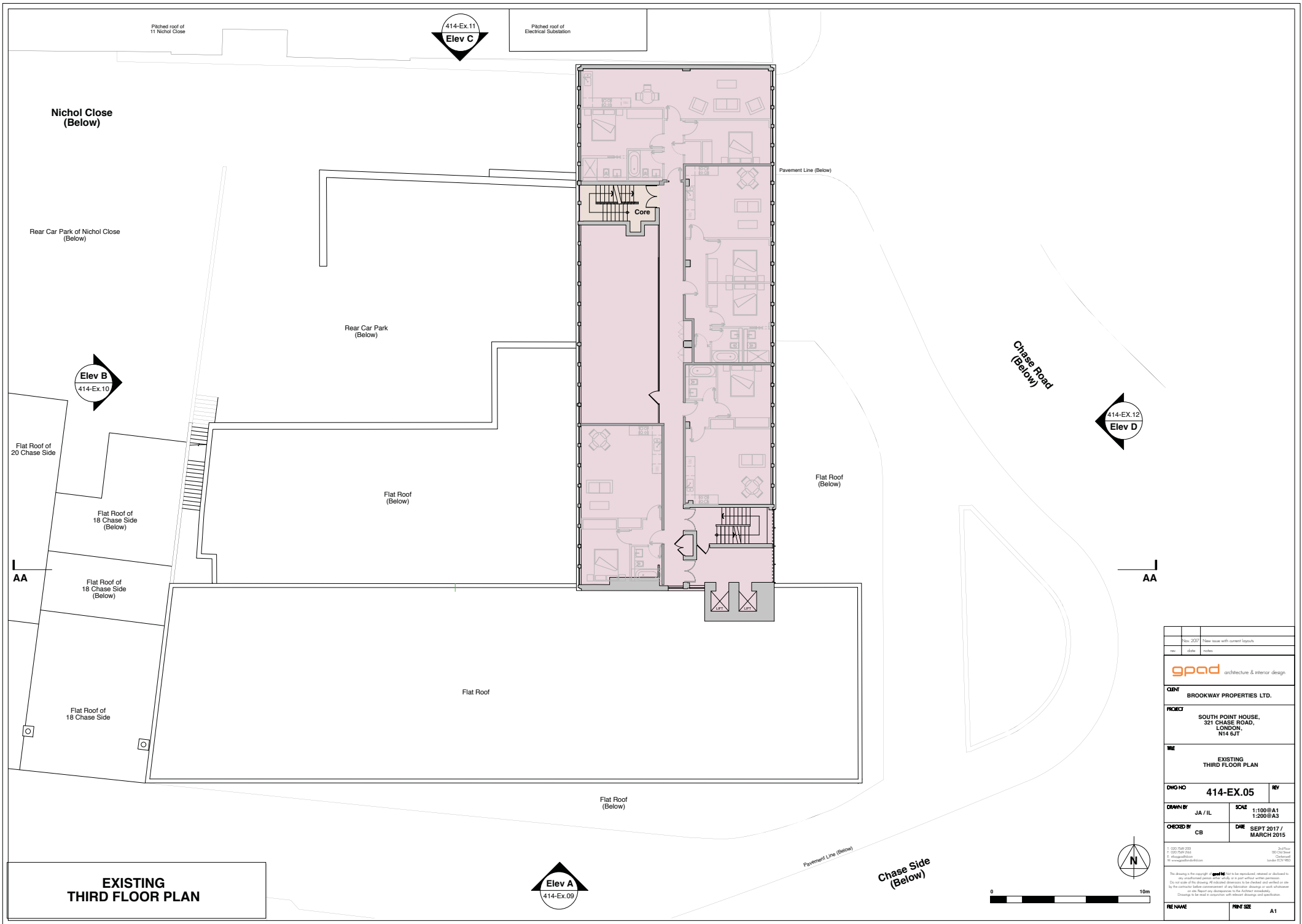
**EXISTING
FIRST FLOOR PLAN**

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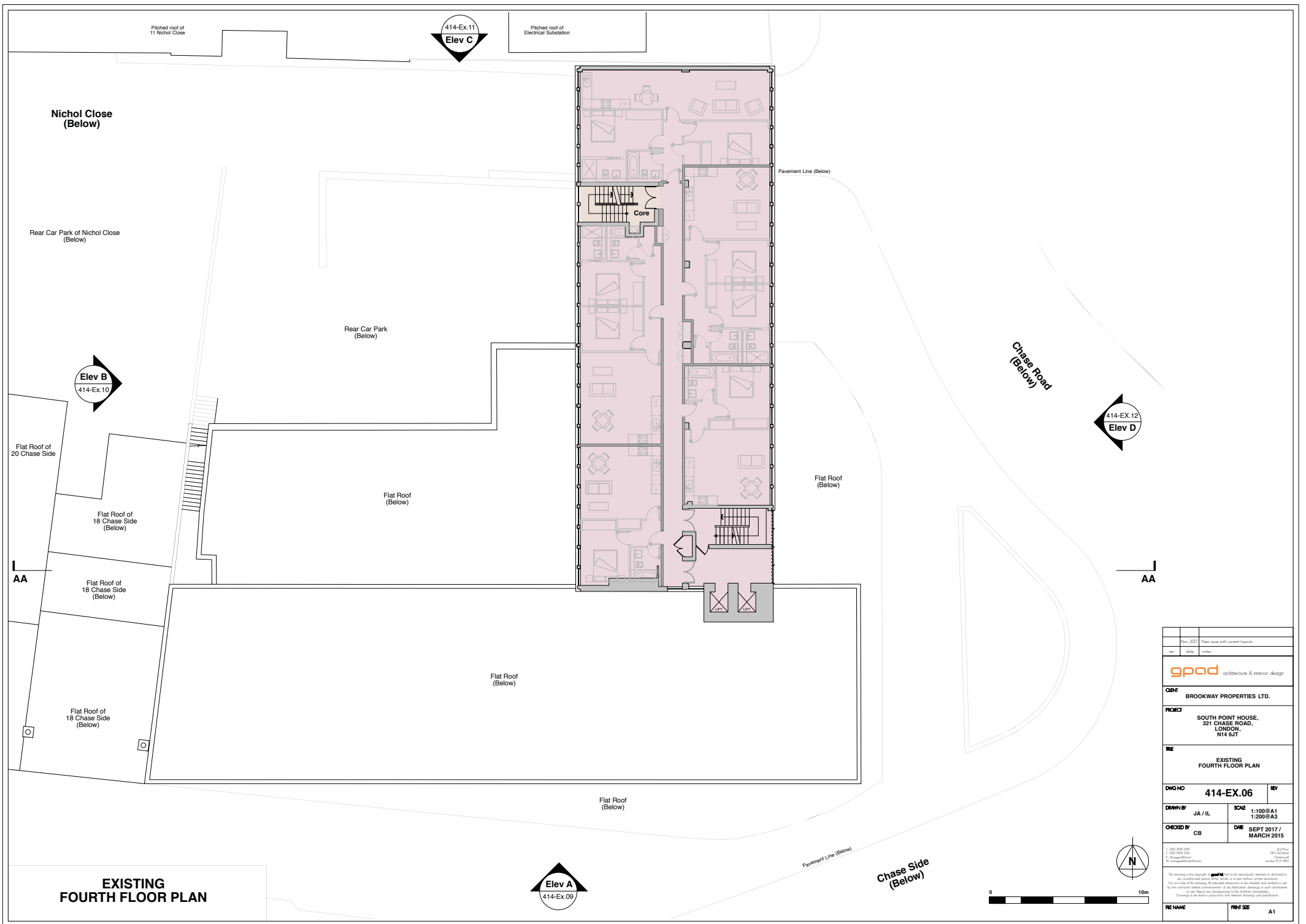
**EXISTING
SECOND FLOOR PLAN**


