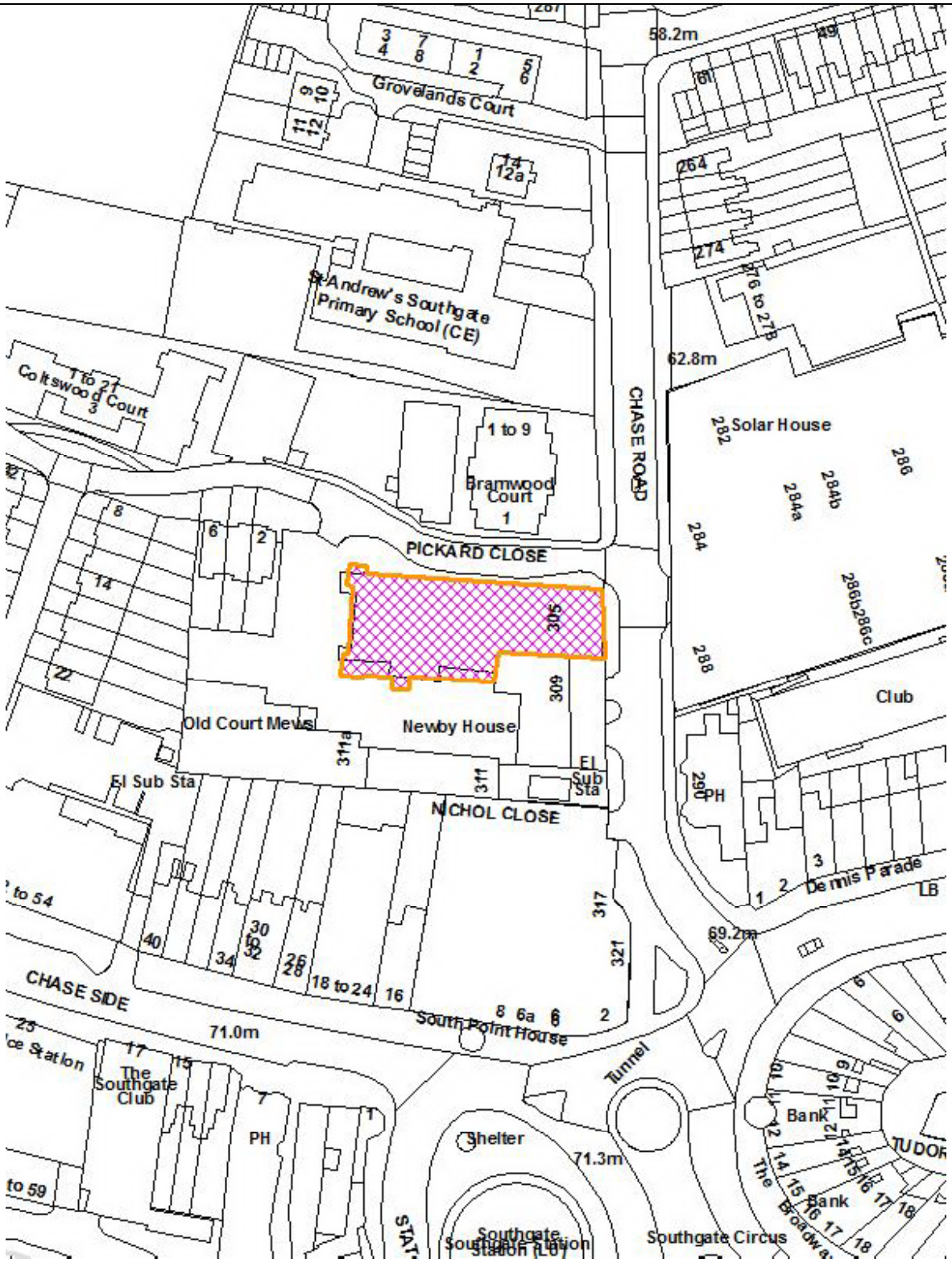
LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		**Date:** 17 December 2019
Report of: Head of Planning	Contact Officer: Andy Higham Claire Williams Eloise Kiernan 020 8379 2180	**Ward:** Southgate
Application Number: 19/00591/FUL		**Category**: Minor
LOCATION: Chase House, 305 Chase Road, Southgate, N14 6JS		
PROPOSAL: Erection of a five-storey rear extension to the existing building to provide 9 self-contained flats comprising (4x 1 beds, 2 x 2 beds, 3 x 3 beds), and a two-storey roof extension to provide new office floorspace (use class B1a),together with re-cladding of building, alterations to window openings and the provision of associated cycle storage, reconfigured car parking, refuse storage and landscaping.		
Applicant Name & Address: c/o agent	**Agent Name & Address**: Georgia Barrett Maddox and Associates Ltd 68 Hanbury Street London E1 5JL	
RECOMMENDATION: That the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.		

Ref: 19/00591/FUL **LOCATION: Chase House, 305 Chase Road, N14 6JS,**



ENFIELD Council

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Scale 1:1250

North

1. **Note for Members**

1.1 Although a planning application for this type of development would normally be determined under delegated authority, the application has been reported to the Planning Committee for determination at the request of Councillor Levy due to the issues being raised.

2. Recommendation

2.1 That the Head of Development Management / the Planning Decisions Manager be authorised to GRANT planning permission subject to conditions:

1. Time Limit

2. Approved Plans

3. External materials including detailed drawings scaled 1:20

4. Contamination assessment

5. Contamination - If during development, contamination not previously identified is found to be present at the site then no further development is permitted until agreement in writing by the LPA for an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

6. Landscaping and Biodiversity

7. Hard surfacing

8. Enclosure including the ground floor amenity space and front boundary wall serving Chase Road.

9. Construction Management Plan

10. External Lighting

11. Energy Statement

12. EPC's

13. SuDS Strategy

14. SuDS Verification Report

15. Water Efficiency

16. Considerate Constructors

17. Green Roof

18. Refuse Storage

19. Cycle Storage

20. Site Waste Management Plan

2. Executive Summary

2.1 The report seeks approval to a scheme involving the erection of a five-storey rear extension to the existing building to provide 9 self-contained flats comprising (4 x 1 beds, 2 x 2 beds, 3 x 3 beds), and a two-storey roof extension to provide new office floorspace (use class B1a),together with re- cladding of building, alterations to window openings and the provision of associated cycle storage, reconfigured car parking, refuse storage and landscaping.

2.2 The reasons for recommending approval are:

i) The well-established office use (B1a) would be reintroduced at third and fourth floor level within a highly sustainable town centre location;
ii) The proposed development would be consistent with the objectives of national, regional and local policy in terms of supporting and securing sustainable growth and employment opportunities within the borough;
iii) The development would contribute good quality housing stock towards the Boroughs housing targets within a town centre location;
iv) The existing utilitarian building would be visually upgraded to incorporate a modern design whist having regard to the adjacent Southgate Circus Conservation Area and heritage assets;
v) The development would improve the local environment by delivering a greener frontage and green roof to enhance biodiversity and landscaping within a town centre location;
vi) The sustainability credentials for the building and site would be improved by the use of water efficiency techniques, measures to meet CO2 emissions and a sustainable drainage strategy;
vii) The development would not have an unacceptable impact on neighbouring amenity in regard to loss of sunlight/daylight, outlook or privacy.

3. Site and Surroundings

3.1 The site is located on the western side of Chase Road within close proximity to the junction with Winchmore Hill Road and Southgate Circus on an irregular shaped plot of approximately 0.10 hectares. At this particular section of Chase Road, the ground levels are rising steeply from north to south and therefore, Newby House (no. 309) is set at a higher level and Pickard Close at a lower level. The site is located just outside the Southgate Town Centre.

3.2 Chase House is a utilitarian building of three storeys in height and finished with a hipped roof design. It is constructed of brickwork and tiles and previously served as office accommodation.

3.3 The street scene features a variety of buildings of varying design, age and character. The surrounding area is mixed in nature with retail and office uses along Chase Side and The Bourne. There are typically residential uses at upper levels above retail and office floorspace and buildings are generally of three storeys in height.

3.4 The site falls just outside the Southgate Circus Conservation Area. The Southgate Underground Station and parade to the south of the site is Grade II listed.

4. Proposal

4.1 The proposal is for the erection of a five-storey rear extension to the existing building to provide 9 self-contained flats comprising (4 x 1 beds, 2 x 2 beds, 3 x 3 beds), and a two-storey roof extension to provide new office floorspace (use class B1a),together with re-cladding of building, alterations to window openings and the provision of associated cycle storage, reconfigured car parking, refuse storage and landscaping.

4.2 The application has been amended during its determination period to incorporate the following changes:

- Reduction from 10 to 9 units including a change in mix to comprise 3 x 3-bed, 2 x 2-bed and 4 x 1-bed). The previous mix proposed 3 x 3 bed, 2 x 2-bed and 5 x 1-bed units

4.3 The proposed design would incorporate a flat roof form with additional cladding and aluminium windows to give a contemporary appearance.

4.4 The existing use of the site is as B1a (office) and additional office floorspace would be incorporated into the overall design at third and fourth level to accommodate the implementation of the prior approval. A meeting with the applicant in November 2019 clarified that the office accommodation would be used to decant businesses from Southgate Office Village as part of the proposed redevelopment.

