

Public Document Pack



PLANNING COMMITTEE

Tuesday, 25th September, 2018 at 7.30 pm
Venue: Conference Room
Civic Centre, Silver Street,
Enfield EN1 3XA

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MEMBERS

Councillors : Mahmut Aksanoglu (Chair), Maria Alexandrou, Chris Bond,
Sinan Boztas, Elif Erbil, Ahmet Hasan, Gina Needs, Sabri Ozaydin,
Michael Rye OBE, George Savva MBE, Jim Steven and Mahtab Uddin

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

**Involved parties may request to make a deputation to the Committee by
contacting the committee administrator before 12:00 noon on 24/09/18**

AGENDA – PART 1

1. **WELCOME AND APOLOGIES FOR ABSENCE**
2. **DECLARATION OF INTERESTS**

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

3. **REPORT OF THE ASSISTANT DIRECTOR, REGENERATION AND PLANNING (REPORT NO.74) (Pages 1 - 2)**

To receive the covering report of the Assistant Director, Regeneration & Planning.

4. **17/04704/FUL - 301 THE RIDGEWAY, ENFIELD, EN2 8AL (Pages 3 - 24)**

RECOMMENDATION: Refusal

WARD: Chase

5. **18/00633/RE4 - BROOMFIELD PARK, BROOMFIELD LANE, LONDON, N13 4HE** (Pages 25 - 52)

RECOMMENDATION: Approval subject to conditions

WARD: Southgate Green

6. **18/03009/FUL - GENOTIN ROAD CAR PARK, GENOTIN ROAD, ENFIELD, EN1 2AG** (Pages 53 - 128)

RECOMMENDATION: Approval subject to conditions and S106 Agreement

WARD: Grange

7. **EXCLUSION OF THE PRESS AND PUBLIC**

If necessary, to consider passing a resolution under Section 100A(4) of the Local Government Act 1972 excluding the press and public from the meeting for any items of business moved to part 2 of the agenda on the grounds that they involve the likely disclosure of exempt information as defined in those paragraphs of Part 1 of Schedule 12A to the Act (as amended by the Local Government (Access to Information) (Variation) Order 2006).

(There is no part 2 agenda)

MUNICIPAL YEAR 2018/2019 - REPORT NO 74

COMMITTEE:
 PLANNING COMMITTEE
 25.09.2018

AGENDA - PART 1	ITEM 3
SUBJECT -	
MISCELLANEOUS MATTERS	

REPORT OF:
 Assistant Director, Regeneration
 and Planning

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

3.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

3.1.1 In accordance with delegated powers, 335 applications were determined between 15/08/2018 and 13/09/2018, of which 239 were granted and 96 refused.

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

Background Papers

To be found on files indicated in Schedule.

3.2 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS DEC

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

Background Papers

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

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 25th September 2018

Report of

Assistant Director, Regeneration
& Planning

Contact Officer:

Andy Higham
David Gittens
Joe Aggar
Tel No: 0208 379 4944

Ward:

Chase

Application Number: 17/04704/FUL

Category: Minor Dwellings

LOCATION: 301, The Ridgeway, Enfield, EN2 8AL

PROPOSAL: Redevelopment of site by the erection of a detached 2-storey, 4-bed dwelling.

Applicant Name & Address:

Mr Colin Allison
12 Holly Hill
London
N21 1NP

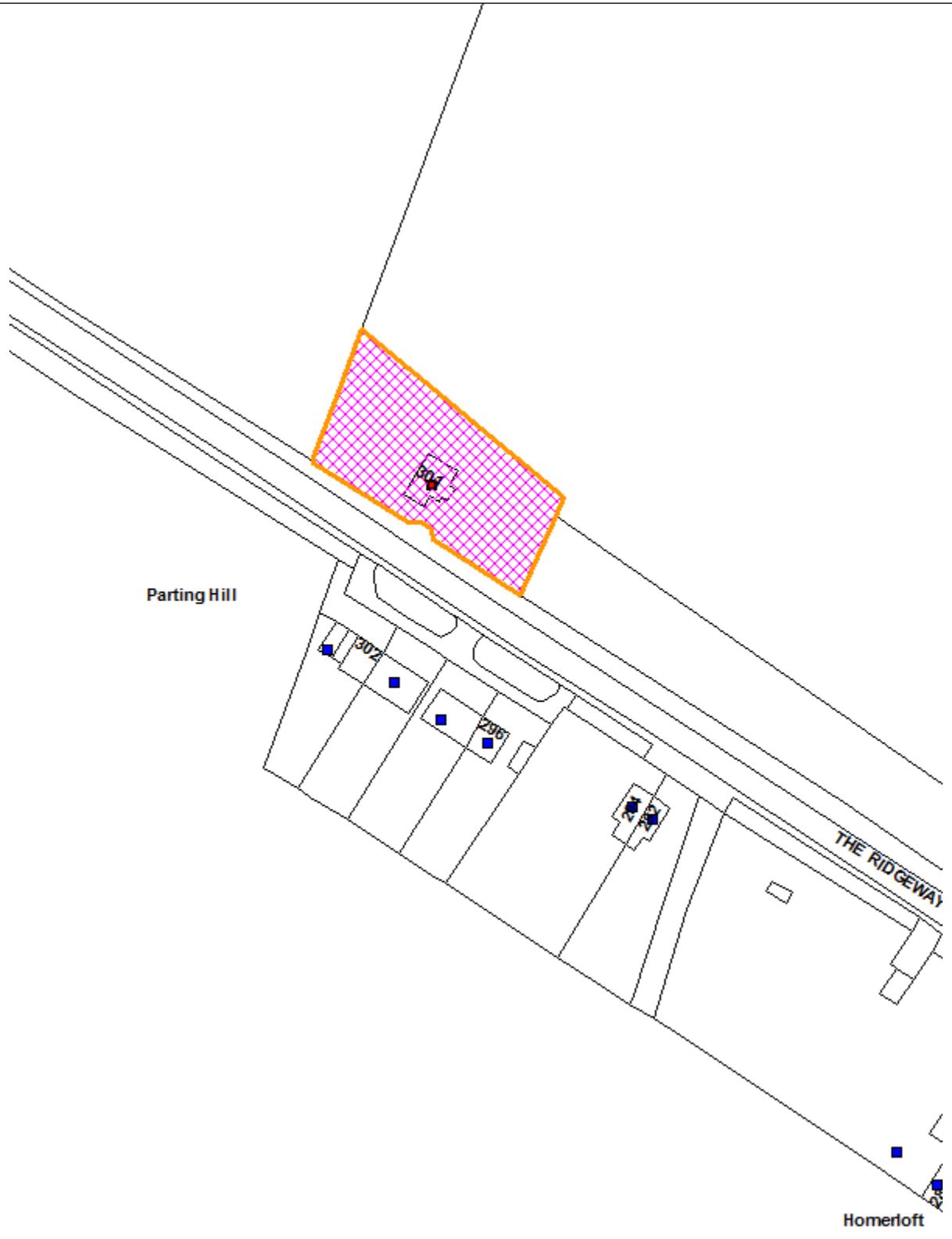
Agent Name & Address:

Mr Darren Blackwell
Oakland Vale Ltd
Innovation Centre, Unit 2
Highfield Drive, Churchfields
St Leonards-on-sea
TN38 9UH

RECOMMENDATION: That planning permission be **REFUSED**.

Note for Members: The application is reported to planning committee following the request from Cllr. Hayward.