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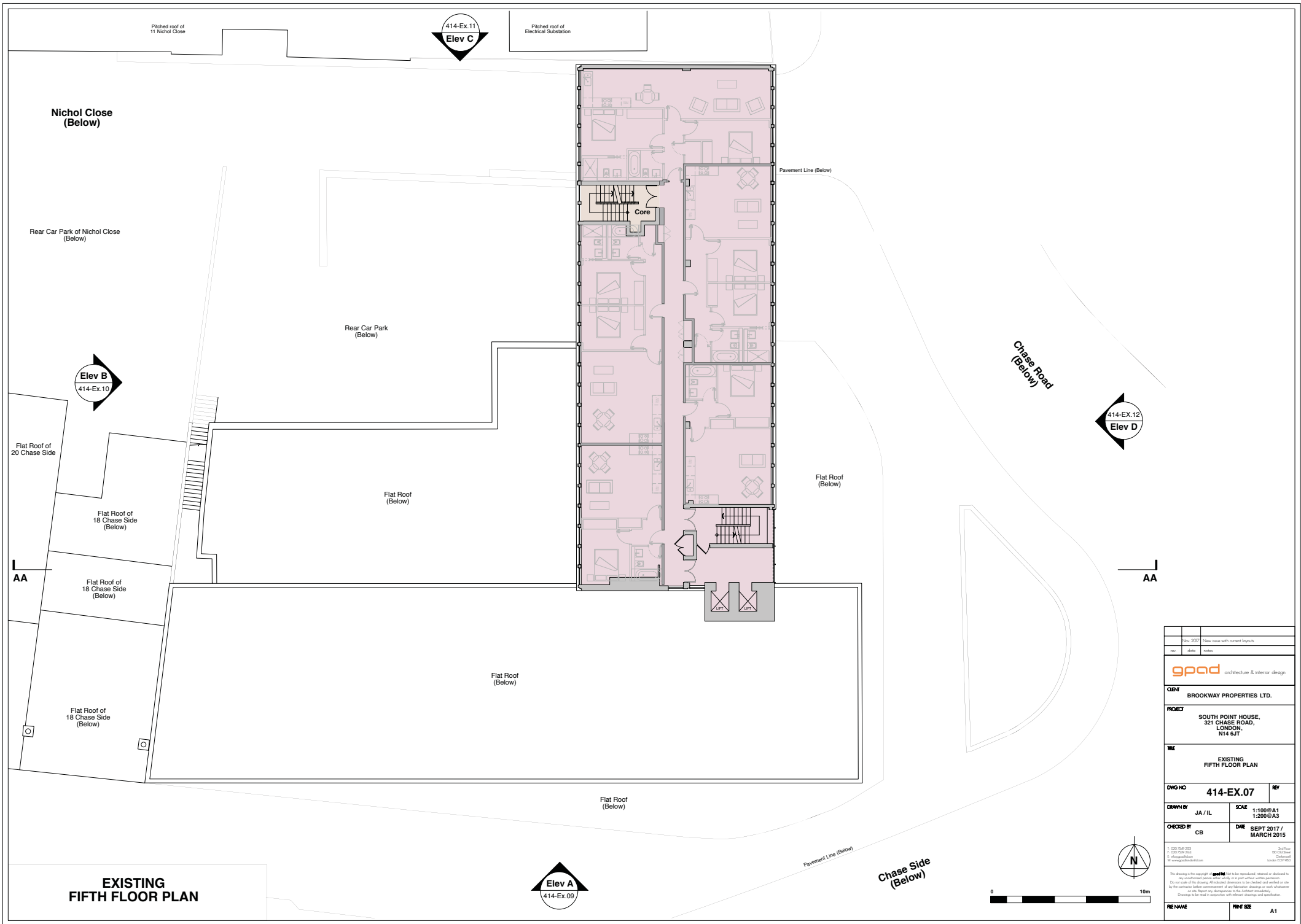


**EXISTING
THIRD FLOOR PLAN**

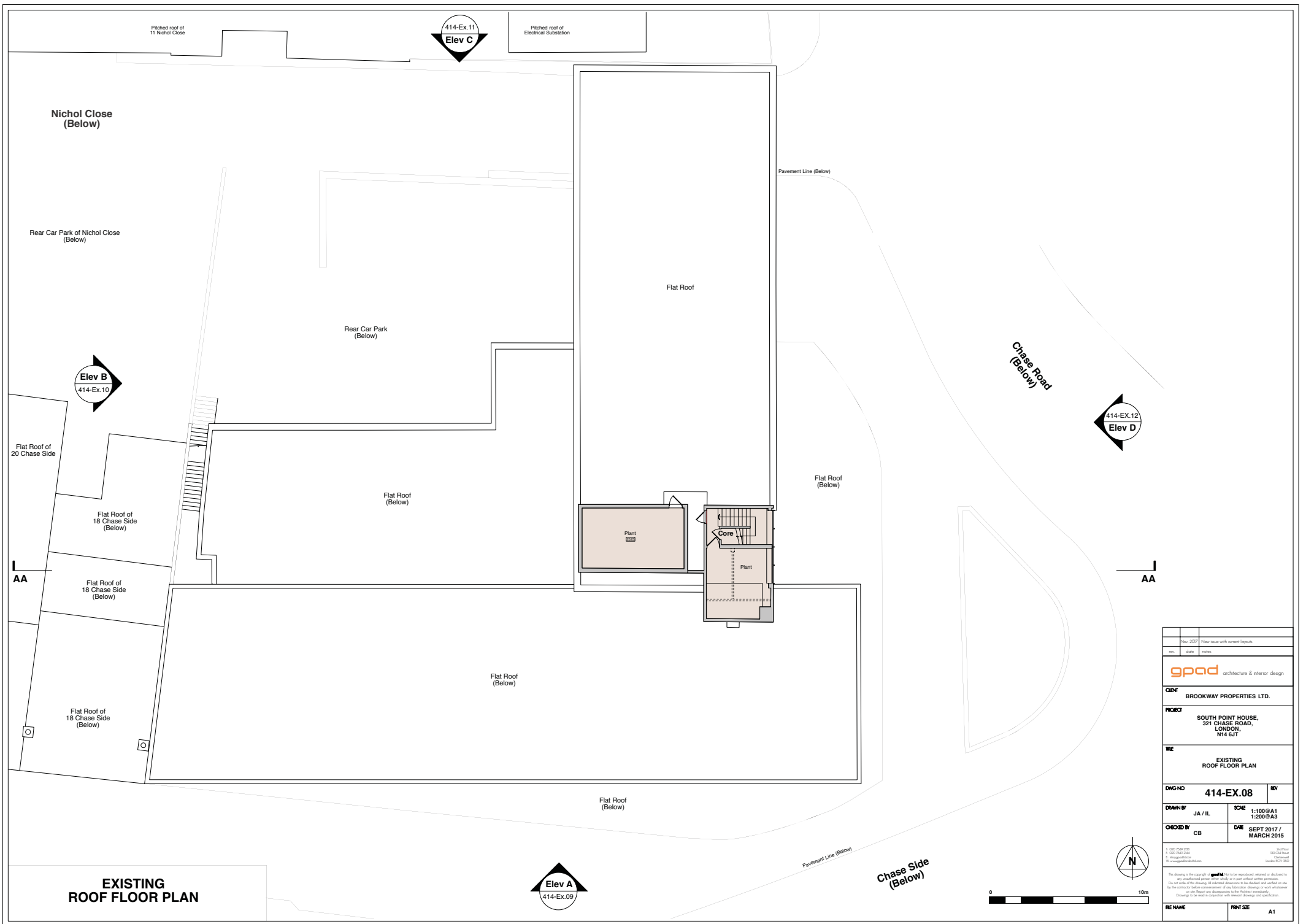
Rev 2017		Draw issue with current layout	
no.	date	index	
 architecture & interior design			
CLIENT BROOKWAY PROPERTIES LTD.			
PROJECT SOUTH POINT HOUSE, 321 CHASE ROAD, LONDON, N14 6JT			
TITLE EXISTING THIRD FLOOR PLAN			
DWG NO	414-EX.05	REV	
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CHECKED BY	CB	DATE	SEPT 2017 / MARCH 2015
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RENAME	PRINT 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	