5. Relevant Planning History

5.1 17/04022/PRJ - Change of use of property from office (B1) to 18 self-contained flats (C3) comprising 6 x 1-bed and 12 x 2-bed – prior approval not required and not implemented

Planning history at neighbouring site, Newby House, no. 309 Chase Road

5.2 P14-00178PRJ - Change of use from Office to 12 x self-contained flats – Prior approval not required and implemented

5.3 16/01133/FUL - Construction of 2 x additional floors to building to provide 5 x 2-bedroom residential units; additional cycle parking and refuse storage – granted subject to s106 and conditions.

6. Summary of Key Reasons for Recommendation

i) The previously established office use would be reintroduced at third and fourth floor level within a highly sustainable location;
ii) The proposed development would be consistent with the objectives of national, regional and local policy in terms of supporting and securing sustainable growth and employment opportunities within the borough;
iii) The development would contribute to good quality housing stock within the Borough within an urban location;
iv) The development is acceptable for this location in terms of its appearance, size, siting, scale and design and is an improvement to the existing utilitarian building whilst having regard to adjacent the Southgate Circus Conservation Area and heritage assets;
v) The development would not have an unacceptable impact on neighbouring amenity in regard to loss of sunlight/daylight, outlook or privacy;

vi) The development would improve the local environment by delivering a greener frontage and green roof to enhance biodiversity and landscaping within a town centre location;
vii) The sustainability credentials of the building and site would be improved by the use of water efficiency techniques, measures to meet CO2 emissions and a sustainable drainage strategy.

7. Consultation

Public:

7.1 Consultation letters have been sent to 241 neighbouring properties. In addition, notice was published in the local press. Ten responses have been received and these are summarised as follows (including a petition with 31 signatures):

- Close to adjoining properties;
- Development too high;
- Inadequate access;
- Loss of residential amenity to properties at Pickard Close, Coltswood Court and Bramwood Court. Also, loss of privacy to neighbouring properties, including no. 18 Pickard Close and surrounding rear gardens;
- More planting required to the north, east and west facing elevations;
- Improved car parking due to existing congestion arising from the nursery and St Andrews School;
- Adequate provision for refuse storage and recycling;
- Increased traffic;
- Increased pollution;
- Affects local ecology;
- Inadequate parking for 9 units and only provision for 3 disabled bays;
- Noise nuisance;
- Overdevelopment-more open space is needed on site;
- The proposed scale and design of the building are out of keeping with the surrounding area;
- Disruption due to construction works;
- Strain on existing community facilities;
- Loss of light;
- Strain on existing parking at Pickard Close and surrounding area.

7.2 The key planning matters above will be addressed within main body of the report.

External Consultees:

7.3 Thames Water: No objection.

7.4 Environment Agency: No objection.

Internal Consultees:

7.5 Traffic & Transportation: No objection subject to conditions pertaining to cycle storage required and vehicle crossovers/dropped kerbs.

7.6 Tree Officer: No objection.

7.7 SuDS Officer: No objection subject to conditions pertaining to SUDS.

7.8 Environmental Health Officer: No objection subject to a contamination condition.

8. Relevant Policies

8.1 London Plan (2016)

2.6	Outer London: vision and strategy
2.7	Outer London: economy
2.8	Outer London: transport
2.16	Strategic outer London development centres
3.1	Ensuring equal life chances for all
4.1	Developing London's economy
4.12	Improving opportunities for all
5.1	Climate change mitigation
5.2	Minimising carbon dioxide emissions
5.3	Sustainable design and construction
5.6	Decentralised energy in development proposals
5.7	Renewable energy
5.10	Urban greening
5.11	Green roofs and development site environs
5.12	Flood risk management
5.13	Sustainable drainage
6.3	Assessing effects of development on transport capacity
6.9	Cycling
6.10	Walking
6.11	Smoothing traffic flow and tackling congestion
6.12	Road network capacity
6.13	Parking
7.1	Lifetime neighbourhoods
7.2	An inclusive development
7.3	Designing out crime
7.4	Local character
7.5	Public realm
7.6	Architecture
7.14	Improving air quality
7.15	Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes

8.2 The London Plan – Draft

A draft London Plan was published on 29 November 2017 for consultation purposes with a deadline for consultation of 2 March 2018. The draft plan is a material consideration in determining applications but is likely to carry little or no weight until there is a response to consultation submissions or until after its examination. Of particular relevance is Policy GG5 (Growing a good economy); Policy D2 (Delivering good design); and Policy E6 (Locally Significant Industrial Sites)

8.3 Core Strategy (2010)

CP2	Housing supply and new homes
CP4	Housing quality
CP5	Housing type
CP9	Supporting community cohesion
CP13	Promoting economic prosperity

CP16	Taking part in economic success and improving skills
CP24	The road network
CP25	Pedestrians and cyclists
CP26	Public transport
CP27	Freight
CP30	Maintaining and improving the quality of the built and open environment
CP32	Pollution
CP36	Biodiversity

8.4 Development Management Document (2014)

DMD3	Mix of Decent Sized Homes
DMD 6	Residential Character
DMD 8	New Residential development
DMD9	Amenity Space
DMD10	Distancing
DMD13	Roof extensions
DMD23	New employment development
DMD25	Location for new retail, commercial and office development
DMD 37	Achieving high quality and design-led development
DMD 38	Design process
DMD 39	The design of business premises
DMD 45	Parking standards and layout
DMD 46	Vehicle crossovers and dropped kerbs
DMD 47	Access, new roads and servicing
DMD 48	Transport assessments
DMD 50	Environmental assessment methods
DMD 51	Energy efficiency standards
DMD 53	Low and zero carbon technology
DMD 55	Use of roof space/ vertical surfaces
DMD 56	Heating and cooling
DMD 57	Responsible sourcing of materials, waste minimisation and green procurement
DMD 58	Water efficiency
DMD 65	Air quality
DMD 66	Land contamination and instability
DMD 68	Noise
DMD 69	Light pollution
DMD 80	Trees on development sites

8.5 Other Material Considerations

- National Planning Policy Framework (NPPF) 2019 (revised)
- National Planning Practice Guidelines (NPPG)
- Enfield Characterisation Study
- Manual for Streets
- Mayors Transport Strategy (May 2010)
- Revised Technical Standards for Footway Crossovers (April 2013)
- Refuse and Recycle Storage Guide Enfield (ENV 08/162)
- Travel Planning for new development in London 2011 (TfL)
- Manual for Streets 1 & 2, Inclusive Mobility 2005 (DfT)

9. Assessment

9.1 The main issues arising from this proposal for Members to consider are:

1. Principle;
2. Design and Appearance;
3. Impact on setting of the Southgate Circus Conservation Area and Listed Buildings;
4. Quality of Accommodation and Amenity Space;
5. Neighbouring Amenity;
6. Highways;
7. SuDS;
8. Sustainability;
9. Trees and Biodiversity;
10. Contamination; and
11. Community Infrastructure Levy.

Principle of Development

9.2 London Plan Policy 2.7 seeks to to address constraints and opportunities in the economic growth of outer London so that it can rise above its long-term economic trends. In addition, London Plan Policy 4.1 seeks to promote and enable the continued development of a strong, sustainable and increasingly diverse economy across all parts of London, and support and promote outer London as an attractive location for national government as well as businesses. Additionally, at a local level, Core Strategy Policy 13 notes that the Council will protect and improve the borough's employment offer and will seek to maintain the competitiveness of employment sectors that are well established and successful in Enfield by providing support and investment to existing companies to facilitate them remaining in the borough. Meanwhile Core Strategy Policy 16 seeks to promote and protect local employment whilst Policy DMD22 seeks to protect employment by resisting the loss of or reduction of employment within the borough and DMD25 relates to office accommodation.

9.3 In principle, the provision of 913 sq.m of new office floorspace and additional residential units within close proximity to a commercial centre and a well-connected public transport network is supported. The proposal would be compatible with Policies 3.3 and 7.5 of the London Plan and Core Policy 2 of the Local Development Framework insofar as it provides additional residential accommodation towards the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets, having regard to policies DMD3 of the DMD, CP5 of the Core Strategy and 3.8 of the London Plan, as well as the guidance contained within the National Planning Policy Framework.

9.4 Additionally, in regard to the proposed office space, policy DMD25 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.

9.5 Given the existing building currently provides office floorspace, which would be lost if the prior approval permitting office to residential (ref. 17/04022/PRJ) were to be implemented, the proposals for 913 sq.m of new and improved B1a office accommodation to the third and fourth floor are welcomed within this highly sustainable location, having regard to policies DMD25 of the DMD, CP13 and CP16 of the Core Strategy and policies 2.7 and 4.1 of the London Plan.

9.6 However, this position must be appraised in relation to other material considerations including: achieving an appropriate residential mix in keeping with the character of the area; adequate internal floor space and layout; servicing; parking provision; residential amenity; as well as whether the proposal would be consistent with the objectives and targets for additional housing provision, including standards of accommodation, identified at the national, regional and local levels.

Design and Appearance

9.7 The National Planning Policy Framework specifies that design policies should concentrate on guiding the overall scale, density, massing, height, landscape, layout and materials of developments in regard to neighbouring buildings and the local area more generally. Additionally, particular architectural styles or tastes need not be imposed as this could hinder innovation, however developments should seek to promote or reinforce local distinctiveness. Furthermore, permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of the area, and the way it functions.