Ref: 17/04704/FUL LOCATION: 301 The Ridgeway, Enfield, EN2 8AL,



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Scale 1:1250



1. Site and Surroundings

- 1.1. The subject site consists of a regular shaped plot on the northern side of The Ridgeway in the Chase ward of the borough. The existing dwelling on site forms a single storey, L-shaped, single family dwelling house with a pitched tiled roof. The house is located on the south western corner of the site. To site also comprises a single storey outbuilding which abut the eastern and northern boundaries.
- 1.2. The subject site is within the Green Belt and therefore the character and appearance of the surrounding area is rural, though it is noted that The Ridgeway is a main road running between the M25 and Enfield Town and along the road examples of two storey semidetached houses located on the south side of The Ridgeway in close vicinity to the application site. Notwithstanding this, the prevailing character of the area is one of open countryside and green space.
- 1.3. There is an existing vehicular access from The Ridgeway to the site. The area has a PTAL rating of 1a. There is a bus stop located close to the site, on the north side of The Ridgeway which is served by 313 bus route. The site is not statutorily or locally listed, nor is it located within a conservation area.

2. Proposal

- 2.1. Planning Permission is sought for the removal of the existing single-family dwelling and outbuilding and the erection of a two-storey, 4 bed, single family dwelling house.

3. Relevant Planning History

- 3.1. 301 The Ridgeway, pre-application 16/04607/PREAPP for Proposed replacement dwelling.

The agent was advised under the above pre-application request that the key issue to consider was whether the proposed new dwelling has an unacceptably greater adverse impact on the openness of the Green Belt than the existing structures on site. The existing building is an extended bungalow with accommodation in the roof space and there are other single storey ancillary structures on site. The current proposal would result in a large single-family dwelling of significantly greater height and bulk which is considered to result in an inappropriate development in the Green Belt and result in an unacceptable reduction of openness.

- 3.2. 301 The Ridgeway, application 15/04434/HOU for Side dormers was granted refused on 26.11.2015.
- 3.3. 301 The Ridgeway, application P14-01184PRH for Single storey rear extension 8m deep x 4m high (2.5 m high to the eaves). No objections. Prior Approval not required. 07.05.2014.
- 3.4. 301 The Ridgeway, application P13-00039LDC for Single storey extensions to both sides, single storey rear extension , together with rooms in roof and detached garage at side, was granted on 13.03.2013.

- 3.5. 301 The Ridgeway, application 15/02768/CEA for Garage and outbuilding/work shop was granted on 11.08.2015.
- 3.6. 301 The Ridgeway, application 15/00719/CEA for Garage and outbuilding/work shop was refused on 11.08.2015.
- 3.7. 301 The Ridgeway, application P12-02040PLA for Demolition of existing dwelling and erection of a detached 2-storey 4-bed single family dwelling house and detached garage at front was refused.

REASON: The proposed replacement dwelling and associated structures, by virtue of their size above that of the original dwelling & siting, would result in inappropriate development in the Green Belt and a loss of openness that would harm the Green Belt, contrary to the Core Strategy Policy CP33, London Plan Policy 7.16 and the National Planning Policy Framework.

REASON: The proposed development, by reason of its size, siting, scale, bulk and mass would result in a dominant and obtrusive form of development within the Green Belt which would harm the open character of the Green Belt, contrary to the Policies (II)GD3 and (II)G11 of the Unitary Development Plan, CP30 and CP33 of the Enfield Plan Core Strategy, 7.4, 7.6 and 7.16 of the London Plan and the National Planning Policy Framework.

REASON: Insufficient evidence has been submitted to demonstrate the overall energy efficiency of the scheme to accord with the principles of the energy hierarchy and objectives of Core Policy 20 of the Core Strategy, Policies 5.2 and 5.3 of the London Plan as well as the National Planning Policy Framework.

REASON: Insufficient information has been submitted to clarify that the scheme would not harm the habitat of or prejudice the lifespan of protected species, contrary to 7.19 and 7.20 of the London Plan and the National Planning Policy Framework.

4. Consultations

Responses from Neighbours:

- 4.1. The application was referred to three neighbouring properties, and no comments were received.

Responses from statutory consultees:

- 4.2. Thames Water: No comments.

Responses from internal consultees:

- 4.3. Transport Team: No objection to the proposal, subject to conditions.
- 4.4. Tree Officer: placed no objections to the submitted Tree Survey Report.

5. Relevant Policies

- 5.1. London Plan (2016)

Policy 3.5 - Quality and Design of Housing Developments
Policy 3.14 - Existing housing
Policy 5.3 - Sustainable design and construction
Policy 6.3 - Assessing effects of development on transport capacity
Policy 6.9 - Cycling
Policy 6.10 - Walking
Policy 6.12 - Road Network Capacity
Policy 6.13 - Parking
Policy 7.4 - Local Character
Policy 7.6 - Architecture
Policy 7.16 - Green Belt
Policy 8.3 - Community infrastructure levy

5.2. Core Strategy

CP2: Housing Supply and Locations for New Homes
CP4: Housing Quality
CP24: The Road network
CP 25: Pedestrians and Cyclists
CP26: Public Transport
CP30: Maintaining and Improving the Quality of the Built and Open Environment
CP33: Green Belt and Countryside

5.3. Development Management Document

DMD 6: Residential Character
DMD 7: Development of Garden Land
DMD 8: General Standards for New Residential Development
DMD 9: Amenity Space
DMD10: Distancing
DMD 37: Achieving High Quality and Design-Led Development
DMD 44: Conserving and Enhancing Heritage Assets
DMD 45: Parking Standards and Layout
DMD47: New roads, access and servicing
DMD48: Transport assessments
DMD49: Sustainable design and construction
DMD79: Ecological Enhancements
DMD80: Trees
DMD 81: Landscaping
DMD82: Protecting the Green Belt

5.4. National Planning Policy Framework (NPPF, 2018)

Section 12: Achieving well-designed places
Section 13: Protecting Green Belt land

5.5. Other Relevant Policy Considerations

Enfield Characterisation Study
Mayor's Supplementary Housing Guidance
Technical housing standards - nationally described space standard

6. Assessment

6.1. The main issues arising from this proposal relate to:

- Green Belt;
- Quality of the proposed residential accommodation;
- Accessibility;
- Highways and transport implications;
- Trees;
- Sustainability;
- Community Infrastructure Levy;
- Refuse and bin storage facilities; and
- Other Matters.

Green Belt

6.2. London Plan (2016) Policy 7.16 'Green Belt' notes that "the strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance."

6.3. The revised NPPF was published on the 24 July 2018. The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions.

6.4. Under NPPF paragraph 133 states that: 'The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.'

6.5. As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The NPPF goes on to expand upon 'very special circumstances' in paragraph 144: 'When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations'. To be 'clearly outweighed' implies well beyond in balance.

6.6. Paragraph 145 expands more specifically as to Local Planning Authorities regard to the new building within the Green Belt, and states, '*A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:*

- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.'*

6.7. Policy CP33 of The Enfield Plan Core Strategy 2010 (CS) states that the Council will continue to protect and enhance the Green Belt. The broad thrust of these local planning Policies are consistent with guidance on Green Belts found in section 13 of the Framework. Paragraph 133 states that the Government attaches great importance to Green Belts.

- 6.8. No. 301 is a single-storey cottage style property roughly situated within the centre of a large spacious plot opposite existing dwellings along The Ridgeway, which links Enfield's town centre to the M25 motorway. There is an existing outbuilding, but overall the property is modest in size and scale. The dwelling has a foot print of approximately 67sqm. It includes five-bedrooms (two within the roof space), kitchen, living room and family bathroom.

Previous Decision as a Material consideration

- 6.9. A previous application was refused by the Local Planning Authority (P12-02040PLA) in August 2012 for the demolition of the existing dwelling house and the erection of a replacement house. The application was dismissed at appeal by the Planning Inspectorate.
- 6.10. The previous application proposed a two-storey dwelling in a similar location as to the one currently proposed. The previous overall ridge height was 6.4m. The proposed ridge height is 6.9m from the lowered ground level and 6.5m from the surrounding ground level. The roof form is slightly different with two a hipped roof. Formerly the roof comprised. The previous roof form comprised a half-hipped roof with gable-end pitched roof projections. The outbuilding has been omitted.
- 6.11. The house currently proposed is H-shaped, symmetrical in appearance, with a central doorway and dormer and two projecting elevations, consisting of gables. The refused submission was similar, but with a projecting front bay and porch. The footprint has increased from the previous application (P12-02040PLA) which was dismissed at appeal, from approximately 124sqm to approximately 182sqm.