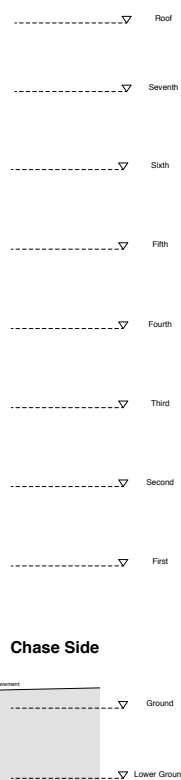
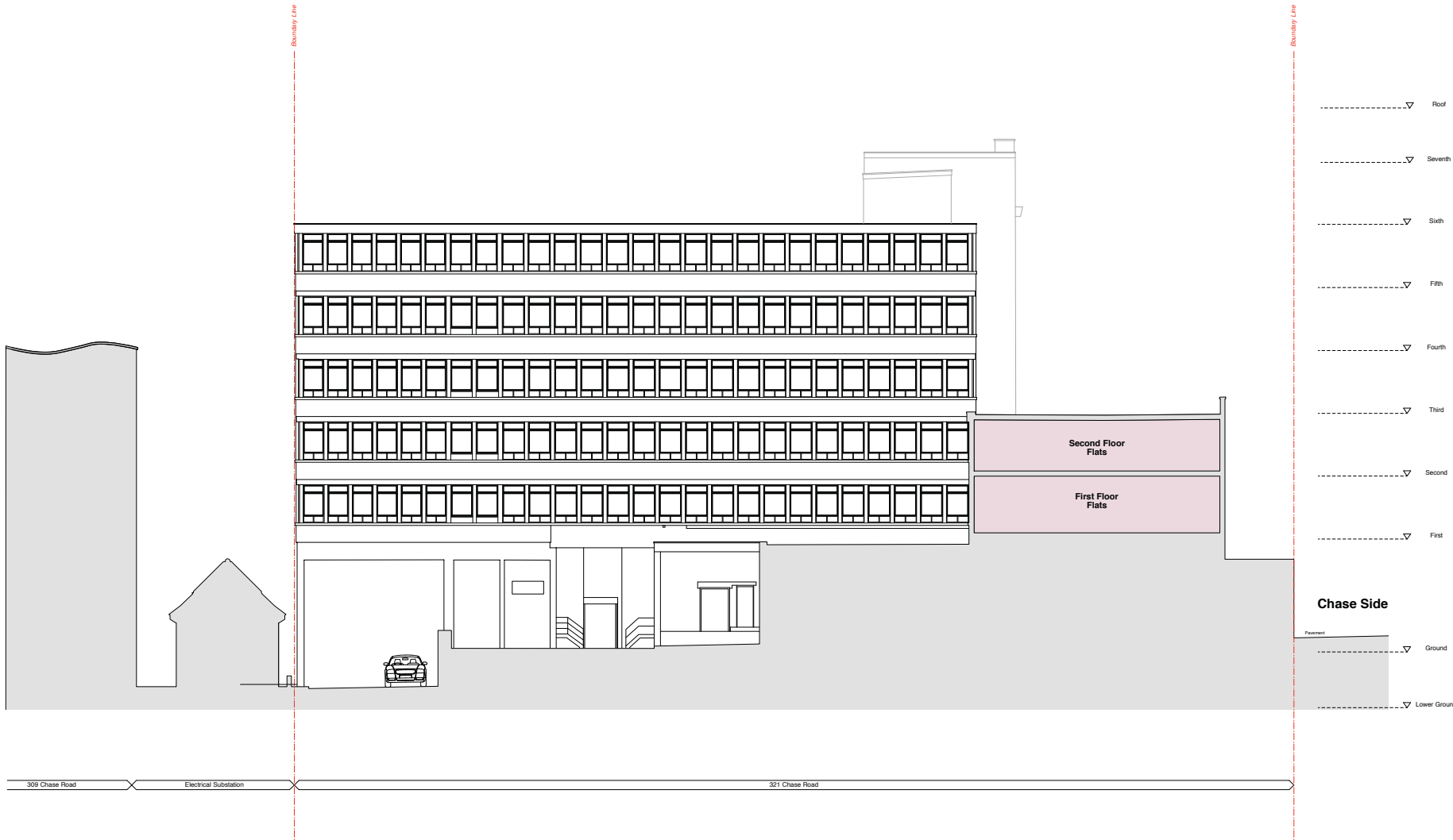


Nov 2017		Draw issue with current layout	
no.	date	index	
gpad architecture & interior design			
CLIENT	BROOKWAY PROPERTIES LTD.		
PROJECT	SOUTH POINT HOUSE, 321 CHASE ROAD, LONDON, N14 6JT		
TITLE	EXISTING FIFTH FLOOR PLAN		
DWG NO	414-EX.07	REV	
DRAWN BY	JA / JL	SCALE	1:100@A1 1:200@A3
CHECKED BY	CB	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**

Rev 2015		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 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
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RENAME	PRINT SIZE	A1	



Chase Side

Present

Lower Ground

**EXISTING
REAR ELEVATION
(ELEVATION B)**



No. 2017		Issue issue with current layout	
no.	date	index	
gp ad 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 (SECTION) 2015		2nd Floor 3rd Floor Client: Brookway Properties Ltd. Contract Ref: 414-EX.10	
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RENAME	PRINT SIZE	A1	



Roof ▾
 Seventh ▾
 Sixth ▾
 Fifth ▾
 Fourth ▾
 Third ▾
 Second ▾
 First ▾
 Ground ▾

Chase Road

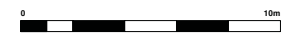
Vehicular access to Lower Ground Car Park

Ramped access to Ground Floor Car Park

321 Chase Road

18 Chase Side

**EXISTING
 SIDE ELEVATION
 (ELEVATION C)**

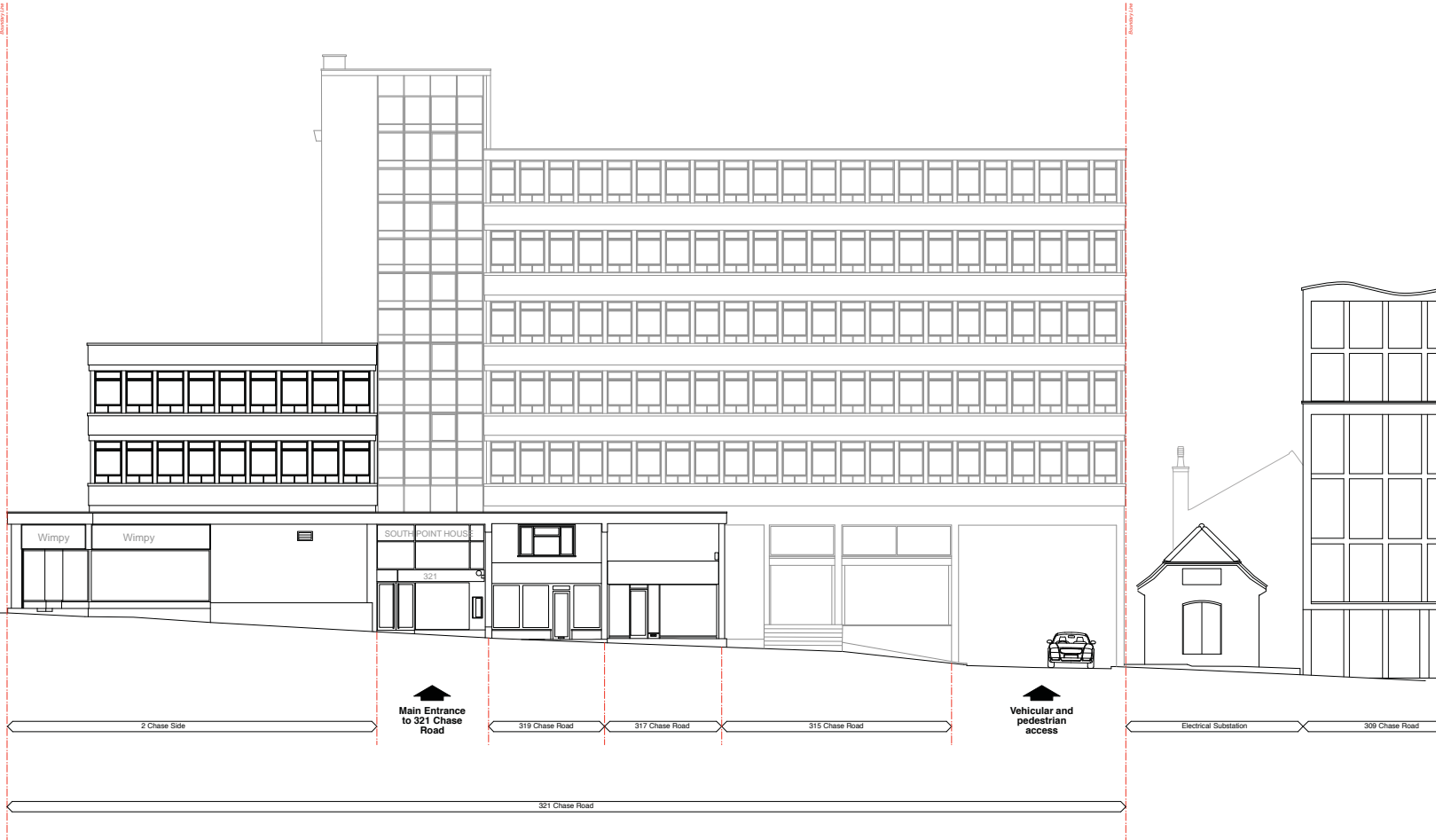


Rev	2017	Issue issue with current layout
no.	date	notes
gpad architecture & interior design		
CLIENT	BROOKWAY PROPERTIES LTD.	
PROJECT	SOUTH POINT HOUSE, 321 CHASE ROAD, LONDON, N14 6JT	
TITLE	EXISTING SIDE ELEVATION (ELEVATION C)	
DWG NO	414-EX.11	REV
DRAWN BY	JA / IL	SCALE 1:100@A1 1:200@A3
CHECKED BY	CB	DATE SEPT 2017 / MARCH 2015
<small>1:200 (Plan) 2017 1:200 (Elev) 2015 Checked by: [signature] Drawn by: [signature]</small>		
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RENAME	PLOT SIZE	A1


Roof ▾
Seventh ▾
Sixth ▾
Fifth ▾
Fourth ▾
Third ▾
Second ▾
First ▾

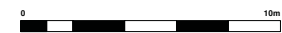
Chase Side

Ground ▾
Lower Ground ▾



**EXISTING
CHASE ROAD ELEVATION
(ELEVATION D)**

no.	date	notes
		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 ROAD ELEVATION (ELEVATION D)		
DWG NO	414-EX.12	REV
DRAWN BY	JA / JL	SCALE 1:100@A1 1:200@A3
CHECKED BY	CB	DATE SEPT 2017 / MARCH 2015
<small>1:200 (Plan) 2013 1:200 (Elev) 2014 1:200 (Section) 2014</small>		
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RENAME	PIN# 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