9.8 Additionally, at a local level, Policy DMD13 states roof extensions will only be permitted where they are of an appropriate scale and bulk, in keeping with the character of the property and resulting in no adverse visual impacts on the street scene. Furthermore, Policy DMD 37 seeks to achieve high quality design and requires development to be suitably designed for its intended function that is also appropriate to its context and surroundings. The policy also notes that development should capitalise on opportunities to improve an area and sets out urban design objectives relating to character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and durability, and diversity.

9.9 Mindful of the aforementioned policy context and aspiration, the site is located within close proximity to the Southgate Circus Conservation Area and therefore, a key consideration is the potential effect of an additional storey on views within the Conservation Area and on the setting of the Art Deco Style Grade II* Listed underground station and parade, which was designed by Sir Charles Holden.

9.10 The proposal involves two additional storeys to create a five-storey building as well as a five-storey rear extension to link to the existing building. The existing hipped roof design would be amended to incorporate a modern design with a flat roof form, cladding and additional fenestration.

9.11 A key objection raised by residents focuses on the proposed scale and design relative to the surrounding area and that the proposals represented an overdevelopment of the site.

9.12 Chase House is currently a three storey standalone building that is utilitarian in design and appearance. The existing buildings within Southgate Circus are typically three stories in height, however several commercial buildings at Chase Side have been subject to an additional storey, and the residential properties sited at Pickard Close are two/three storeys in height. Adjacent buildings such as Newby House and Southpoint House to the south are both six storeys in height.

9.13 With this in mind, it is considered that the increase in height to the building would appropriately integrate with the street scene, particularly given the changes to the gradient of Chase Road. In particular, No 309 (Newby House) has recently been granted planning permission for an additional two storeys (ref: 16/01133/FUL) and features a flat roofline with a curved green roof feature and zinc cladding. It is therefore noted that the context for the buildings to the south that meet the junction with Southgate Circus is that they progressively increase in height due to the additional storeys and changes in gradient. The tallest building is therefore South Point House, which is located at the junction with Southgate Circus and comprises a 1960's design building of six storeys in height.

9.14 It is considered that given these differences, the additional scale would appear appropriate within the context of the surrounding buildings and sympathetic to the views from the adjacent Conservation area. The bulk has been mitigated by incorporating a flat roofline and recessed elements to the upper level at approximately 2 metres from the rear facade. This is particularly important given the views obtained from the Southgate Circus Conservation Area to the south. Additionally, given the gradient levels and existing building within the vicinity, including the six storey Newby House and South Point House, it is concluded that the increased height would provide a transition between buildings and thus integrate comfortably within the established street scene. The considered opinion therefore is that the proposals would not represent an overdevelopment of the site within this highly sustainable location, having regard to the surrounding form and pattern of development.

9.15 In regard to external appearance, it is considered the proposals would improve on the existing utilitarian appearance of the building. Both the Conservation Officer and Urban Design officer provided input into the overall design and choice of materials during pre-application discussion. The front elevation would incorporate the entire stair core and feature a frameless glazing system to introduce a vertical emphasis to replicate the fenestration pattern of the adjacent building, Newby House. Additionally, the proposals would be constructed of a high-quality red brickwork to firstly match the existing building and secondly, so that it relates appropriately to the surrounding brickwork that is characteristic to the Southgate Circus Conservation Area. The building would include punched elements provided by window reveals, to ensure that there is sufficient articulation to the front and flank elevations. Additional design improvements include new aluminium fenestration and protruding aluminium cladding to break up the mass of brickwork whilst introducing visual interest. It is therefore considered that these alterations would improve the appearance of the building within Chase Road and Pickard Close, and further details could be secured by appropriate conditions having regard to policies DMD13 and DMD37 of the DMD, CP30 of the Core Strategy and 7.4 and 7.6 of the London Plan.

9.16 In regard to business premises making efficient use of land and maximising their contribution to the urban environment, Policy DMD 39 outlines a list of design criteria which proposals for business premises should seek to adhere to, including the requirement to positively address the public realm; clearly differentiate between public and private areas; provide inclusive access arrangements; sensitively screen and locate servicing, parking and refuse (to the rear where possible), mitigate potential negative impacts in surrounding uses; ensure massing and facades are visually interesting; respect the character of the surrounding area; and use high quality materials that can create, enhance or preserve the local character and identity.

9.17 It is therefore considered that the introduction of a frameless glazing system to both stairwells, as well as appropriate landscaping to the front elevation would introduce a more active frontage to both Chase Road and Pickard Close and provide a distinct separation between the commercial and residential elements. Appropriate conditions would also be attached pertaining to landscaping, enclosure and lighting to ensure a high-quality external appearance from the public realm. This was encouraged by the urban design officer at pre application stage and supported within the final design.

Impact on the setting of the adjacent Southgate Circus Conservation Area and of the Listed Buildings

9.18 In determining applications, the NPPF advises that local planning authorities should take account of:

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness.

9.19 Furthermore, when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

9.20 Where a proposed development will lead to substantial harm to (or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Alternatively, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

9.21 In this instance, having regard to the aforementioned policy context, the Councils Conservation officer considers there to be no impact on the significance of the

relevant heritage assets and has no objections to the proposed two additional storeys and five storey rear extension. In arriving at this conclusion, weight has been given to the design of the building and in particular, the proposed set back at upper levels and use of materials that would be sensitive to its location just south of the Southgate Circus Conservation Area and setting of the Grade II* listed Southgate Underground Station with associated listed structures.

9.22 Consequently, it is considered that the additional height would not mask views into or out of the Southgate Conservation Area and would not detract from the setting of the Grade II* listed Southgate Underground Station, having regard to current Historic England guidance (The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning: 3 [2015]), Planning (Listed Buildings and Conservation Areas) Act, 1990, Core Policies CP31 of the Core Strategy and Policy 7.8 of the London Plan and DMD44 of the DMD.

Quality of Accommodation and Amenity Space

9.23 Policy 3.5 of the London Plan, as detailed in Table 3.3 stipulates the minimum space standards for new residential development. The proposed units will be expected to meet and where possible exceed these minimum standards as well as the design criteria in the London Housing SPG. The nationally described space standard (NDSS) was introduced on 25 March 2015 through a written ministerial statement as part of the New National Technical Housing Standards.

9.24 The floorspace was calculated from the submitted plans as follows:

Flat A1 – 3b5p flat (ground floor) 95 sq.m and 43 sq.m private terrace
Flat A2 – 1b2p (first floor) 57 sq.m and 8.5 sq.m private terrace
Flat A3 – 1b2p (first floor) 52 sq.m and 9 sq.m private terrace
Flat A4 – 1b2p (first floor) 51 sq.m and 14 sq.m private terrace
Flat A5– 1b2p (second floor) 57 sq.m and 8.5 sq.m private terrace
Flat A6 – 3b6p (second floor) 108 sq.m and 23 sq.m private terrace
Flat A7 – 2b3p (third floor) 72 sq.m and 20 sq.m private terrace
Flat A8 – 2b4p (third floor) 72 sq.m and 14 sq.m private terrace
Flat A9 – 3b6p (fourth floor) 113 sq.m and 28 sq.m private terrace

9.25 The submitted floor plans indicate that all of the proposed units would meet the minimum standards with a suitable internal layout, including the majority with dual aspect living areas. It is therefore considered that the proposed units would provide an acceptable level of accommodation, having regard to Policy 3.5 of the London Plan and the guidance contained within the Housing SPG (2012). Again, this reiterates the contended view that the proposal would not represent an overdevelopment of the site.

9.26 Additionally, DMD9 of the Management Document indicates that the following minimum private amenity space standards for individual units:

1b2p	– 5 sq.m
2b3p	– 6 sq.m
2b4p/3b4p	– 7 sq.m
3b5p	– 8 sq.m
3b6p	– 9 sq.m

9.27 Each unit would provide private amenity space in excess of the minimum standards and thus would provide a suitable form of accommodation, having regard to Policies DMD8 and DMD9.

Neighbouring Amenity

9.28 Policy 7.6 of the London Plan Policy states that buildings should not cause unacceptable harm to residential amenity, including in terms of privacy and overshadowing. Additionally, Policies DMD6 and DMD8 seek to ensure that residential developments do not prejudice the amenities enjoyed by the occupiers of neighbouring residential properties in terms of privacy, overlooking and general sense of encroachment: the principles contained in this policy have been applied in this case given the relationship to residential properties. Furthermore, Policy CP30 of the Local Plan seeks to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of visual and residential amenity.

9.29 The site is located in a mixed use area with Southgate Town Centre to the south and both commercial buildings and residential properties within close proximity. The nearest residential properties are those directly south, adjacent to the application site at Newby House (no. 309 Chase Road) and bound to the rear of the site at Pickard Close located to the west. Additionally, Bramwood Court (no.1 Pickard Close) is located immediately to the north and separated by the public highway (Pickard Close). Several objection letters were received from adjacent occupiers at Pickard Close and Bramwood Court, including a petition: the key matters for consideration pertained to the loss of residential amenity in regard to increased overlooking, loss of sunlight/daylight and outlook.