Figure 1: current proposal 17/04704/FUL.



Figure 2: Dismissed proposal (P12-02040PLA).

- 6.12. Planning decisions are required to be taken in accordance with the development plan unless there are material considerations that indicate otherwise. The previous application, above, and subsequent Planning Inspectors decisions, based on the similarities of the schemes is considered of considerable material weight in the assessment of the current application.

Inappropriate Development

- 6.13. The proposed main dwelling would be two storeys with would comprise a half-hipped roof with gable end pitched-roof projections. The external materials would comprise brickwork, render and exposed oak and elements with glazed sections, notably to the north west elevation under a tiled roof. The design would reflect a traditional character. The replacement dwelling would include three reception rooms and a study room. There would be four bedrooms with one en-suite and a balcony on the first floor.
- 6.14. In the applicants DAS, the property is described as one and a half storeys. When read from ground level, it is clear that in elevation, this is a two storey dwelling. Although an attempt has been made to mitigate the height of the building by lowering the floor levels by approximately 0.5m, the proposal being set over two storeys and finished height level would lead to a materially greater form of development in comparison to the existing bungalow.
- 6.15. In comparison to the existing single-story cottage like dwelling, the bulk, mass and volume of the replacement dwelling would be significantly different. Given the proposed built volume, height size and width, the proposal would represent an inappropriate form of development. Moreover, the footprint of the proposed dwelling would be greater than that under previously dismissed appeal which highlights the development as an inappropriate form of development. Accordingly, it is considered that by virtue of the size of the replacement dwelling the proposal constitutes inappropriate development in the Green Belt. This is by definition harmful, and the National Planning Policy Framework advises that such development should not be approved except in very special circumstances.

Effect upon Openness

- 6.16. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
- 6.17. As part of the evidence base which supported the Enfield Plan Core Strategy (Core Strategy) a characterisation study (Enfield Characterisation Study) was undertaken to provide a description of the physical form of the borough, its places and landscapes. Page 120 of the Characterisation Study identifies farmland ridges and valleys as the largest and most widespread landscape character type in the borough which is considered as an important area of high quality open landscape with a special character which is highly valued.
- 6.18. In relation to the application site the landscape area is referred to as Turkey Brook Valley (P158-159), one of the six separate landscape character areas. Some of the key characteristics and distinctive features of this area include geometric fields of mainly pastoral farmland with some arable fields, mature well managed hedgerow, St John's Senior School, The Ridgeway Water tower and Botany Bay.
- 6.19. One of the key issues and implications identified is that it is 'essential that the Green Belt roles of the area are protected, and future development is restricted. Botany Bay is particularly prominent on the ridgeline and future development in and around the settlement should be resisted. It is important that the character of the area that is Botany Bay remains as an isolated hamlet.

- 6.20. The site is bordered on 3 sides by field and is set apart from the built form to the south side of The Ridgeway where there are three groups of semidetached buildings. The setting on the building is unique within the area.
- 6.21. The overall footprint of built form would be reduced because of the proposal (from 193sqm to 182sqm). However, with the introduction of a two-storey dwelling there would be a fundamental change in the overall height, bulk and volume on the site.
- 6.22. The proposed house would be of traditional design, reflective a traditional farmhouse. However, taking into account the sites unique setting and existing low level unobtrusive dwelling, the proposed form and mass is not considered compatible with the surroundings. The development would stand alone and harm the open and spacious character of the application plot given the bulk, mass and volume of the dwelling. The increased bulk and scale of the replacement dwelling together with its proposed siting close to the boundary with open fields beyond would make the building on the site more prominent and would have a harmful impact upon the open character and appearance of the Green Belt as well as its wider setting, increasing the visual dominance and intrusiveness
- 6.23. Overall the development would materially harm the openness of the Green Belt. Accordingly, the development would conflict with the main aims and objectives of Policy 7.16 of The London Plan, CS Policy CP33 and paragraphs 79 and 80 of the Framework.

Balance

- 6.24. A replacement dwelling would result in larger family accommodation. However, this is considered a private rather than public benefit in relation to the scheme and would not demonstrate a 'very special circumstance' by which development in this instance would be considered justified.
- 6.25. The applicant has attempted to justify the fall-back position of permitted development in relation to the existing dwelling house. The policies and guidelines for new development are much different to those under PD rights for new dwellings, although this fallback position does form a material consideration.
- 6.26. The dwelling appears to have undergone works carried out under permitted development. These comprise single storey extensions to the original dwelling to the north east and west elevations, as well as the addition of dormers at roof level.
- 6.27. In relation to the previous proposal (P12-02040PLA) the Inspector concluded, *'Nonetheless, even if there is a reasonable prospect of PD rights being implemented, my concerns are that the replacement dwelling would be re-sited, it would be spread over two floors whereas the existing dwelling is single-storey and its bulk, mass and volume would be significant. Consequently, the development would have a materially harmful effect upon the open character of this part of the Green Belt, irrespective of the potential fall-back.'*
- 6.28. Taking the Inspectors comments into account, the tolerances of permitted development do not provide the very special circumstances whereby sufficient to outweigh the harm by virtue of the inappropriate development

identified with the Green Belt. The proposal whilst marginally lowered in height still represents a two-storey development. Moreover, the proposal is greater in footprint than the dismissed scheme (P12-02040PLA) by some margin which only highlights to exacerbate the concerns raised previously by the Planning Inspectorate. As outlined above, the proposal is not considered to be compliant with Policy as the proposal would be materially larger than what is present on the site. In the absence of very special circumstances, the proposal represents inappropriate development within the Green Belt.

- 6.29. The applicant has referred to another appeal for a replacement dwelling at Pear Tree House, Cattlegate Road, Enfield EN2 9DS. This site is located on a busy road in Crews Hill with several garden centres and other varied uses. This appeal was determined in 2013 and is not directly comparable to the application and is therefore attributed little weight in the assessment of the current proposal.
- 6.30. The use of traditional materials is also acknowledged in the design. However, this would not overcome the fundamental concerns identified in relation to overall scale, bulk and mass, which is materially greater than the existing dwelling and result form an inappropriate form of development inside the Green Belt and materially harm the openness of the Green Belt.

Neighbouring Amenity

- 6.31. London Plan policy 7.6 states that buildings should not cause unacceptable harm to residential amenity, including in terms of privacy and overshadowing. DMD 6 and 8 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.
- 6.32. 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. DMD 10 also specifies that facing windows for 2-2 storeys should be 22 metres apart.
- 6.33. The proposed dwelling would be located on the north side of The Ridgeway. The closest residential dwellings are located to the south, over the public highway. The proposed two storey dwelling would increase the mass, height and bulk of the built form over the existing development. However, the proposed dwelling would be 35m from the nearest residential property, which is located over a wide carriageway. Considering the overall height of the proposal and given the relative separation distances it is considered that a new dwelling would not have an adverse impact to the living condition of adjoining occupiers in terms of loss of light, outlook, overlooking or cause increase sense of enclosure.

Quality of accommodation

- 6.34. Paragraph 12 of the NPPF seeks to create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.
- 6.35. Policy 3.5, of the London Plan, requires that housing developments should be of the highest quality internally, externally and in relation to their context and

the wider environment. Table 3.3 of the London Plan prescribes the minimum space standards for new housing.

- 6.36. A new 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. These new standards came into effect on 1 October 2015. At 344sqm the proposed 4 bed dwelling would exceed the minimum space standards prescribed in the NDSS and London Plan.
- 6.37. The internal layouts of the proposed residential unit are acceptable, and a satisfactory unit size has been provided. The unit is also dual aspect with good outlook and natural ventilation.
- 6.38. DMD 9 (Amenity Space) requires that new residential development must provide quality private amenity space that is not significantly overlooked by surrounding development and meets or exceeds the minimum standards of 29sqm for a dwelling house. The proposed outdoor garden is considered adequate to meet the needs of the new house.
- 6.39. In light with the above assessments, the proposed development is considered to provide acceptable living accommodation to future occupiers of the development.