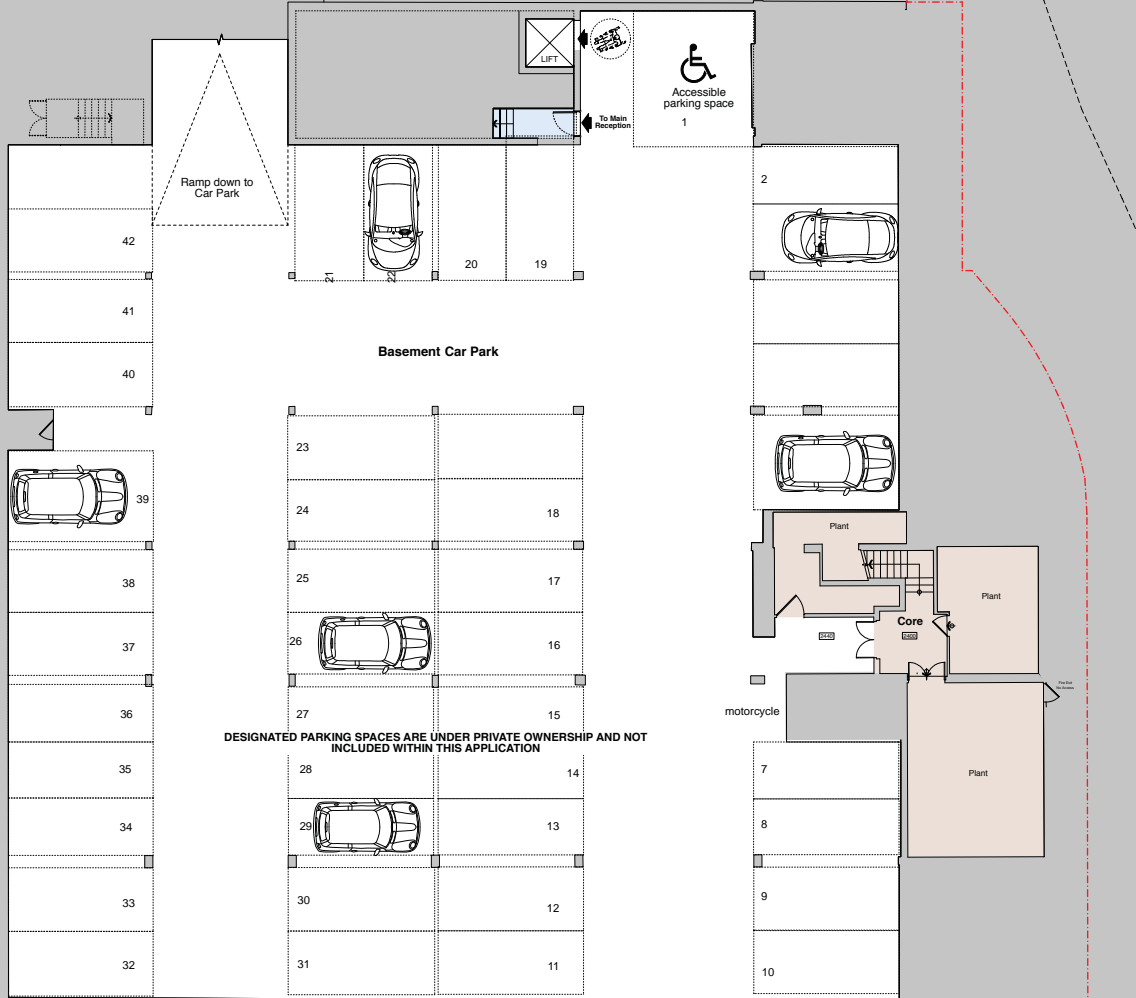
443-PA.12
Elev C

Nichol Close
(above)

Elev B
414-PA.11

Boundary Line

Pavement Line (Above)



Road slopes up
towards Chase Side
(above)

16
Chase Side
(Above)

DESIGNATED PARKING SPACES ARE UNDER PRIVATE OWNERSHIP AND NOT INCLUDED WITHIN THIS APPLICATION

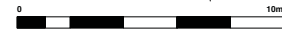
motorcycle

Pavement Line (Above)

Elev A
414-PA.10

**PROPOSED
BASEMENT PLAN**

Section DD
Drawing 414-PA-10



REV	DATE	AMENDED MASSING SIZE	NOTES
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
BASEMENT PLAN

DWG NO 414-PA.01 **REV** P2

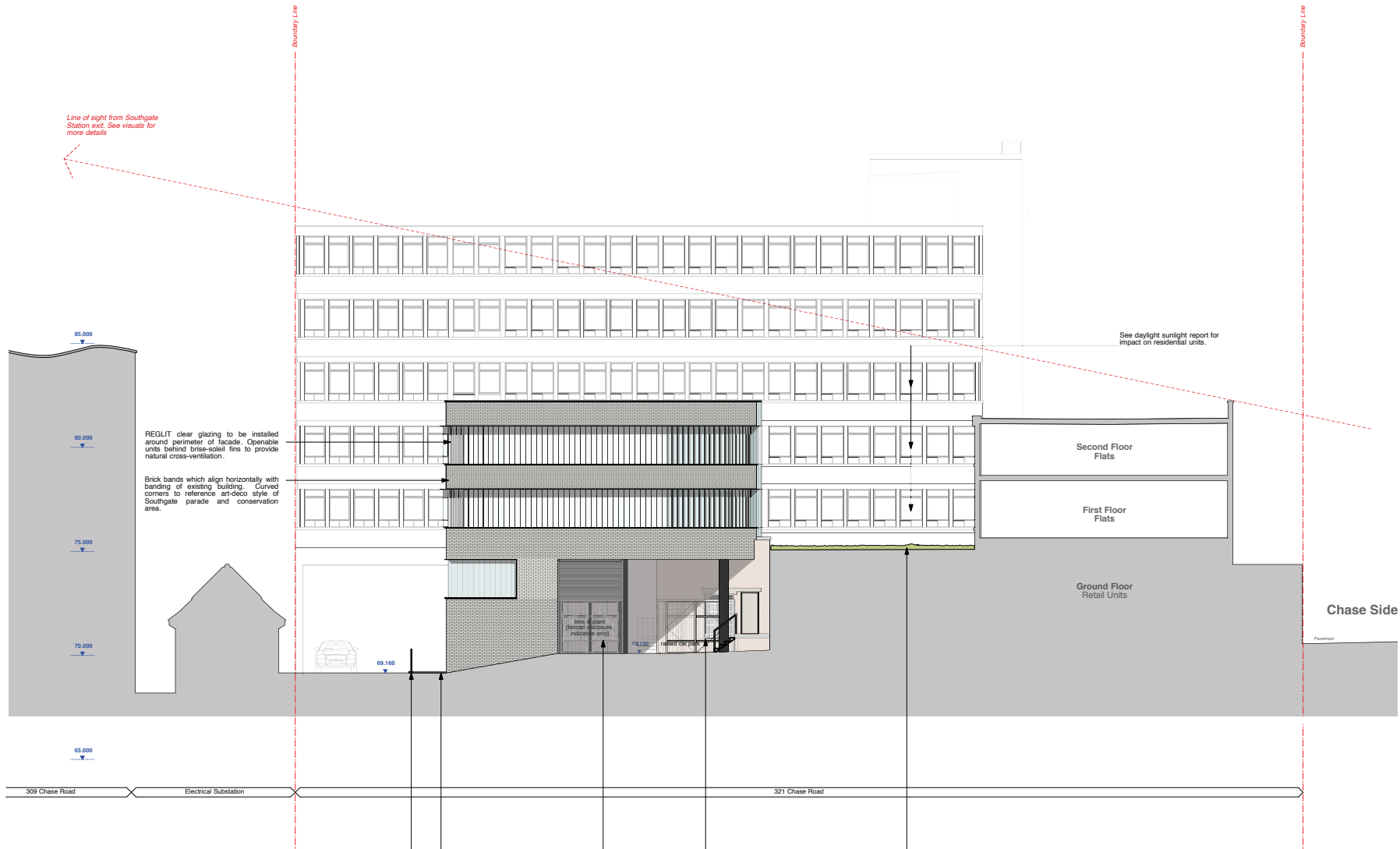
DRAWN BY JA / SA **SCALE** 1:100@A1
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CHECKED BY CB **DWG** SEPT 2017

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7: 020 PLUP 2019
8: 020 PLUP 2020
9: 020 PLUP 2021
10: 020 PLUP 2022

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RENAME **RWT 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 brisa-soleil fins to provide natural cross-ventilation.

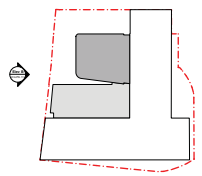
Brick bands which align horizontally with banding of existing building. Curved corners to reference art-deco style of Southgate parade and conservation area.