Sunlight, Daylight and Overlooking

9.30 With reference to Policy DMD10, the proposal should ensure that the there is no undue overlooking to neighbouring properties to the rear or to the side. The building maintains a separation of approximately 50 metres from the rear elevations of the three storey properties sited at no's 8-22 (even) Pickard Close, which is considered acceptable. The nearest properties to the rear are no's 2-6 Pickard Close. These are three storeys and oriented, so the flank elevation is at 90 degrees to the rear building line of Chase House with a separation distance of approximately 20 metres, which is considered acceptable.

9.31 Beyond this at a distance of approximately 50 metres is the flank elevation of properties sited at 3 Pickard Close (1-21 Coltswood Court), which is also considered acceptable. In regard to the windows in the flank elevation facing no. 1 Pickard Close (1-9 Bramwood Court), there is an intervening highway which affords the existing separation between both buildings. Additionally, Bramwood Court features non-habitable or secondary windows in the flank elevation. However, notwithstanding this, it was noted that the existing arrangement already features a great proportion of fenestration to this elevation, and there is a fallback position established by the office to residential prior approval ref. 17/04022/PRJ. The new fenestration would be at fourth and fifth floor level to serve the additional two storeys and as such views would be to the roof level and beyond the site to Chase Road. The new build element of the extension would be constructed beyond the established building line of Bramwood Court and as such any views would therefore be towards the servicing and parking area associated with this building and beyond towards St Andrews Primary School.

9.32 The additional fenestration in the north elevation would predominantly have views towards the existing parking and servicing area to the rear elevation of the commercial and residential premises at no's 309 (Newby House) and the many commercial units within 311 Chase Road. The separation distances are approximately 35 metres, which is considered acceptable, particularly given that many units within no. 311 serve for commercial purposes. Additionally, the relationship between the rear elevation of the residential accommodation serving no. 309 (Newby House) and the north elevation of the application site would be at oblique angles and as such, is also considered acceptable. It is therefore concluded that the proposed extensions would not give rise to an unacceptable loss of privacy to adjacent occupiers at no. 309 Chase Road (Newby House), no. 1 Pickard Close (1-9 Bramwood Court), no. 311 Chase Road, 3 Pickard Close (1-21 Coltswood Court) or the terraces at no's 2-6 (even) Pickard Close, or 8-22 (even) Pickard Close, having regard to policies DMD8 and DMD10 of the Development Management Document.

9.33 It was noted that a daylight/sunlight assessment (January 2019) has been submitted as part of the proposals. The key buildings for consideration within this document included the residential properties at 2-6 (even) Pickard Close, 8-18 (even) Pickard Close, 4-21 Cotswold Curt, 1-9 Bramwood Court and Newby House (311 Chase Road) as well as the amenity space serving the properties at Bramwood Court and Pickard Close.

9.34 The study was assessed against the various numerical tests laid down in the Building Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight: a guide to good practice' and local planning policy. It was concluded that the amenity values of daylight and sunlight to neighbouring residential and commercial properties would be retained to a level that satisfies BRE criteria. Additionally, the levels of sunlight and daylight availability within the proposed accommodation also meets BRE criteria.

9.35 It is therefore concluded that having regard to the submitted daylight/sunlight assessment (January 2019), the proposed extension would not be detrimental to the amenities of adjacent residential properties and their associated amenity space, having regard to policies DMD6 and DMD8 of the Development Management Document.

Noise

9.36 A number of objection letters also referred to matters such as noise and disturbance as a result of the proposed development. The applicant has submitted a Noise Impact Assessment (January 2019) to consider impacts on neighbouring occupiers. This does not identify any concerns and there is no reason why the proposed residential and office use would generate an unacceptable increase in noise. Noise during construction however., although a concern, is not a justifiable reason to refuse planning permission and an appropriate condition is attached to ensure that the development is implemented in accordance with the approved documents.

9.37 Additionally, the Environmental Health officer has no objections in regard to noise and disturbance to neighbouring occupiers, having regard to policies DMD68 of the Development Management Document, CP32 of the Core Strategy and 7.15 of the London Plan.

Highways Impact

9.38 DMD 45 relates to car parking, cycle provision and parking design while DMD 47 states that new development proposals will need to demonstrate that enough space for servicing, circulation and access to, from and through the site is provided. All developments must be fully accessible to pedestrians and cyclists and assist with general permeability within an area and the current factory does not provide this. London Plan policy 6.13, DMD policy 45 (Parking Standards and Layout) and 47 (Access, New Roads and Servicing) states that operational parking for maintenance, servicing and deliveries is required to enable a development to function.

9.39 Chase Road is an adopted classified road within the Southgate CPZ, which is operational all day. Pickard Close is an unclassified road, which provides access to the rear of the site. The site has a high PTAL of 4/5 and Town Centre location within 150m of Southgate underground station.

Access / Egress

9.40 The existing vehicular access to Pickard Close would be retained, and the proposed pedestrian entrance to the residential units would be from Pickard Close whilst the office entrance would be located from Chase Road. Both vehicular and pedestrian access points are considered acceptable.

9.41 Additionally, amended plans 552-PL-100 P4 clearly indicate a segregated pathway of 1.5m to the Pickard Close elevation, however the segregated pedestrian routes across the site (to the rear), specifically between the disabled parking bays and cycle parking area are not clear. Following discussions with the applicant it was noted that there is not adequate space to accommodate a segregated pathway at the rear as the building extends to the common boundary of the site. However, the existing arrangement is that there is no designated pathway at any point within this large car park and servicing area which is historic and thus, on balance, the arrangement is considered acceptable, having regard to policy DMD47 of the DMD.

Car Parking

9.42 The proposed new office accommodation would serve approximately 913 sq.m of floorspace and would be car free, with 2 relocated disabled parking spaces from the previously approved prior approval scheme ref. 17/04022/PRJ and 1 new disabled parking space to serve the proposed new flats to the rear of the site. One of the proposed disabled spaces to serve the office development would be located to the front elevation but accessed from Pickard Close. The residential development apart from the disabled bays, would also be car free. It is noted that the additional 9 units and office space would add to the cumulative impact of the site, however given its high PTAL and sustainable location with excellent transport links, it is not considered that the additional movements would be so significant to give rise to detrimental highway related issues, having regard to policies DMD45 of the DMD and 6.13 of the London Plan.

Cycle Parking

9.43 The submitted plans illustrate that the residential cycle parking would be fully enclosed and located to the rear of the site to accommodate 44 cycle parking stands, including 30 long stay and a further 2 short stay within Sheffield stands. Additionally, the cycle storage would be provided to the front of the site to serve the office accommodation. A total of 7 secured and covered cycle spaces would be provided,

which is considered acceptable, however further details are to be secured by condition to ensure that the long stay residential and office parking are separated and to ensure the design is acceptable, having regard to policy DMD45 and Policy 6.9 of the London Plan.

Refuse, Waste and Recycling

9.44 Policy 5.17 of the London Plan requires suitable waste and recycling storage facilities in all new developments whilst Core Policy 22 supports the provision of a sufficient, well-located waste management facility and requires all new developments to provide on-site waste treatment, storage and collection throughout the lifetime of the development. At a local level policies DMD8 and DMD47 are relevant to secure appropriate refuse storage for new developments.

9.45 The submitted plans and Transport Statement are indicative of the location for refuse storage with commercial waste to the front of the site and residential to the rear. The arrangement would therefore be as existing and tracking details were submitted demonstrating the refuse vehicle reversing into the site from Pickard Close, which is considered acceptable, however further details regarding the design could be secured by an appropriate condition, having regard to policy DMD8 and DMD47 of the DMD.

Sustainable Drainage / Flood Risk

9.46 Policy DMD61 specifies that a drainage strategy would be required for all developments to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. All development must maximise the use of, and where possible, retrofit Sustainable Drainage Systems (SuDS).

9.47 The Councils SuDS officer provided comments relating to drainage during the course of the application to ensure compliance with the necessary Council requirements. In light of this, it is recommended that conditions are attached to ensure that an appropriate SuDS strategy is secured, and the approved drainage/SuDS details are fully implemented, having regard to policies CP28 of the Core Strategy, DMD60 and DMD61 and 5.12 & 5.13 of the London Plan as well as the advice contained within the NPPF

Sustainability

9.48 The revised National Planning Policy Framework (2019) places an increased emphasis on responding to climate change, having regard to long-term implications for flood risk, coastal change, water supply, biodiversity and landscape, and the risk of overheating from rising temperatures. New development can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards and increase the use and supply of renewable and low carbon energy and heat. The NPPF states that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions.

9.49 Policy DMD49 states that all new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. An energy statement in accordance with Policies DMD49 and 51

is required to demonstrate how the development has engaged with the energy hierarchy to maximise energy efficiency.

9.50 An Energy and Sustainability Statement (dated 18 January 2019) has been submitted, which details the baseline energy requirements for the proposed development, the reduction in energy demand as a result of energy efficiency measures and the potential to achieve further CO2 reductions using renewable energy technologies. The report outlines the feasibility of various technologies including wind turbines, solar hot water, photovoltaic systems, biomass heating, CHP (combined heat and power) and ground and air source heating and concludes that the most suitable solution to meet CO2 emissions would be by the use of a 6.6kwp PV Array and the potential use of VRF air source heat pumps for the fit-out of the offices spaces. The report sets out that the building would achieve an overall improvement in emissions over the Building Regulations Part L standards for regulated emissions of minimum of 25.41%. Additionally, the residential element achieves a reduction in emissions at 35%, in line with current GLA guidance. It is therefore concluded that an appropriate condition could be attached to ensure that the development is implemented in accordance with the approved Energy and Sustainability Statement.