Transport Impact

Vehicular access

- 6.40. The site currently has vehicular access from The Ridgeway. The proposed off-street park area would have a sufficient space enabling adequate manoeuvring to be undertaken and vehicles to be able to exit onto roadways in a forward's direction. Such arrangements are considered acceptable, and details of the vehicular access can be dealt with by way of planning condition.

Car Parking

- 6.41. The proposal would off street car parking space to the front of the dwelling. It is possible to enter and exit the sit in forward gear. As such there the car parking arrangements are considered acceptable for a development of this scale.

Refuse and Recycling

- 6.42. DMD 47 specifies that new development will only be permitted where adequate, safe and functional provision is made for refuse collection. The refuse and recycling provision should be provided in line with the Council's Refuse and Recycling Guide ENV 08 162. This could be dealt with by way of planning condition if the proposal were considered acceptable overall.

Cycle Parking

- 6.43. The development must provide secure, integrated, convenient and accessible cycle parking in line with the minimum standards set out in the current London Plan Table 6.3 as required by DMD Policy 45 and the guidance set out in the London Cycle Design Standards. This could be dealt with by way of planning condition.

- 6.44. Subject to conditions, the proposal is considered to not generate an unacceptable level of impact on transport.

Sustainability

- 6.45. The National government's policy is that planning permissions should not be granted requiring, or subject to conditions requiring, compliance with any technical housing standards other than for those areas where authorities have existing policies on access, internal space, or water efficiency. Where there is an existing plan policy which references the Code for Sustainable Homes, authorities may continue to apply a requirement for a water efficiency standard equivalent to the new national technical standard, or in the case of energy a standard consistent with the policy set out in the earlier paragraph in this statement, concerning energy performance.
- 6.46. Policy 5.3 of the London Plan relates to sustainable design and construction seeking to ensure that the design and construction of new developments have regard to environmental sustainability issues such as energy and water conservation, renewable energy generation, and efficient resource use. Policy CP4 of the adopted Core Strategy states that the Council would adopt a strategic objective to achieve the highest standard of sustainable design and construction throughout the Borough. Thus, details of water efficiency and energy efficiency are required to be assessed for this planning application.
- 6.47. The applicant has supplied an energy statement which states energy efficient measures such as insulation and glazing specification which is above and beyond the minimum building regulations requirement and an efficient air source heat pump as the primary heating source. The applicant states the proposal would result in carbon reduction of 30.40%. It is not clear whether the reduction would be % over Part L of the Building Regulations 2013. Nonetheless, in event of approval, a condition requiring the supply of a certificate demonstrating compliance Building Regulation, 2013, could be included as part of any decision.
- 6.48. No information has been provided by way of water consumption, with DMD Policy 58 requiring development to not use more than 105L of water per person per day. Information demonstrating this would be required by way of condition in the event of approval as a condition.

Other Matters

Biodiversity

- 6.49. Bats and their roosts are fully protected by the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010 (as amended). The legislation affords all bat species European Protected Species (EPS) status. A Bat survey has been submitted in conjunction with the application. The report concludes that in relation to the dwelling and the outbuilding there is a 'negligible likelihood' of roosting bats. Given the information submitted, it is considered there would be no adverse impact in relation to the protected species.

Excavation

- 6.50. Part of existing ground level to the site would be lowered by approximately 0.5m. Given the extent of excavation, a condition would be required in relation to construction management to ensure appropriate measures are applied. Moreover, given the sites degree of separation there is no undue impact from lowering the ground levels. The site is located within a Site of Archaeological Interest. There may be some impact tree roots from works and excavation. If the proposal were considered acceptable overall, it is considered this could be controlled by condition.

Sustainable Drainage

- 6.51. DMD61 requires a SuDS measures to maximise their use. It is considered this information could be supplied by way of condition. A condition to this effect could be included if the application were considered acceptable.

CIL

- 6.52. 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 private housing.

7. Conclusion

- 7.1. In light with the above assessment, the proposed demolition of the existing dwelling and replacement dwelling would not be supported, owing to its adverse impact on the setting of the listed buildings and the character of the conservation area.

8. Recommendation

- 8.1. Planning consent is recommended for refusal for the following reasons:
- 1) The proposed replacement dwelling by virtue of its size above that of the original dwelling & siting, would result in inappropriate development in the Green Belt, contrary to London Plan Policy 7.16, CS Policy CP33 and the National Planning Policy Framework.
 - 2) The proposed development, by reason of its size, siting, scale, bulk and mass would result in a dominant and obtrusive form of development within the Green Belt which would materially harm the openness of the Green Belt. As a result the proposal would conflict with Polciy 7.16 of the Development Management Polcies, CS Policy CP33 and The National Planning Policy Framework.