Second Floor Flats

First Floor Flats

Ground Floor Retail Units

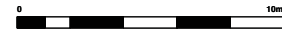
Chase Side



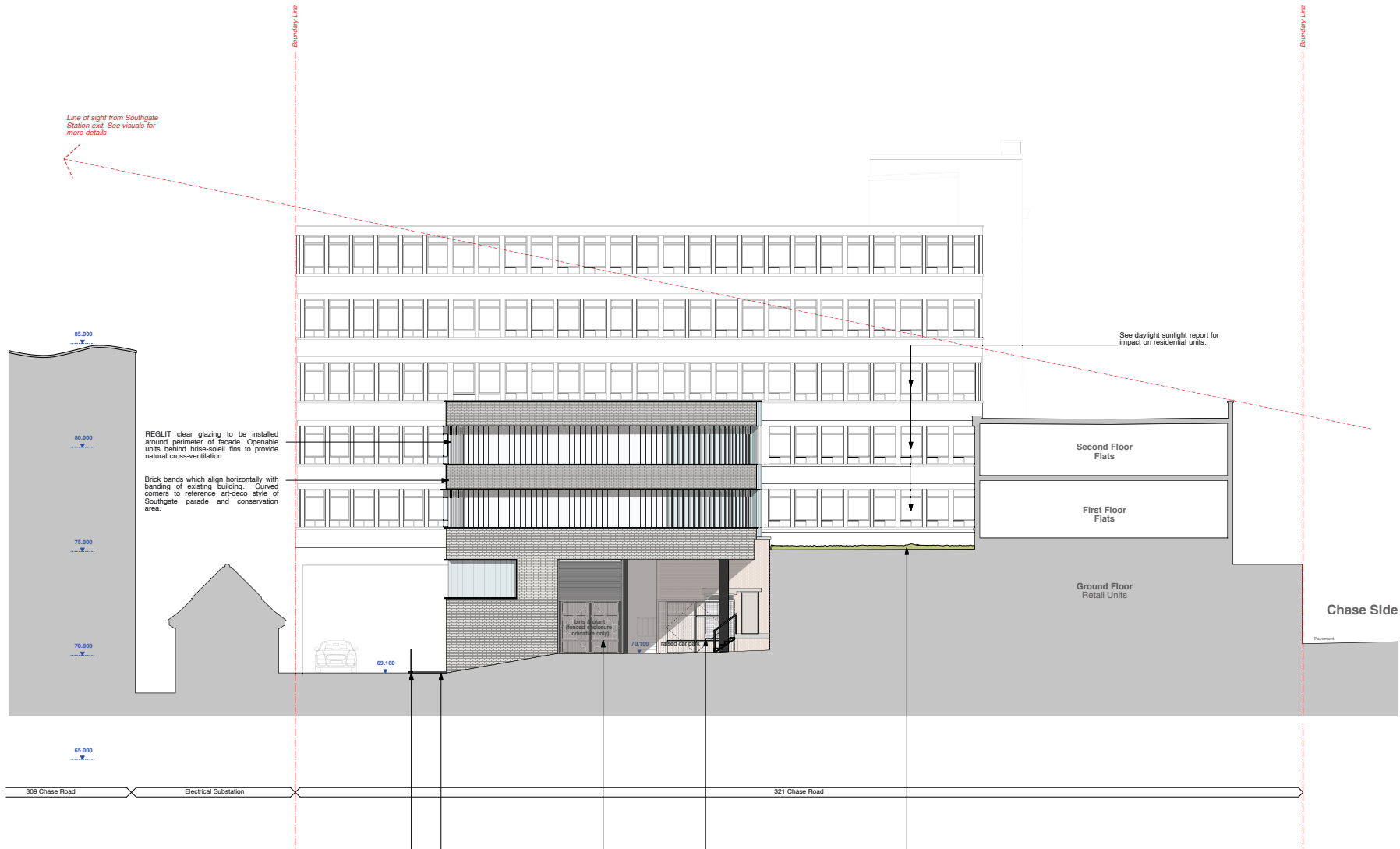
309 Chase Road Electrical Substation 321 Chase Road

- 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 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.

PROPOSED ELEVATION B



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
1: 020 PLR 2013 2: 020 PLR 2014 3: 020 PLR 2015 4: 020 PLR 2016		2nd Floor 020 PLR 2017 Checked 020 PLR 2018 020 PLR 2019
This drawing is the copyright of gpod london ltd and is to be reproduced, stored or disclosed in any physical or electronic form, or in part without written permission. On the date of publication, all reasonable care has been taken and worked on by the contractor before commencement of any fabrication drawings or work whatsoever on the basis of the information in the finished elevations. Drawings to be read in conjunction with relevant drawings and specifications.		
REV NAME	REV SIZE	A1



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See daylight sunlight report for impact on residential units.

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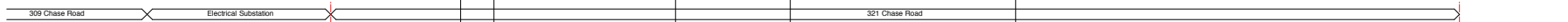
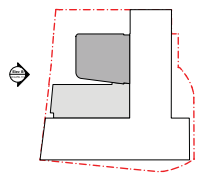
Brick bands which align horizontally with banding of existing building. Curved corners to reference art-deco style of Southgate parade and conservation area.

Second Floor Flats

First Floor Flats

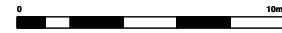
Ground Floor Retail Units

Chase Side

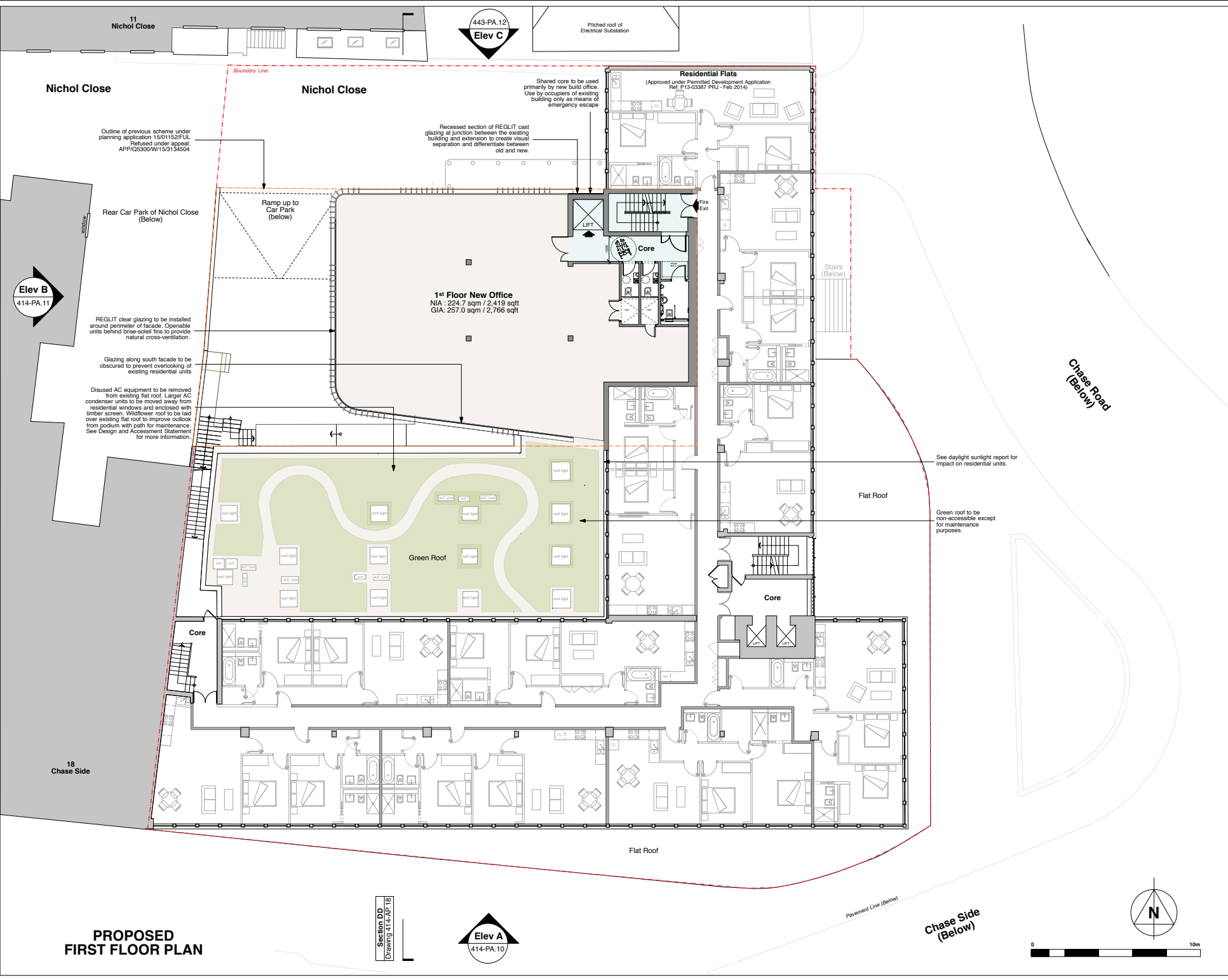


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- Currently bins are stored along the pavement. See existing drawings. Proposals will move bins to new enclosure.
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PROPOSED ELEVATION B



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
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Nichol Close

Nichol Close

Residential Flats
(Approved under Permitted Development Application Ref: P13-03387 PRJ - Feb 2014)

1st Floor New Office
NIA : 224.7 sqm / 2,419 sqft
GIA: 257.0 sqm / 2,766 sqft

Shared core to be used primarily by new build office. Use by occupiers of existing building only as means of emergency escape

Recessed section of REGKIT cast glazing at junction between the existing building and extension to create visual separation and differentiate between old and new.