9.51 Policy DMD55 requires all development to maximise the use of roof and vertical surfaces for Low and Zero Carbon Technology / Living Walls / Green Roofs. The submitted plans indicate that a green roof would be utilised as part of the design to the flat roof and this could be secured by an appropriate condition.

9.52 Policy DMD58 (Water Efficiency) expects new residential development, including new build and conversions, will be required to achieve as a minimum water use of under 105 litres per person per day. This could be secured by an appropriate condition.

Trees and Biodiversity

9.53 Policy CP36 of the Core Strategy states that the Council will seek to protect, enhance, restore or add to biodiversity interests within the Borough, including parks, playing fields and other sports spaces, green corridors, waterways, sites, habitats and species identified at a European, national, London or local level as being of importance for nature conservation. Policy DMD81 refers to trees on development sites.

9.54 The application site is situated in a town centre environment and thus, the site has little biodiversity or ecological value at present. However, it is considered that high quality soft landscaping to the Chase Road frontage and a green roof could be integrated into the design to improve the appearance of the locality.

9.55 It is considered there would be a biodiversity enhancement as part of an overall landscaping scheme which could be secured by an appropriate condition and in particular to secure improvements to the public realm to the elevation fronting Chase Road as well as a proposed green/brown roof form.

Contamination

9.56 The revised NPPF refers to the need to enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

9.57 Having regard to past uses at the site, there is the potential for contamination to exist and as a result although Environmental Health have no objections in principle, they recommend an appropriate condition to deal with the potential for contamination at the site should the matter arise during construction. Conditions will also cover the control of dust and emissions. This approach is considered acceptable having regard to policies 5.3 and 7.14 of the London Plan, DMD64 of the DMD and CP32 of the Core Strategy.

10. CIL

10.1 This would be calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and Enfield's adopted Community Infrastructure Levy Charging Schedule 2016. The payments would be chargeable on implementation of the residential development.

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

10.3 The proposed development would involve new residential floorspace and therefore would be CIL liable. The proposed floorspace would be as follows:

913 sq. m x £60 = £54,780 x 336/223 (BCIS CIL Index Formula) = £82,538.47

10.4 On April 2016, the Council introduced its own CIL. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water. The proposed Enfield CIL is as follows:

913 sq. m x £120 = £109, 560 x 283/336 (BCIS CIL Index Formula) = £92, 278.21

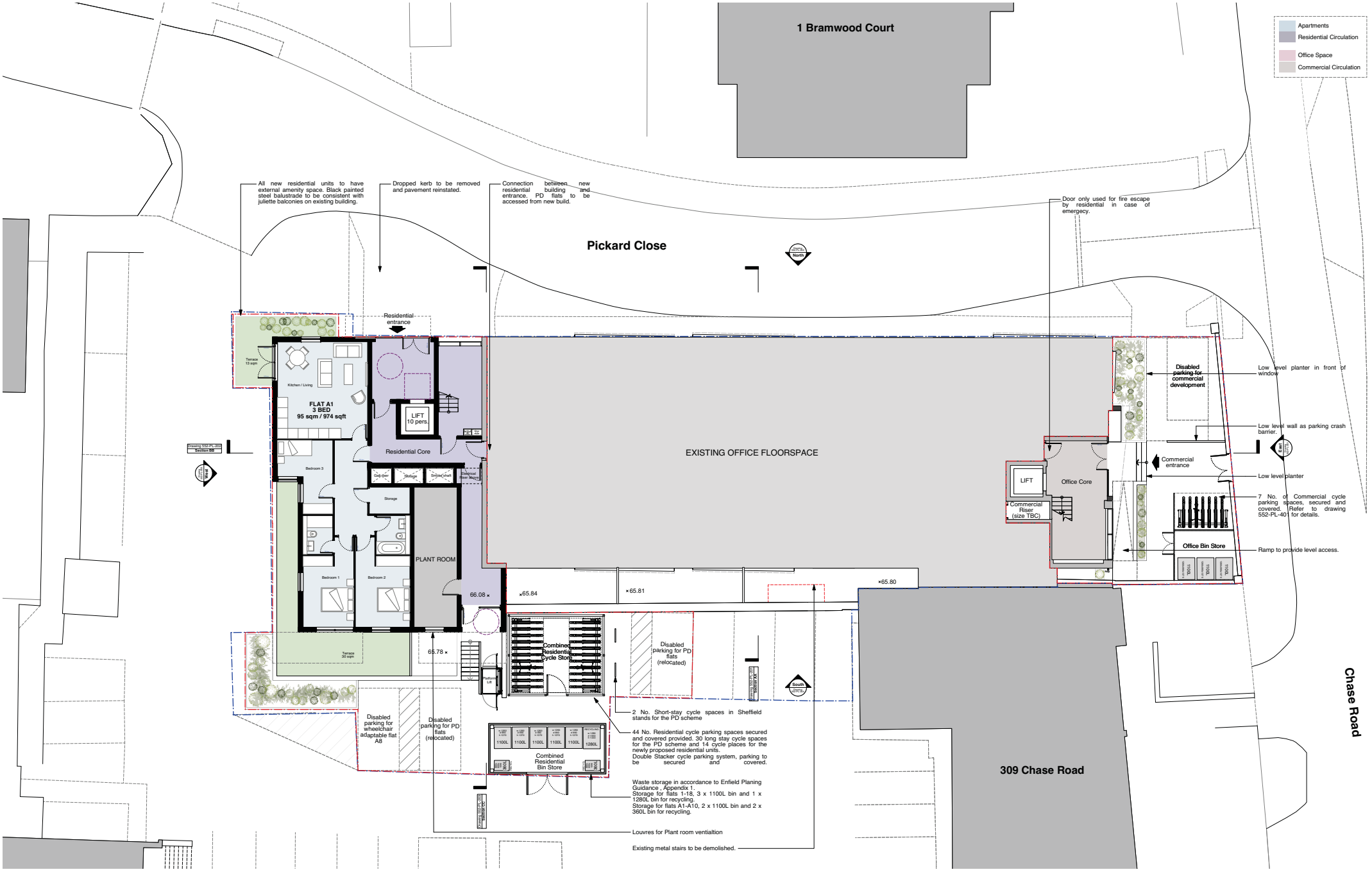
11. Conclusion

11.1 This report demonstrates that the benefits of the proposed development have been given due consideration and are sufficient enough to outweigh any perceived harm. In this respect the benefits are summarised again as follows:

- The well-established office use B1a would be reintroduced at third and fourth floor level within a highly sustainable location;
- The proposed development would be consistent with the objectives of national, regional and local policy in terms of supporting and securing sustainable growth and employment opportunities within the borough;
- The development would contribute good quality housing stock towards the Boroughs housing targets within a town centre location;
- The existing utilitarian building would be visually upgraded to incorporate a modern design whist having regard to the adjacent Southgate Circus Conservation Area and heritage assets;
- The development would improve the local environment by delivering a greener frontage and green roof to enhance biodiversity and landscaping within a town centre location;

- The sustainability credentials for the building and site would be improved by the use of water efficiency techniques, measures to meet CO2 emissions and a sustainable drainage strategy;
- The development would not have an unacceptable impact on neighbouring amenity in regard to loss of sunlight/daylight, outlook or privacy.

11.2 Having regard also to the mitigation secured by the recommended conditions, it is considered the proposed development is acceptable when assessed against the suite of relevant planning policies and that planning permission should be granted.



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PROPOSED GROUND FLOOR PLAN

PLANNING

P6	26/11/2019	Red Line Amended
P5	22/11/2019	Red line amended
P4	20/08/2019	Terrace Revised.
P3	16/5/19	Revised risers and shafts as per M&E comments
P2	8/4/19	Rear access. Defensible space at west elevation.
P1	04/02/19	Planning

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PROJECT: 305 CHASE ROAD, LONDON, N14 6LZ

CLIENT: 305 CHASE HOUSE LTD.