301 THE RIDGEWAY - PHOTOMONTAGE OF EXISTING BUILT FORMS ON SITE



Photo 4



Photo 1



Photo 5



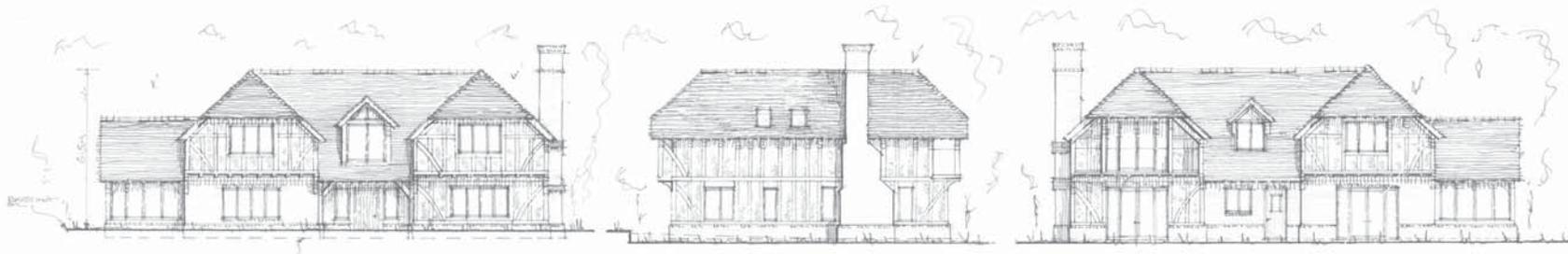
Photo 6



Photo 2



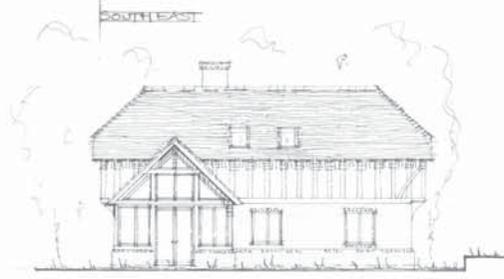
Photo 3



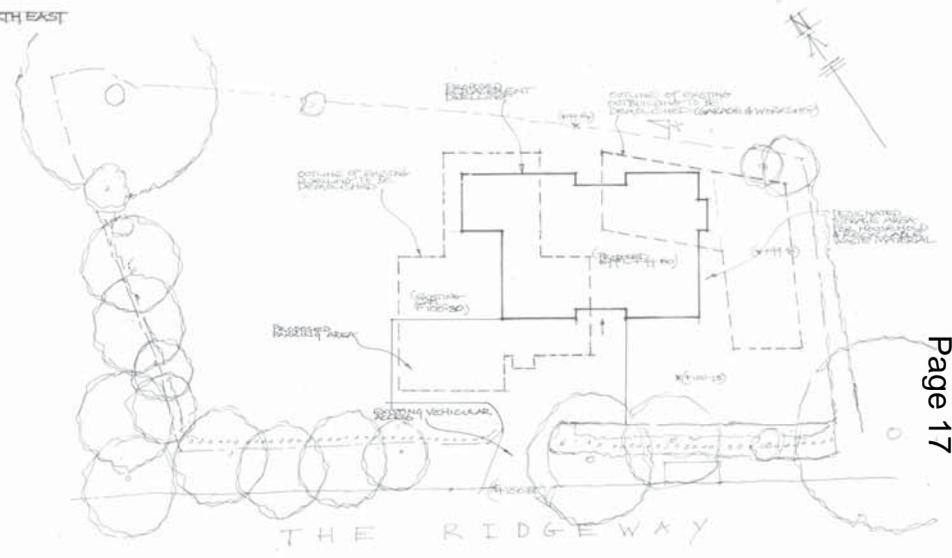
SOUTH WEST

SOUTH EAST

NORTH EAST



NORTH WEST



THE RIDGEWAY



GROUND FLOOR PLAN

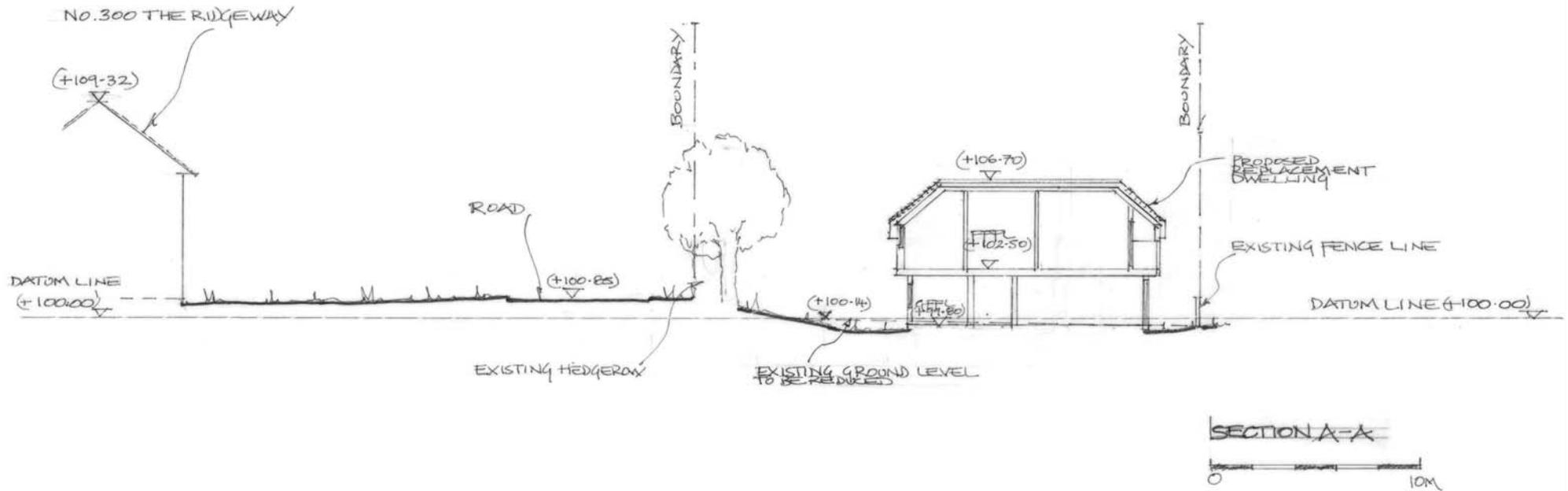


FIRST FLOOR PLAN

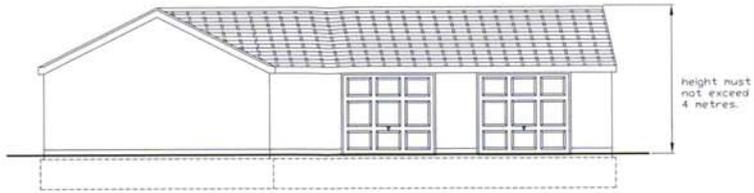


OAKLAND VALE Designers and Builders of Fine Bespoke Homes Innovation Centre, Unit 22 Highfield Drive Churchfields St Leonards-on-sea East Sussex TN38 9UH T: 01424 214411 W: www.oaklandvale.co.uk E: info@oaklandvale.co.uk	Address: 301 The Ridgeway Enfield Middlesex EN2 8AL	Revision Notes: (21/07/11) 2012 <u>BASELINE AREA INDICATED ON</u>	Notes: © This drawing, its contents, and all information contained therein is protected by copyright. It may be used once only for its intended purpose under a contract with Oakland Vale Ltd. but specifically not for any other use or purpose. Do not scale from this drawing, except for planning purposes. All dimensions are to be checked on site and any discrepancies are to be brought to the attention of Oakland Vale Ltd. This drawing is to be read in conjunction with all relevant information provided by Oakland Vale Ltd. All drawings and information are subject to engineers comments. Any work carried out prior to the relevant approvals being in place is done so at the clients risk.	Client: Mr C.Allison	Title: Proposed Replacement Dwelling
	Drawing Notes:	Date: 11th Sept 2017	Drawn By: DB	Checked by:	Scale: 1:100 & 1:200 @ A1

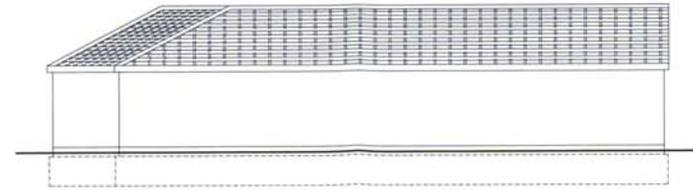
No. 300 & 302 The Ridgeway



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				Date: 19th Sept 2017	Drawn By: DB	Checked by:	Scale: 1:200 @ A1



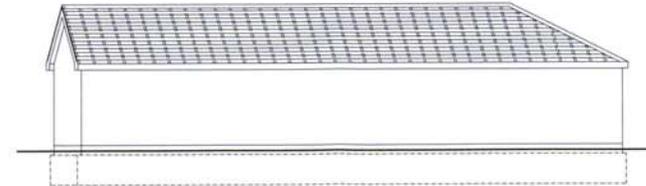
North West Elevation



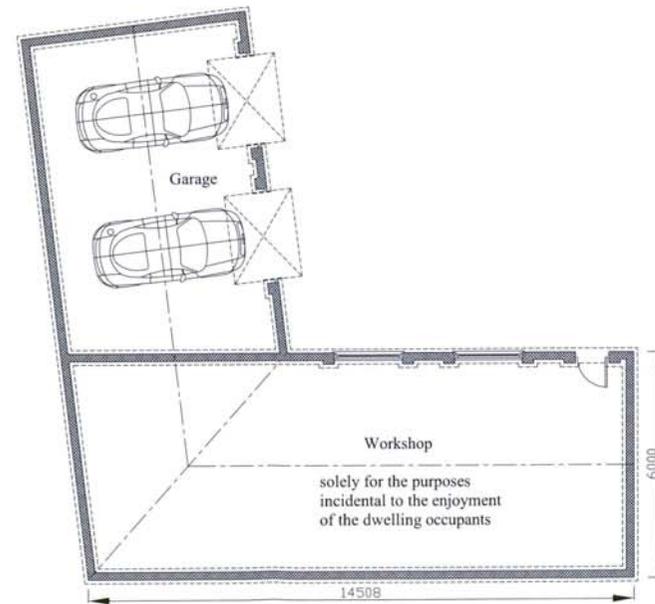
North East Elevation (rear)



South West Elevation (front)