Outline of previous scheme under planning application 15/01152/FUL. Refused under appeal: APP/G3300/W/15/313450/4

Rear Car Park of Nichol Close (Below)

Ramp up to Car Park (below)

LIFT

Core

Fire Exit

Stairs (Below)

REGKIT clear glazing to be installed around perimeter of facade. Operable units behind brise-soleil fins to provide natural cross-ventilation.

Glazing along south facade to be obscured to prevent overlooking of existing residential units

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. Wildflower roof to be laid over existing flat roof to improve outlook from podium with path for maintenance. See Design and Assessment Statement for more information.

See daylight sunlight report for impact on residential units.

Green roof to be non-accessible except for maintenance purposes.

Chase Road (below)

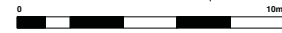
Flat Roof

Core

Flat Roof

Pavement Line (Below)

Chase Side (Below)

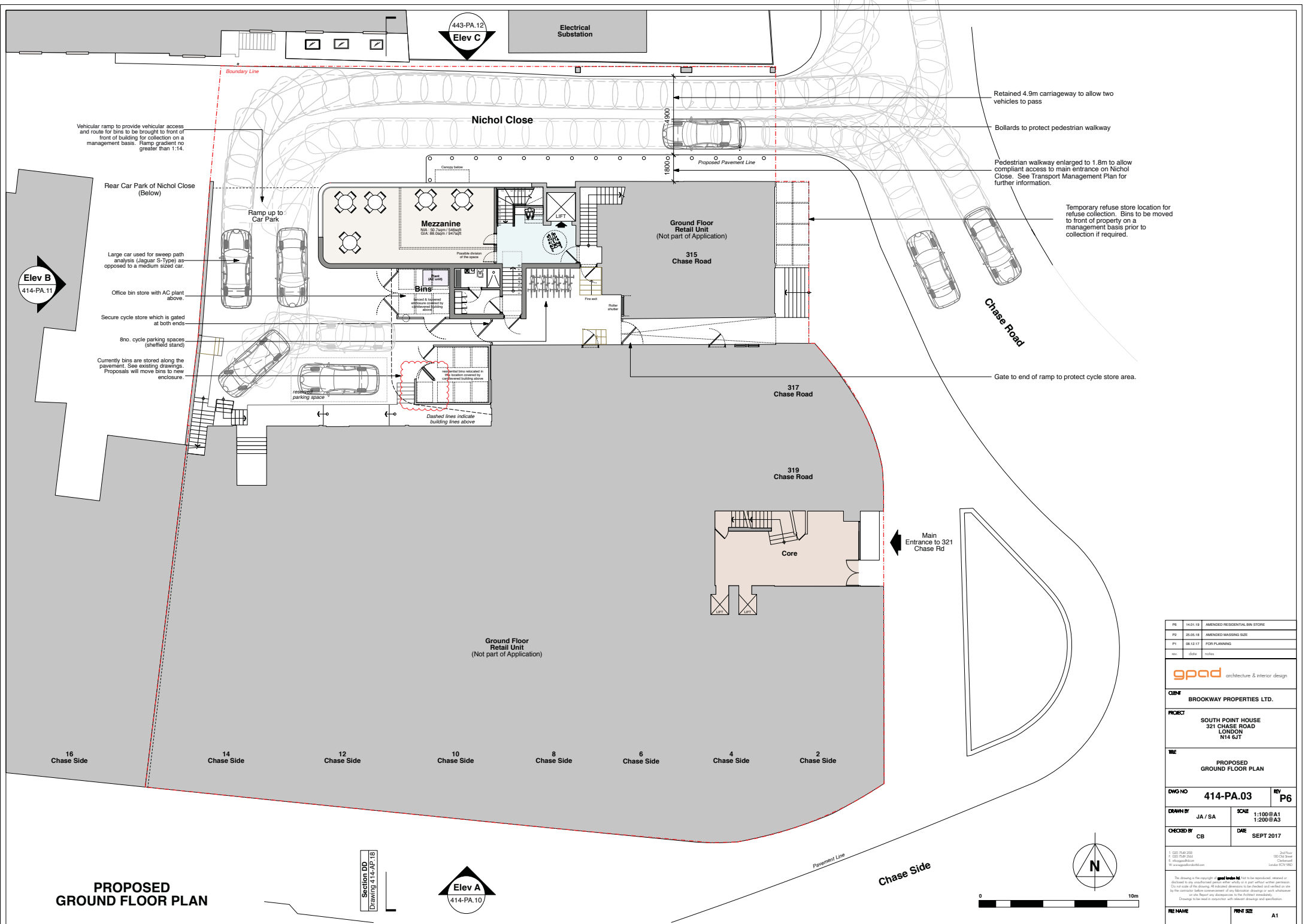


PROPOSED FIRST FLOOR PLAN

Section DD
Drawing 414-PA-16

Elev A
414-PA.10

PR	20.05.18	AMENDED MASSING SIZE
PI	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
DRAWN BY	JA / SA	SCALE 1:100 @ A1 1:200 @ A3
CHECKED BY	CB	DWG SEPT 2017
<small>1: 020 PLR 2017 2: 020 PLR 2014 3: 020 PLR 2014 4: 020 PLR 2014 5: 020 PLR 2014 6: 020 PLR 2014 7: 020 PLR 2014 8: 020 PLR 2014 9: 020 PLR 2014 10: 020 PLR 2014 11: 020 PLR 2014 12: 020 PLR 2014 13: 020 PLR 2014 14: 020 PLR 2014 15: 020 PLR 2014 16: 020 PLR 2014 17: 020 PLR 2014 18: 020 PLR 2014 19: 020 PLR 2014 20: 020 PLR 2014 21: 020 PLR 2014 22: 020 PLR 2014 23: 020 PLR 2014 24: 020 PLR 2014 25: 020 PLR 2014 26: 020 PLR 2014 27: 020 PLR 2014 28: 020 PLR 2014 29: 020 PLR 2014 30: 020 PLR 2014 31: 020 PLR 2014 32: 020 PLR 2014 33: 020 PLR 2014 34: 020 PLR 2014 35: 020 PLR 2014 36: 020 PLR 2014 37: 020 PLR 2014 38: 020 PLR 2014 39: 020 PLR 2014 40: 020 PLR 2014 41: 020 PLR 2014 42: 020 PLR 2014 43: 020 PLR 2014 44: 020 PLR 2014 45: 020 PLR 2014 46: 020 PLR 2014 47: 020 PLR 2014 48: 020 PLR 2014 49: 020 PLR 2014 50: 020 PLR 2014 51: 020 PLR 2014 52: 020 PLR 2014 53: 020 PLR 2014 54: 020 PLR 2014 55: 020 PLR 2014 56: 020 PLR 2014 57: 020 PLR 2014 58: 020 PLR 2014 59: 020 PLR 2014 60: 020 PLR 2014 61: 020 PLR 2014 62: 020 PLR 2014 63: 020 PLR 2014 64: 020 PLR 2014 65: 020 PLR 2014 66: 020 PLR 2014 67: 020 PLR 2014 68: 020 PLR 2014 69: 020 PLR 2014 70: 020 PLR 2014 71: 020 PLR 2014 72: 020 PLR 2014 73: 020 PLR 2014 74: 020 PLR 2014 75: 020 PLR 2014 76: 020 PLR 2014 77: 020 PLR 2014 78: 020 PLR 2014 79: 020 PLR 2014 80: 020 PLR 2014 81: 020 PLR 2014 82: 020 PLR 2014 83: 020 PLR 2014 84: 020 PLR 2014 85: 020 PLR 2014 86: 020 PLR 2014 87: 020 PLR 2014 88: 020 PLR 2014 89: 020 PLR 2014 90: 020 PLR 2014 91: 020 PLR 2014 92: 020 PLR 2014 93: 020 PLR 2014 94: 020 PLR 2014 95: 020 PLR 2014 96: 020 PLR 2014 97: 020 PLR 2014 98: 020 PLR 2014 99: 020 PLR 2014 100: 020 PLR 2014</small>		
RENAME	RVT 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.