DRAWING TITLE: PROPOSED GROUND FLOOR PLAN

SCALE: 1:100 @ A1 | DATE: 04/02/19 | DWG BY: MB | REV.: P6

CHKD: CB | DWG NO.: 552-PL-100

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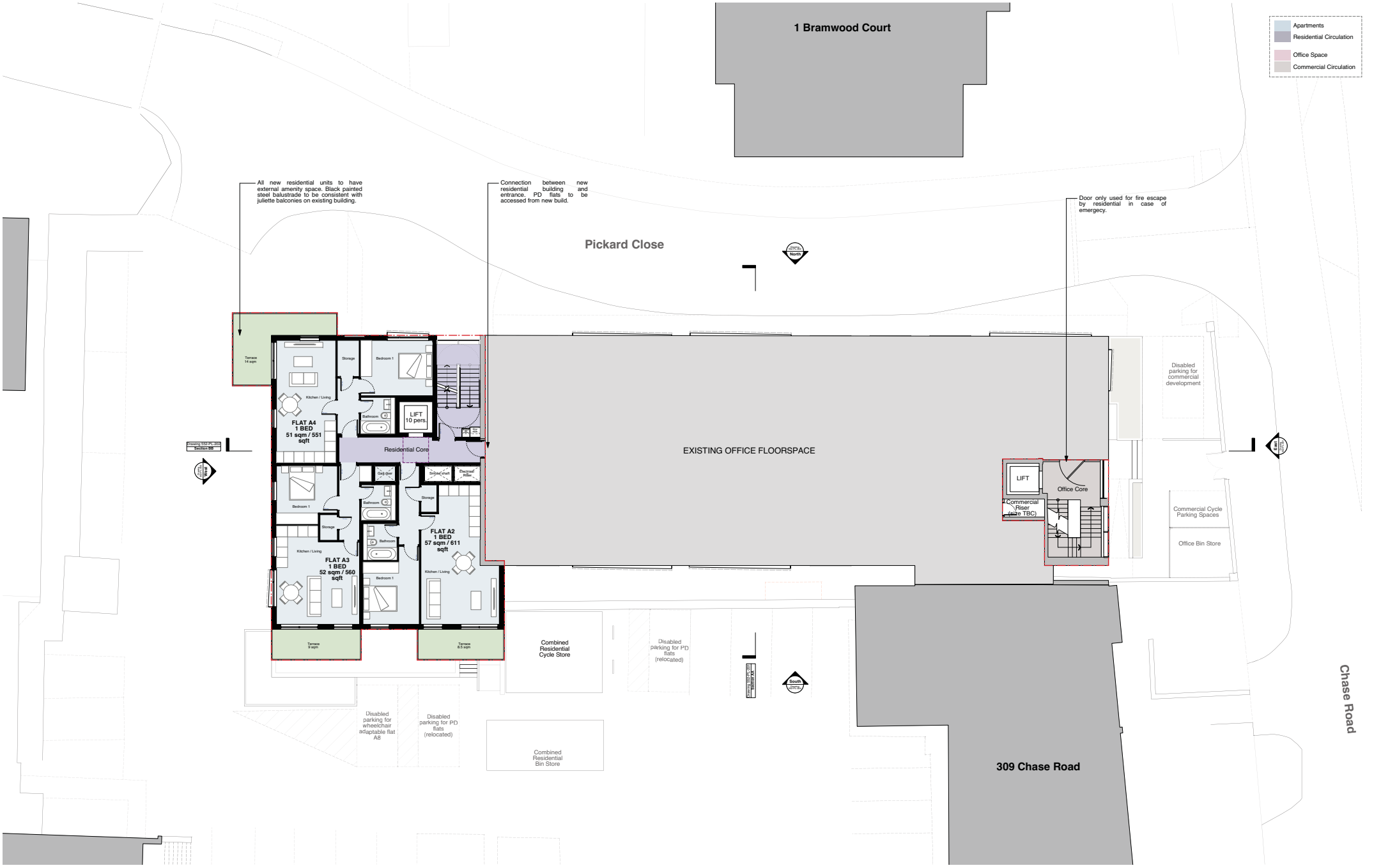

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PROPOSED FIRST FLOOR PLAN

PLANNING

P5	26/11/2019	Red Line Amended
P4	22/11/2019	Red Line amended
P3	20/08/2019	Flat A4 terrace revised.
P2	16/5/19	Revised risers and shafts as per M&E comments
P1	04/02/19	Planning

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DRAWING TITLE: PROPOSED FIRST FLOOR PLAN

SCALE: 1:100 @ A1 | DATE: 04/02/19 | DWG BY: MB | REV.: P5

CHKD.: CB | DWG NO.: 552-PL-101

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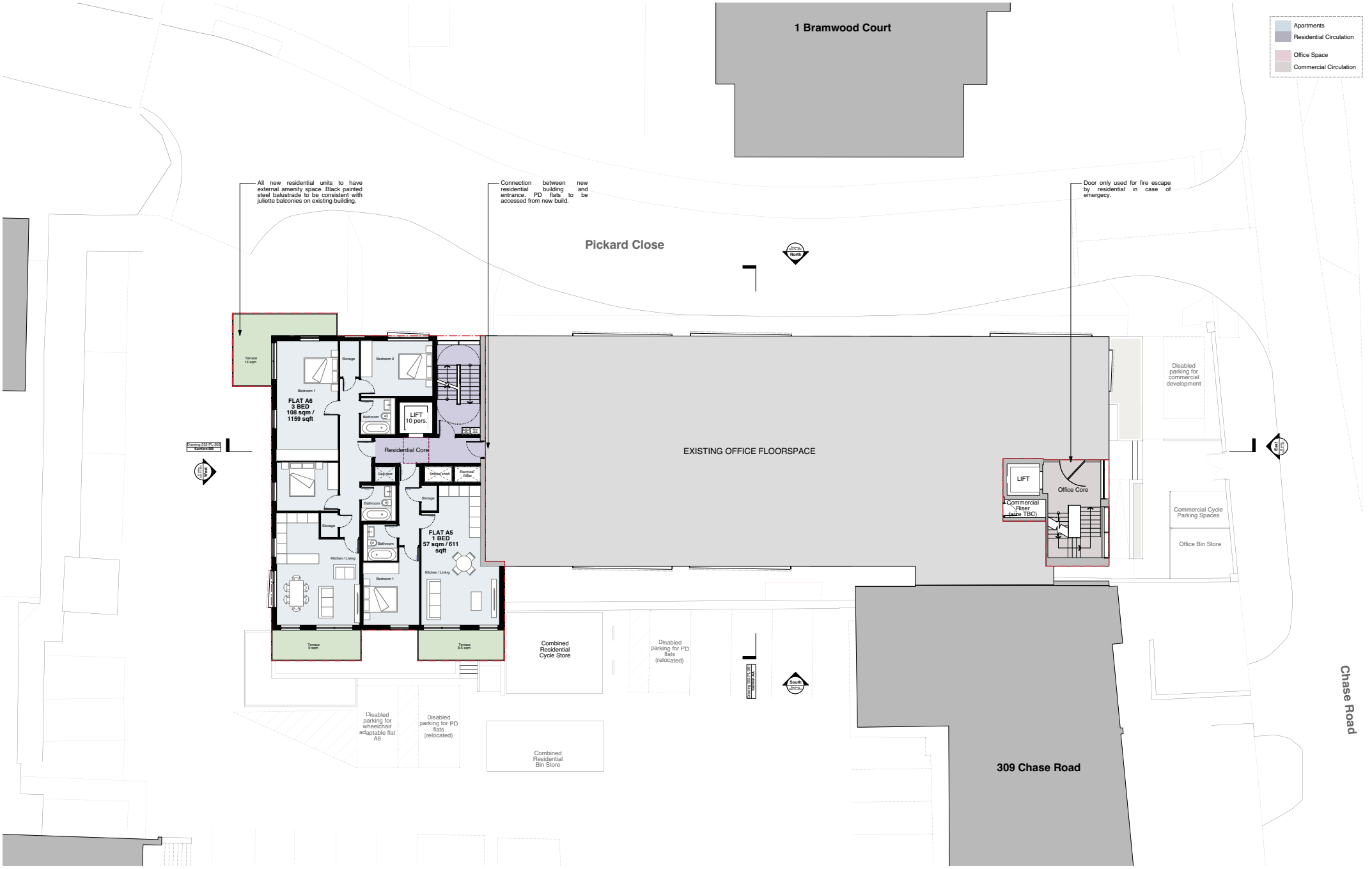

PLANNING

P5	26/11/2019	Red Line Amended
P4	22/11/2019	Red Line amended
P3	15/08/2019	2nd Floor Revised. 3Bedroom flat and terrace.
P2	16/5/2019	Revised risers and shafts as per M&E comments
P1	04/02/19	Planning

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PROJECT: 305 CHASE ROAD, LONDON, N14 6LZ

CLIENT: 305 CHASE HOUSE LTD.