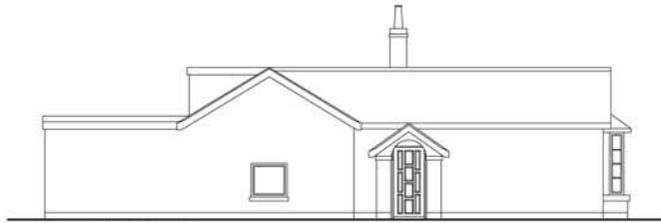


South East Elevation

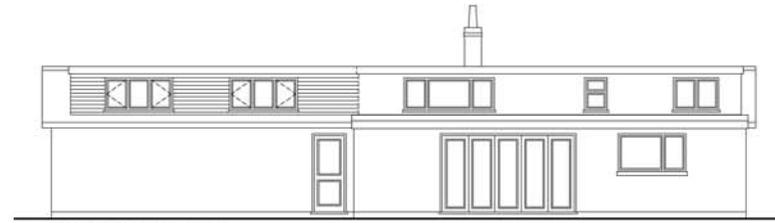


Floor Plan

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				<p>Date: 26th Oct 2017</p>	<p>Drawn By: AH</p>	<p>Checked by:</p>	<p>Scale: 1:100 @ A2</p>



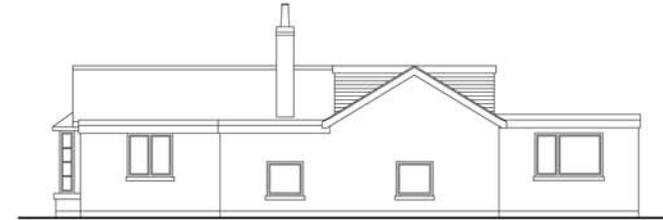
South West Elevation



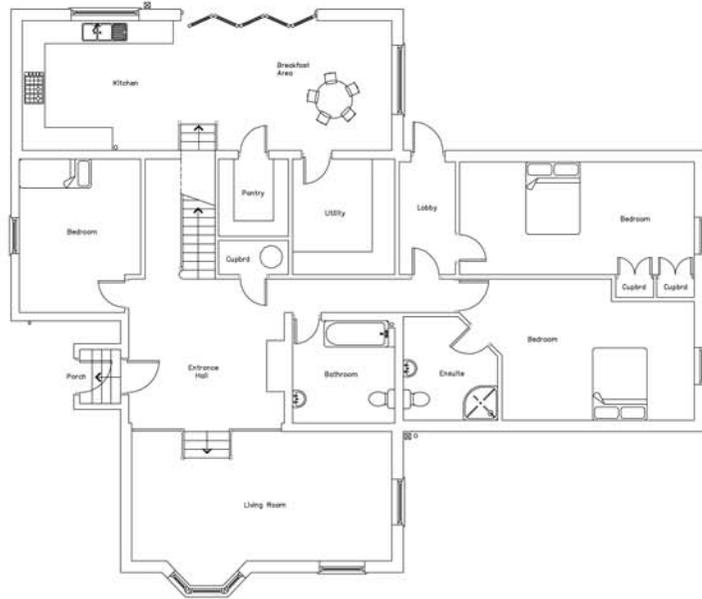
North West Elevation



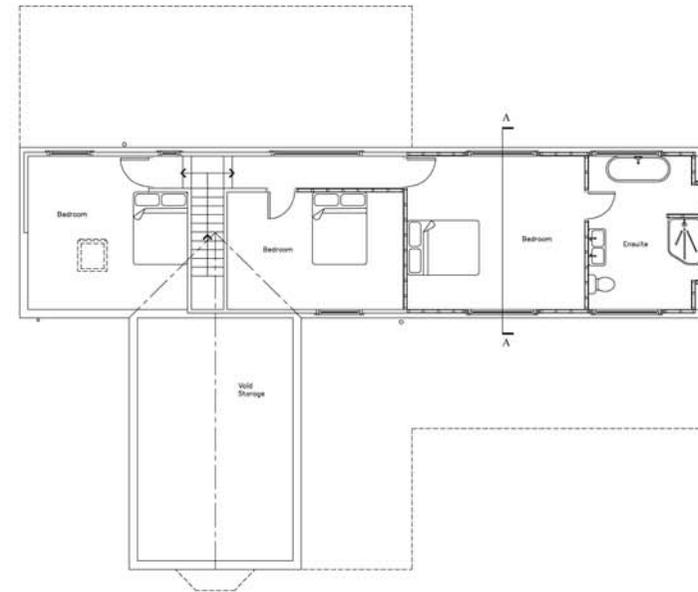
South East Elevation



North East Elevation

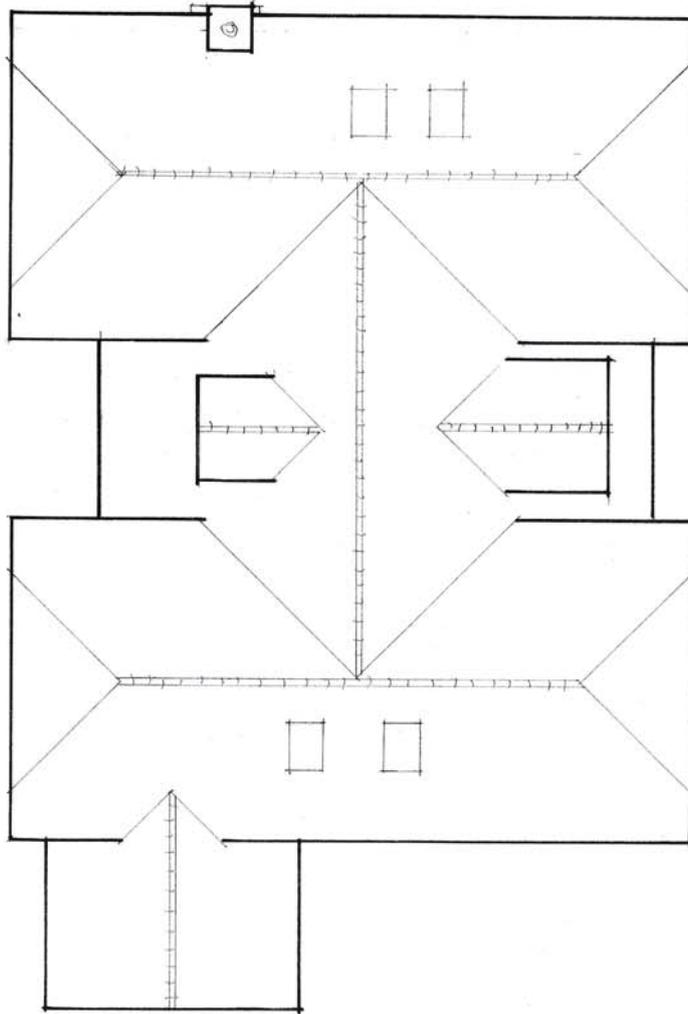


Existing Ground Floor Plan



Existing First Floor Plan

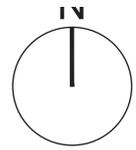
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	<p>Date: 26th Oct 2017</p>	<p>Drawn By: AH</p>	<p>Checked by:</p>	<p>Scale: 1:100 @ A2</p>	<p>Drawing No: OV/DB/CA/04</p>	



ROOF PLAN



<p>OAKLAND VALE BY DESIGN</p> <p><small>Oakland Vale Ltd, Innovation Centre, 10th Fl, 10th Floor, 21 Leppards Way, East Sutter, SUTTER, SUTTER T: 01454 414411 E: info@oakvale.co.uk W: www.oakvale.co.uk Oakland Vale is a trading name of Oakvale Ltd.</small></p>	<p>Project Address: 301 THE RIDGE - WAY ENFIELD MIDDLESEX EN2 8AL</p>	<p>Revision notes:</p>	<p>Notes: © This drawing, in common, and all information contained therein is protected by copyright and is the property of Oakland Vale Ltd. It is not to be used, copied, reproduced, or otherwise disseminated without the written consent of Oakland Vale Ltd. Do not scale from this drawing, except for planning purposes. All dimensions are to be checked on site and any discrepancies are to be brought to the attention of Oakland Vale Ltd. This drawing is to be used in conjunction with all relevant information provided by the client. All dimensions and information are subject to engineering comments. Any work carried out prior to the relevant approvals being in place is done so at the client's risk.</p>	<p>Client: MR C. ALLISON</p> <p>Date: 06/02/2018</p> <p>Drawn By: DB</p> <p>Checked by:</p>	<p>Title: PROPOSED REPLACEMENT DWELLING (ROOF PLAN)</p> <p>Scale: 1:1000EAS</p> <p>Drawing No: 01/DB/CA/05</p>
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Ordnance Survey OS Sitemap



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Metres
Scale: 1:1250 @ A3

Visual demonstrating proposed reduction in built form on site
(EXTENT OF RIDGE LINES ADDED 06/02/2018)



Footprint of proposed dwelling

Existing buildings to be demolished

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 25th September 2018

Report of

Assistant Director, Regeneration & Planning

Contact Officer:

Andy Higham
Kevin Tohill
Eloise Kiernan
Tel No: 0208 379 4944

Ward:

Southgate Green

Application Number: 18/00633/RE4

Category: LBE - Dev by LA

LOCATION: Broomfield Park, Broomfield Lane, London, N13 4HE

PROPOSAL: Creation of a wetlands area (1500sqm) involving increase in height of bund by 0.8m, restoration of water feature together with associated landscaping to the south east corner of the park.