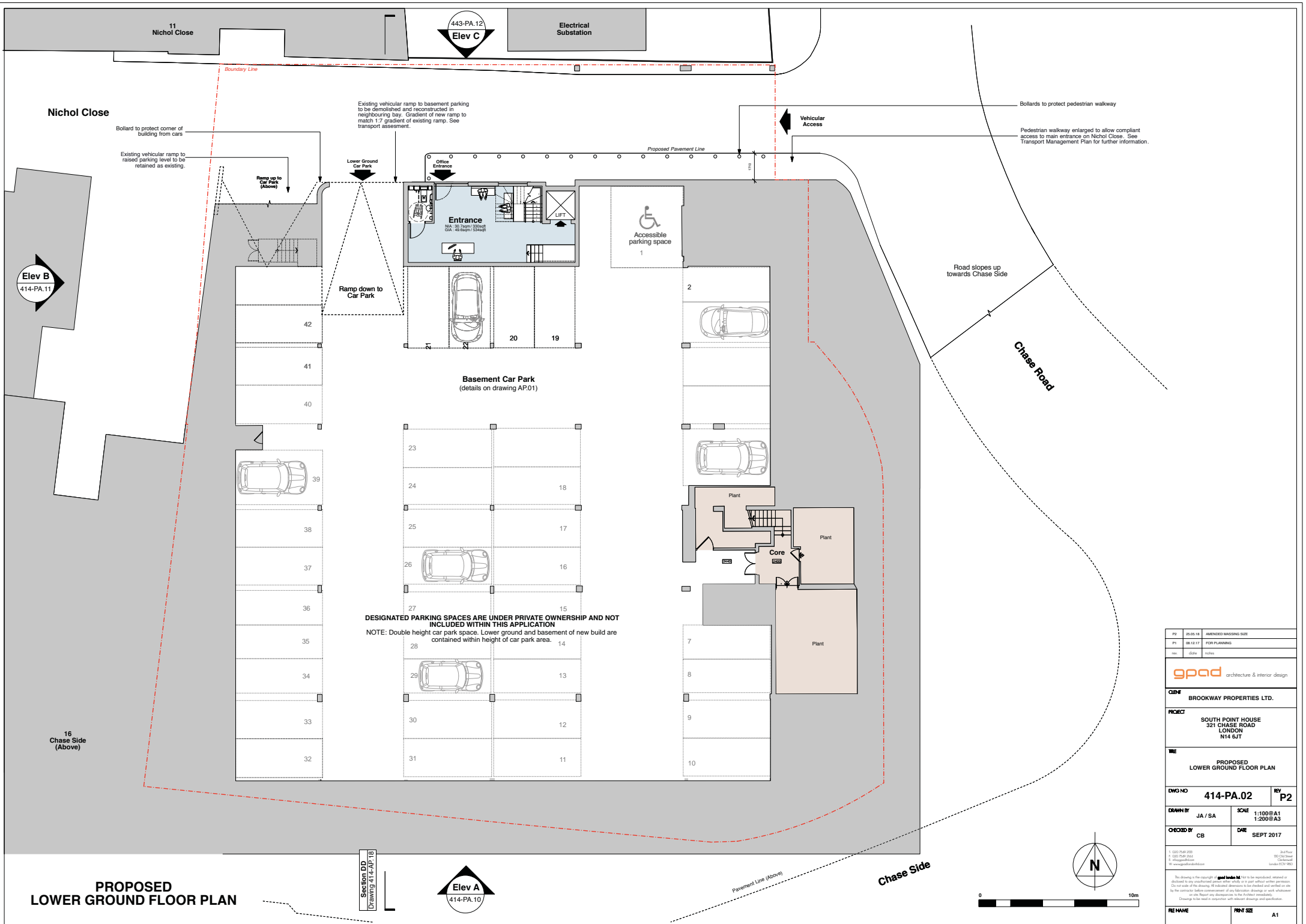
Gate to end of ramp to protect cycle store area.

Main Entrance to 321 Chase Rd

**PROPOSED
GROUND FLOOR PLAN**

Section DD
Drawing 414-PA-18

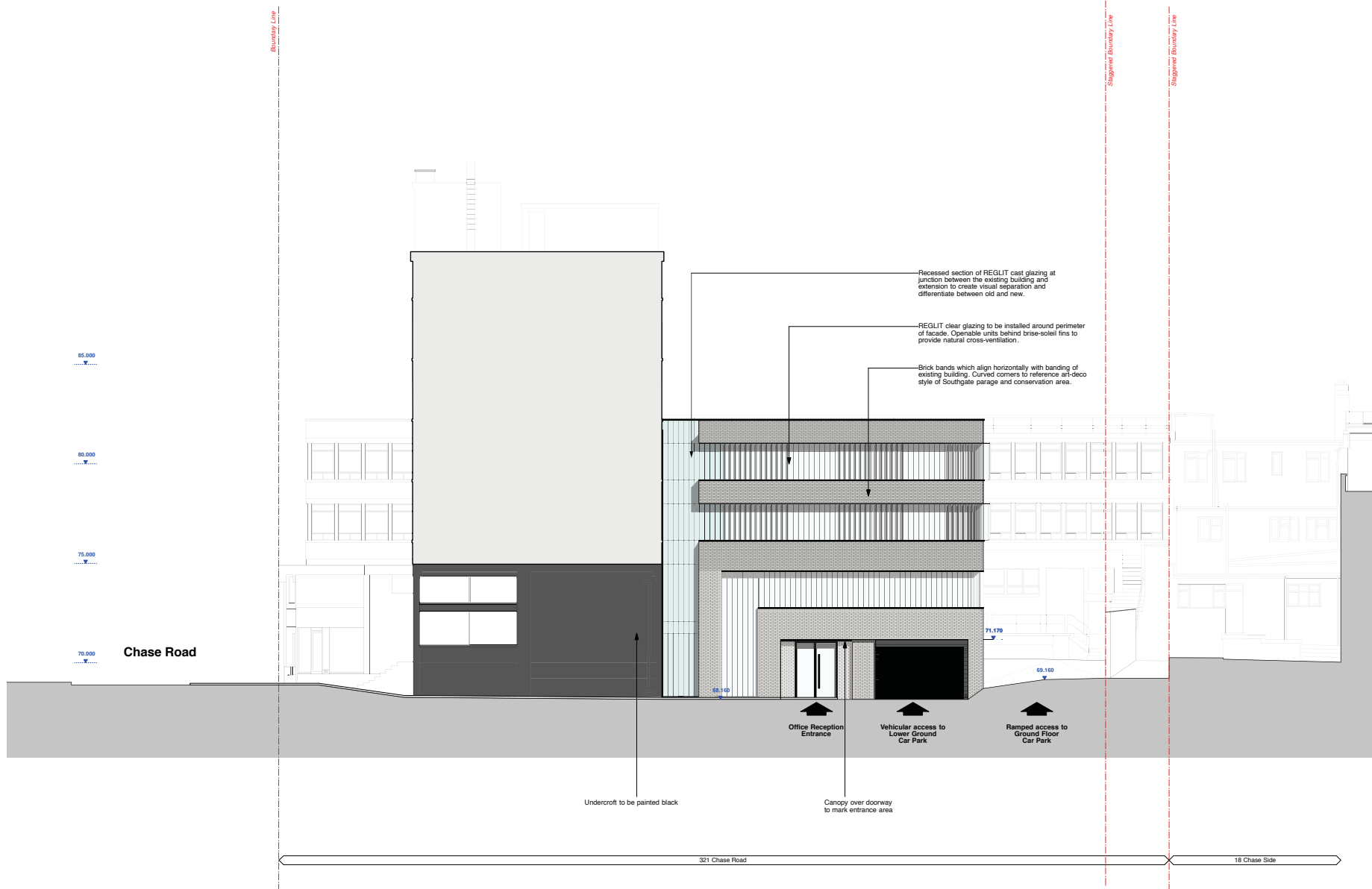
PS	14.01.19	AMENDED RESIDENTIAL BIN STORE
P2	25.05.18	AMENDED MASSING SIZE
P1	08.12.17	FOR PLANNING
REV	DATE	NOTES
gpad architecture & interior design		
CLIENT BROOKWAY PROPERTIES LTD.		
PROJECT SOUTH POINT HOUSE 321 CHASE ROAD LONDON N14 6JT		
TITLE PROPOSED GROUND FLOOR PLAN		
DWG NO	414-PA.03	REV P6
DRAWN BY	JA / SA	SCALE 1:100@A1 1:200@A3
CHECKED BY	CB	DATE SEPT 2017
<small>1: 020 7438 2000 2nd Floor 1: 020 7438 2444 65 Old Street 1: 101sp@gpads.com 101 Old Street 1: 101sp@gpads.com London EC1M 6RU</small>		
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RENAME	PRINT SIZE	A1