DRAWING TITLE: PROPOSED SECOND FLOOR PLAN

SCALE: 1:100 @ A1 | DATE: 04/02/19 | DWG BY: MB | REV.: P5

CHKD.: CB | DWG NO.: 552-PL-102

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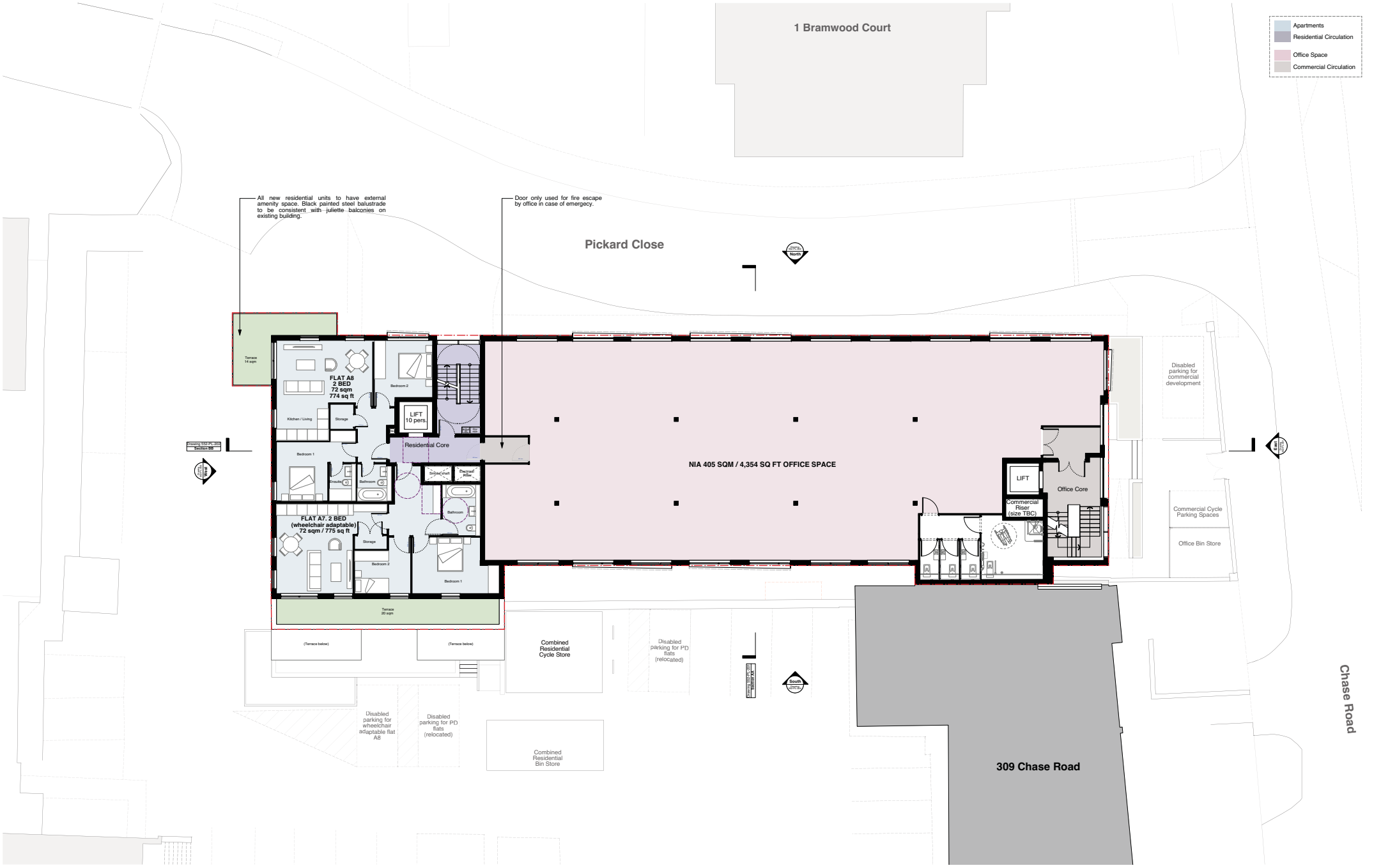
PROPOSED SECOND FLOOR PLAN



PLANNING

P4	22/11/2019	Red Line amended
P3	20/08/2019	Flat numbers and Flat A8 terrace revised.
P2	16/5/19	Revised risers and shafts as per M&E comments
P1	04/02/19	Planning

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CLIENT: 305 CHASE HOUSE LTD.

DRAWING TITLE: PROPOSED THIRD FLOOR PLAN

SCALE: 1:100 @ A1 | DATE: 04/02/19 | DWG BY: MB | REV: P4

CHKD: CB | DWG NO: 552-PL-103

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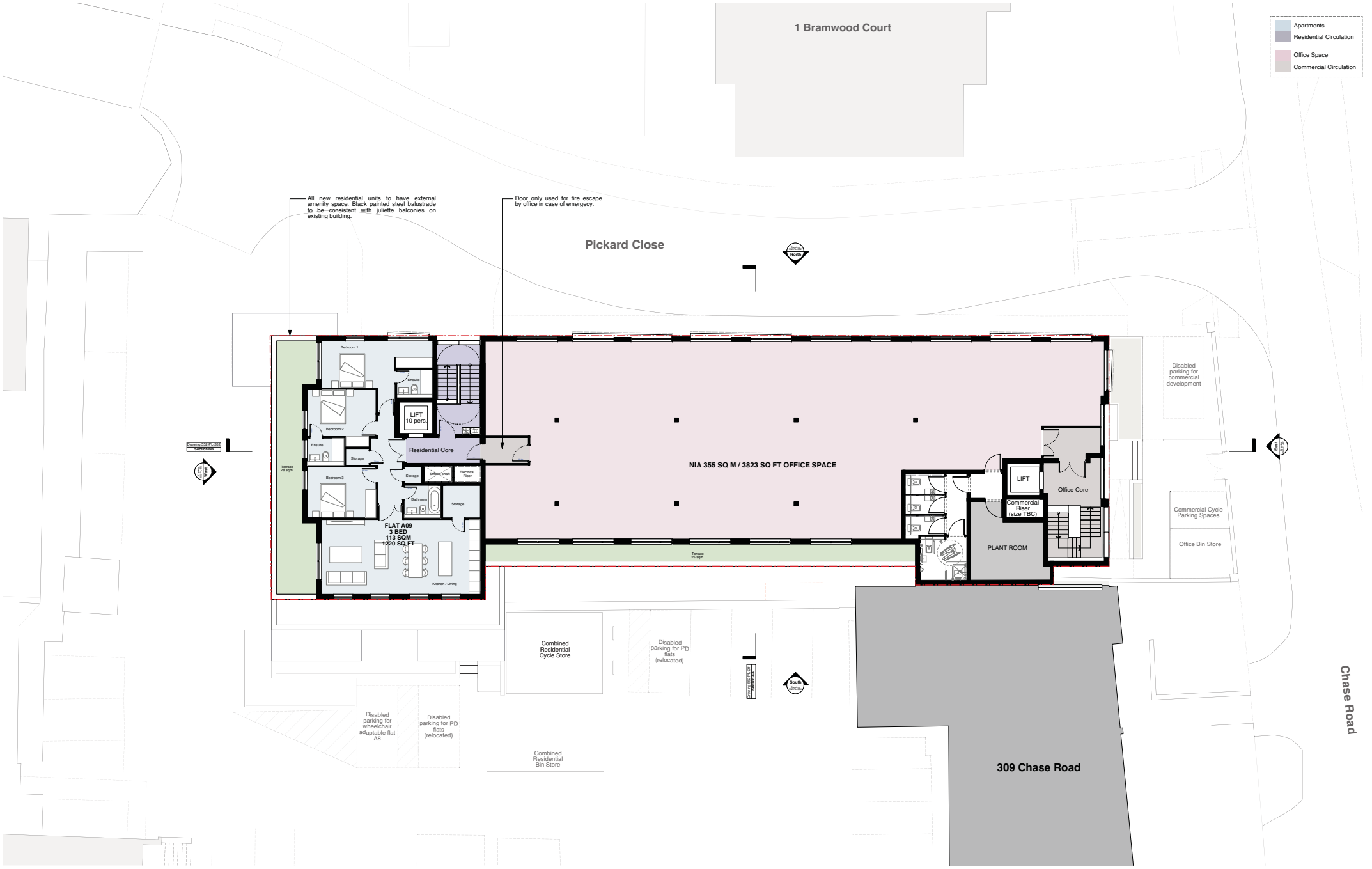
PROPOSED THIRD FLOOR PLAN



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PROPOSED FOURTH FLOOR PLAN

PLANNING

P4	22/11/2019	Red Line amended
P3	20/08/2019	Flat numbers revised.
P2	16/5/19	Revised risers and shafts as per M&E comments
P1	04/02/19	Planning

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SCALE: 1:100 @ A1 | DATE: 04/02/19 | DWG BY: MB | REV.: P4