Applicant Name & Address:

Graham Campbell
London Borough of Enfield
B-Block North
Civic Centre
Silver Street
EN1 3XA

Agent Name & Address:

Graham Campbell
London Borough of Enfield
B-Block North
Civic Centre
Silver Street
EN1 3XA

RECOMMENDATION: In accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, planning permission be deemed to be granted subject to conditions.

Note for Members: A council department is acting as the agent for this application, meaning that in the interests of transparency, the application has been referred to Committee for decision.

1. Site and Surroundings

- 1.1 The application site comprises a large registered park or garden which contains the Grade II listed Broomfield House and Broomfield Park.
- 1.2 Broomfield House stands towards the south-east of the 21ha site, with the gardens and park lying to the west. The site is on level ground and is set within a largely residential area of Enfield between Arnos Park to the west and Palmer's Green to the north-east. The park is bounded by Alderman's Hill (A1004) to the north, Powys Lane to the west (B1452), Broomfield Avenue beyond a row of houses to the east, and Broomfield Lane bordering the southern edge of the park. The south-east boundary is marked by C16 to C18 brick walls (listed grade II) and there are park railings along the south-west, west and north sides. The main approach to the House is from Broomfield Lane from where a drive leads west to the south side of the House. There are further entrances into the gardens and park from the surrounding roads on all sides.
- 1.3 Broomfield House itself is a house of several periods. Southern part appears to be of C16 and has high pitched hipped roofs in form of a square, now slated. Northern part of early C18, also with hipped roof now slated. Two old compound brick chimney stacks. Roofs largely concealed by parapets. North front of two storeys, four windows. C18 red brick, formerly painted. Cornice band and 1st floor band. 1st floor sash windows with glazing bars in wood lined reveals; ground floor long replaced sashes. All other facades covered in C20 roughcast and mock half-timbering. Western entrance has one-storey recessed porch. Some windows late C18 or early C19 sashes with glazing bars. Inside at the south end some original timber framing, including heavy chamfered beams with joiners' marks, and chamfered joists. Good C18 staircase with 3 different balusters to a tread, carved tread ends and ramped handrail. One fine panelled room with ornamental cornice and chimney piece. Other panelling and enriched doorcases. Some carving possibly imported. Staircase walls and ceiling attributed to Sir J Thornhill, but the attribution seems doubtful; the work is either by a copyist or badly painted over.
- 1.4 The early C18 rectangular stable block stands to the south of the House, currently (1999) empty. The stable court is enclosed by high, early C18 brick walls.
- 1.5 Broomfield Park is an early C18 formal garden associated with Broomfield House (Grade II*), comprising a walled enclosure focused on a series of early C18 formal, tiered water bodies developed from earlier fishponds, and set within a landscape park. The historic gardens and parkland were converted for use as a public park, from 1908-14. Broomfield Park is included in Historic England's Register of Parks and Gardens of Special Historic Interest at Grade II (as 'Broomfield House'). The Site adjoins the Lakes Conservation Area. Broomfield Park was recently added by Historic England to their register of Heritage at Risk due to the cumulative impact of incremental changes. Broomfield House and stables are long standing entries on that Risk Register.
- 1.6 The proposed site location is situated in the south-west of the park, in the western half of the park, which is known as West Field. West Field was historically the parkland associated with the house and gardens but is now an area of urban parkland. The majority of this area is grassed but the north-

eastern corner of West Field contains facilities associated with public use including tennis, netball and basketball courts, bowls club, memorial garden and community orchard. The west wall, which runs adjacent to the site, is Grade II listed in its own right.

- 1.7 The site is also identified as local open space, Metropolitan open land, registered park or garden and a site of archaeological interest.

2. Proposal

- 2.1 The applicant seeks full planning permission for the creation of a wetlands area (1500sqm) involving increase in height of bund by 0.8m, restoration of water feature together with associated landscaping to the south east corner of the park.

3. Relevant Planning Decisions

- 3.1 None relevant

4. Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Traffic and Transportation - No objections subject to conditions
- 4.1.2 Trees - No objections
- 4.1.3 Environmental Health - No objections subject to a condition for Construction Management Plan as the development area is in close proximity to residential premises and dust emissions are potential issues during the construction phase.
- 4.1.4 SuDS - No objections - The Broomfield Park Wetlands project will help to reduce surface water flood risk in this area, providing a greater standard of protection against flooding for properties and critical infrastructure. Constructed wetlands form a crucial part of our Local Flood Risk Management Plan. Wetlands are a type of flood management which are capable of storing water during and after storm events, reducing flood risk. In Broomfield Park the inclusion of wetland features will assist in draining nearby water-logged areas of the park. The diversion of a surface water sewer to a wetland environment allows for improvements to the water quality through natural restorative treatment.
- 4.1.5 Conservation Officer - Objection as per comments made by Historic England and the London Park and Gardens Trust.
- 4.1.6 Thames Water - No objections
- 4.1.7 Historic England - Pre-application Advice

Pre-application advice was provided by Historic England during consultation, including a site meeting on 2nd November 2017, with the Structures & Watercourses Team, Highway Services; Enfield Council.

The Registered Park and Garden has been assessed as 'Vulnerable' for Heritage at Risk (HAR) partly as a result of the incremental changes that have already been made to the landscape - further interventions could potentially place this heritage asset at greater risk of loss of significance

4.1.8 Historic England - Application - Concern raised

The very bad condition of Broomfield House and Stable Block (Grade II *), the condition of a number of other features and the cumulative effect of a succession of incremental changes eroding the character and extent of surviving Parkland, seriously impacts the significance of the Registered Park and Garden. As such, Historic England recently added the Park to the Heritage at Risk Register (the House and Stable Block are long running cases on the at-Risk Register).

Historic England acknowledge that the proposed wetlands will deliver drainage and associated improvements. However, the proposed wetlands will result in the permanent physical and visual alteration of part of the surviving Parkland - a feature of the historic designed landscape in its own right.

Parkland forms the essential soft landscape of 'pasture' and planting, often serving as the foil to the more intensive experience of the formal pleasure grounds and ornamental gardens around the main house. Its more open and 'featureless' character of grass, freestanding trees and clumps often make it more fragile than the easily-recognised and better-protected gardens and built landscape features. It is easily lost and can be difficult to reinstate.

The proposed wetlands will occupy the only remaining part of the Parkland outside of the double avenue where open grassland directly adjoins the walled enclosure at the heart of the historic designed landscape. In this area, they will permanently alter the physical and visual character of the smooth sward of grass sweeping uphill from the walled enclosure and represent further loss of open Parkland to incremental features and facilities. This will result in harm to the significance of the Registered Park and Garden.

The planning application has limited information setting out clear and convincing justification for such harm, including options appraisal assessing alternative locations and extents of schemes either within the Registered Park and Garden or outside of it.

Historic England urge their comments to be considered and recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice as well as any consultation responses from the Gardens Trust / London Parks and Gardens Trust.