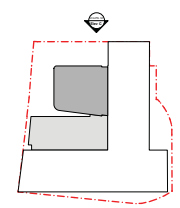
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PROJECT	SOUTH POINT HOUSE 321 CHASE ROAD LONDON N14 6JT	
TITLE	PROPOSED LOWER GROUND FLOOR PLAN	
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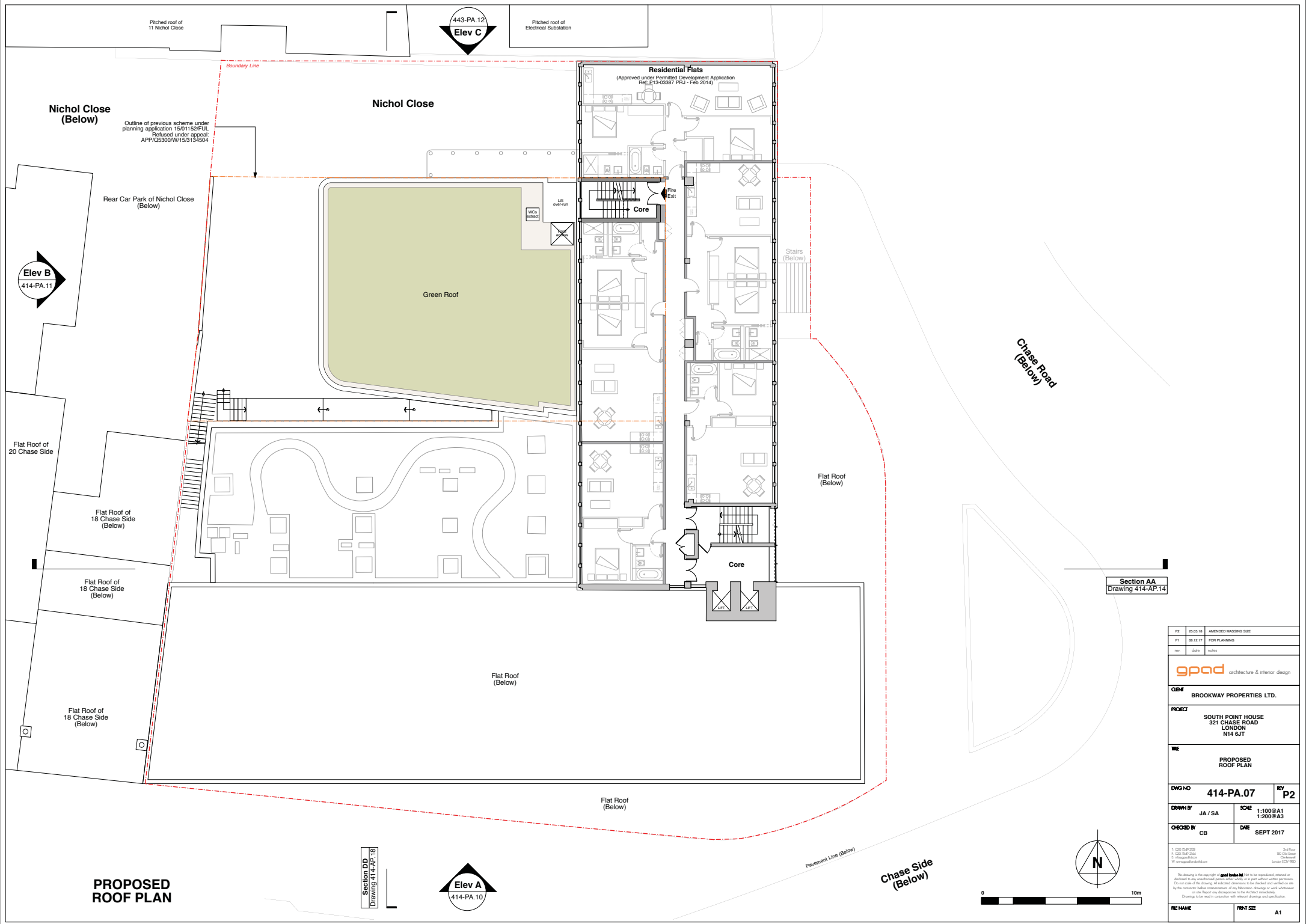
PROPOSED LOWER GROUND FLOOR PLAN



PROPOSED ELEVATION C



P2	20.05.18	AMENDED MASSING SIZE
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gpad architecture & interior design		
CLIENT BROOKWAY PROPERTIES LTD.		
PROJECT SOUTH POINT HOUSE 321 CHASE ROAD LONDON N14 6JT		
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PREPARED BY	REVIT SIZE	A1



Nichol Close (Below)

Outline of previous scheme under planning application 15/01152/FUL. Refused under appeal: APP/GS300/W/15/31345/04

Rear Car Park of Nichol Close (Below)

Nichol Close

Green Roof

Residential Flats

(Approved under Permitted Development Application Ref: P13-03387 PRJ - Feb 2014)

Core

Fire Exit

Stairs (Below)

Chase Road (below)

Flat Roof (Below)

Core

Flat Roof (Below)

Flat Roof (Below)

Paved Area (Below)

Chase Side (Below)

Section AA
Drawing 414-AP.14

PROPOSED ROOF PLAN

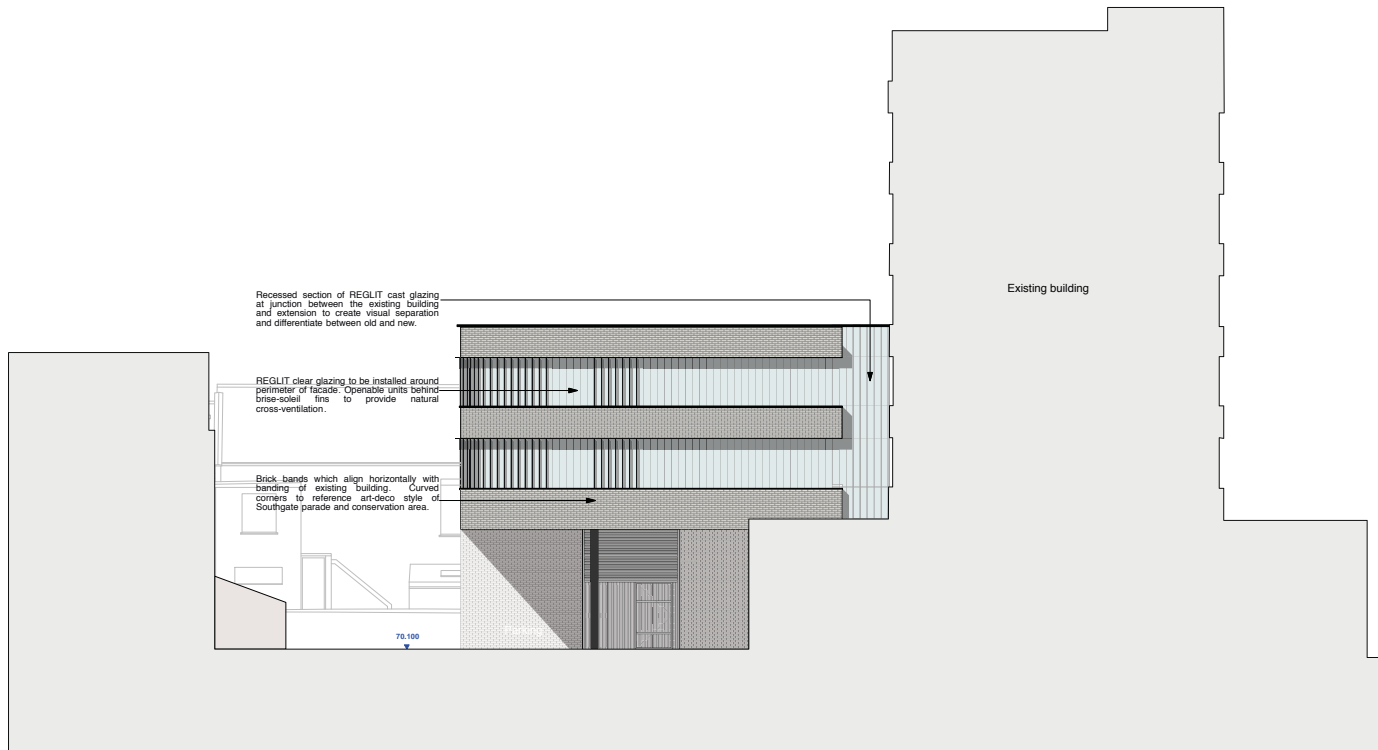
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Elev A
414-PA.10

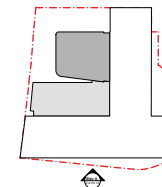


PR	20.05.18	AMENDED MASSING SIZE
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PROJECT SOUTH POINT HOUSE 321 CHASE ROAD LONDON N14 6JT		
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PREPARED BY	REVISED BY	A1

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80,000
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**PROPOSED
ELEVATION A**



REV	DATE	NOTES
P2	20.05.18	AMENDED MASSING SIZE
P1	08.12.17	FOR PLANNING
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gpad architecture & interior design		
CLIENT BROOKWAY PROPERTIES LTD.		
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