CHKD.: CB | DWG NO.: 552-PL-104

DRAWING TITLE: PROPOSED FOURTH FLOOR PLAN

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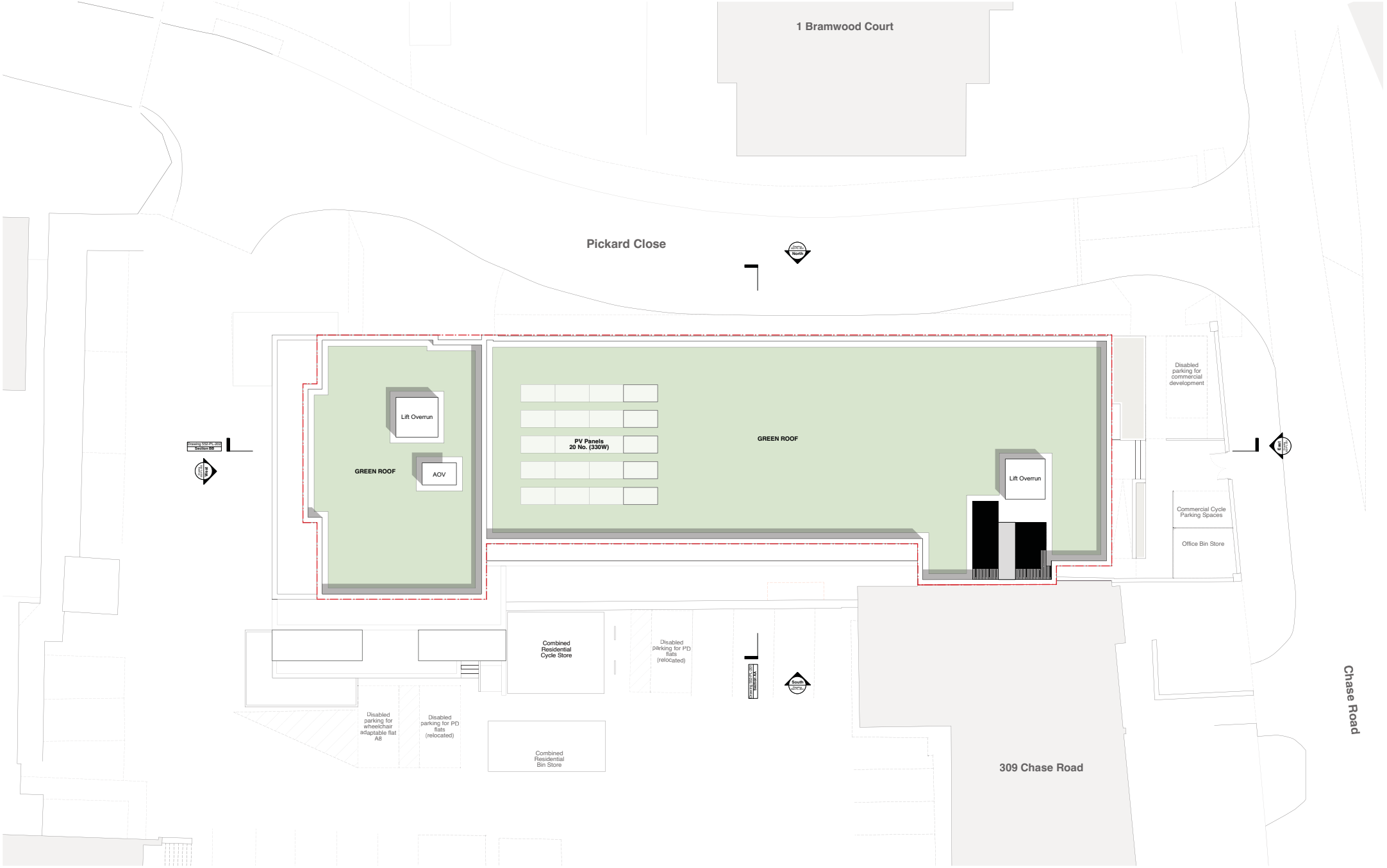

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PROPOSED ROOF PLAN

PLANNING

P3	22/11/2019	Red Line amended
P1	04/02/19	Planning

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CLIENT: 305 CHASE HOUSE LTD.

SCALE: 1:100 @ A1 | DATE: 04/02/19 | DWG BY: MB | REV.: P3

CHKD: CB | DWG NO.: 552-PL-105

DRAWING TITLE: PROPOSED ROOF PLAN

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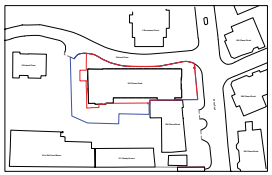
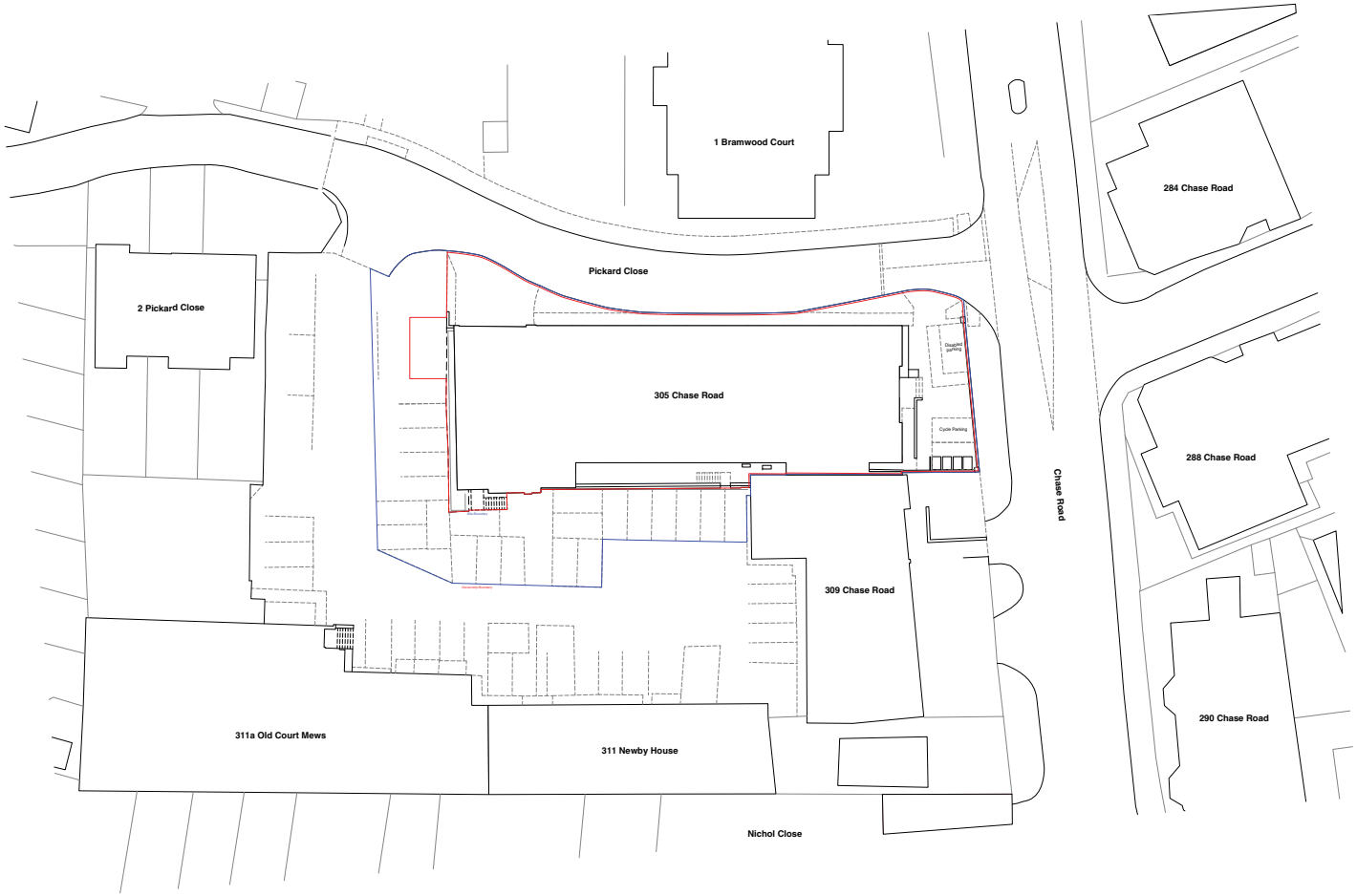


SITE LOCATION PLAN 1:1250@A1



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SITE PLAN

PRELIMINARY

rev.	date	notes
P2	26.11.19	Red Line amended
P1	28.07.17	Draft Permitted development plans

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CLIENT
BROOKWAY PROPERTIES LTD.

PROJECT
305 CHASE ROAD, LONDON, N14 6LZ

TITLE
SITE PLAN

DWG NO **552-GA.02** REV **P2**

DRAWN BY **SA** SCALE **1:250@A1 & 1:1250 @A1**

CHECKED BY **JA** DATE **AUGUST 2017**

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FILE NAME

PRINT SIZE **A1**

Proposed New Flats

Flat 1 - 2 Bed - 63 sqm / 678 sqft
Flat 2 - 2 Bed - 65 sqm / 700 sqft
Flat 3 - 2 Bed - 67 sqm / 721 sqft
Flat 4 - 1 Bed - 42 sqm / 452 sqft
Flat 5 - 1 Bed - 46 sqm / 495 sqft
Flat 6 - 2 Bed - 91 sqm / 980 sqft
Flat 7 - 2 Bed - 65 sqm / 700 sqft
Flat 8 - 2 Bed - 65 sqm / 700 sqft
Flat 9 - 2 Bed - 67 sqm / 721 sqft
Flat 10 - 1 Bed - 43 sqm / 463 sqft
Flat 11 - 1 Bed - 46 sqm / 495 sqft
Flat 12 - 2 Bed - 91 sqm / 980 sqft
Flat 13 - 2 Bed - 65 sqm / 700 sqft
Flat 14 - 2 Bed - 65 sqm / 700 sqft
Flat 15 - 2 Bed - 67 sqm / 721 sqft
Flat 16 - 1 Bed - 43 sqm / 463 sqft
Flat 17 - 1 Bed - 46 sqm / 495 sqft
Flat 18 - 2 Bed - 91 sqm / 980 sqft

PROPOSED GROUND FLOOR PLAN

0 10m

PRELIMINARY

rev	date	notes
P2	26.11.19	Red Line amended
P1	28.07.17	Draft Permitted development plans

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CLIENT
BROOKWAY PROPERTIES LTD.

PROJECT
305 CHASE ROAD, LONDON, N14 6LZ

TITLE
PROPOSED GROUND FLOOR PLAN

DWG NO **552-GA.03** REV **P2**

DRAWN BY **SA** SCALE **1:100@A1 1:200@A3**

CHECKED BY **JA** DATE **AUGUST 2017**

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FILE NAME

PRINT SIZE **A1**