4.1.9 London Park and Garden Trust - Objection

Not only is the Park Grade II listed but is the setting of several grade II* historic features including Broomfield House; remains of C16-18th east wall with attached early C18th pavilion/garden house & stable block.

The London Park and Garden Trust remain unconvinced with the claim in the applicant's heritage statement that "The public benefit of the flood alleviation scheme to reduce flood risk ... is considered to outweigh the minimal harm

caused to the Heritage Asset.” (*Heritage Statement 4.1.7.*). Broomfield House and its Stable Block are already on the HAR register for London, and any further erosion to their fragile setting can only have a negative impact upon their significance. The London Park and Garden Trust would prefer to see the funding from Thames 21 and the Mayor of London being put to use for a SUDs scheme in a less sensitive site, or with a scheme that involves proper consideration of the heritage sensitivities of this site. They therefore **OBJECT** to the application as it currently stands. The following reasons are given.

It is not apparent from the documentation why Broomfield Park was chosen as the site for this SUDs scheme. There is nothing to indicate whether other less sensitive sites were considered, even if they were eventually deemed unsuitable, and if so for what reason(s). The two proposed SUDs wetland cells and their decking bridge sit uneasily in relation to the historic walls (Visualisation Fig 3, *Planning Statement*, p5) and the formal lime avenue, and are alien in character and appearance to the smooth ‘parkland’ grass which currently borders these features.

The *Heritage Statement 3.6.16* stresses the “relationship between the House, formal gate and parkland form the setting of Broomfield House. The setting makes a high contribution to the importance of Broomfield House.” Introduction of wetland cells with their associated informal bog/damp planting/landscaping would considerably alter this key historic setting, and therefore would have a correspondingly negative effect upon the significance of the RPG.

They disagree with Para 4.1.6 in the *Heritage Statement* which states that “it is considered that there will be no impact upon the setting of the surrounding heritage assets, including Broomfield House (Grade II*), walls associated with Broomfield House/Park Grade II) ...” The undoubted harm caused to the Grade II RPG (see NPPF Para 132) is not given any clear and convincing justification within the application documents. The London Park and Garden Trust remain unconvinced that “The public benefit of the flood alleviation scheme to reduce flood risk ... is considered to outweigh the minimal harm caused to the Heritage Asset.” (*Heritage Statement 4.1.7.*).

The London Park and Garden Trust are unclear as to the level of flood alleviation/water storage required. They would have liked clarification of the capacity of the existing lakes and stemming from this, a SUDs scheme designed proportionately so that the RPG and its constituent fabric/features are not harmed (NPPF Para 132 – great weight should be given to the conservation of irreplaceable heritage assets). The impression given by the available documentation is that this scheme is SUDs-driven rather than considering the overall benefits, which include public amenity value.

The London Park and Garden Trust also have concerns relating to the ongoing management of the area and the provision of funding for the future maintenance of the decking/bridge. We can see this potentially falling into disrepair in a short timescale. Since the Friends of Broomfield Park already undertake much of the maintenance of the Park and do not have capacity to take on more responsibility for core maintenance tasks we would like assurance that Enfield has sufficient budget for the increased maintenance this potential new feature will entail.

4.1.10 Conservation Advisory Group - Objection

(as per Historic England's comments)

4.2 Public response

4.2.1 Letters were sent to 387 adjoining and nearby residents. One response was received from the Chair of the Broomfield House Trust which raised the following planning considerations:

Concerns that the area marked for a temporary work site overlaps with an area noted in the Heritage Statement. Plan 5, where crop marks are shown based on Google earth imagery. This has not been investigated. Although Lidar imagery does not show anything, neither does it show anything on the back lawn where excavations have revealed archaeological remains. Investigation in situ in this area should ideally be carried out to settle the matter. This is on an area of level raised ground, which does not follow the general fall of the grassland area and is bounded to the south by signs of embankment. Investigations of the history of the house and park have considerable gaps in the written record or in maps before the OS began its work. Would it not be wise to look in to this (by excavation?) before covering it with a works compound?

Appendix 5 of the Environmental Statement indicates a large area (1 hectare) over the same general area would be raised by 50cm, however this doesn't appear to be explained or referred to elsewhere.

5 Relevant Policy

5.1 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The DMD provides detailed criteria and standard based polices by which planning applications will be determined.

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

5.3 London Plan

- 2.2 London and the wider Metropolitan area
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 7.4 Local character
- 7.5 Public realm
- 7.8 Heritage assets and archaeology
- 7.18 Protecting local open space and addressing local deficiency

5.4 Core Strategy

CP21 Delivering sustainable water supply, drainage and sewerage infrastructure

- CP28 Managing flood risk through development
- CP29 Flood management infrastructure
- CP30 Maintaining and improving the quality of the built and open environment
- CP31 Built and landscape heritage
- CP34 Parks, playing fields and other open spaces

5.5 Development Management Document

- DMD 37 Achieving High Quality and Design-Led Development
- DMD44 Conserving and Enhancing Heritage Assets
- DMD45 Parking Standards and Layout
- DMD59 Avoiding and Reducing Flood Risk
- DMD60 Assessing Flood Risk
- DMD61 Managing Surface Water
- DMD62 Flood Control and Mitigation Measures
- DMD63 Protection and Improvement of Watercourses and Flood Defences
- DMD71 Protection and Enhancement of Open Spaces
- DMD72 Open Space Provision
- DMD78 Nature Conservation
- DMD79 Ecological Enhancements
- DMD81 Landscaping
- DMD84 Areas of Special Character

5.6 Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Chapter 9, refer to setting. Section 66(1) states: 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'.

5.7 Registered Parks and Gardens

The addition of parks and gardens to the Register means that they are subject to a statutory designation and have the same weight in policy terms under the National Planning Policy Framework (NPPF) as scheduled monuments and listed buildings. In NPPF terms, they are 'designated heritage assets'. Registration is a 'material consideration' in the planning process, meaning that planning authorities must consider the impact of any proposed development on the landscapes' special character.

5.8 Other relevant policy/guidance

- National Planning Policy Framework
- National Planning Practice Guidance
- The Ancient Monuments and Archaeological Areas Act 1979
- Broomfield House, Conservation Management Plan - June 2016

6 Analysis

- 6.1 The main issues for consideration regarding this application are as follows:

- Principle of the Development
- Drainage
- Impact on heritage assets

Principle of Development

- 6.2 Policy CP34 of the Core Strategy and DMD71 of the Development Management Document refer to the protection of parks, playing fields and open spaces. Policies DMD78 and DMD79 of the Development Management Document and CP36 of the Core Strategy refer to nature conservation, ecology and biodiversity. Additionally, policies CP12 of the Core Strategy and DMD31 of the Development Management Document refer to visitors and tourism. Finally, policies DMD60 and DMD61 of the Development Management Document and policy CP28 of the Core Strategy refer to flood risk and managing surface waters.
- 6.3 Enfield's waterways are a valuable asset for the borough, they provide water resources for London, opportunities for sport, recreation and leisure, access to nature, a historical reference, and an attractive setting. However, they also represent sources of fluvial flood risk in Enfield, posing a potential threat to life and property which needs to be pro-actively managed. The underlying pattern of geology and the effects of urbanisation mean that the borough is also susceptible to incidents of surface water and groundwater flooding.
- 6.4 Enfield's Strategic Flood Risk Assessment (SFRA) Level 1 (2008) and Surface Water Management Plan (SWMP) (2012) provide local evidence of all forms of flooding including fluvial, surface water, groundwater, sewers and reservoirs. Policy DMD60 states that site specific Flood Risk Assessments (FRA) must accompany all applications for:
- a. Development proposals of 1 hectare or greater in Flood Zone 1;
 - b. All proposals for new development located in Flood Zones 2 and 3; and
 - c. All proposals in groundwater flood risk areas that involve the creation of useable space below ground;
 - d. All proposals for new development identified as being at risk from surface water flooding in the SWMP; or,
 - e. Any development that may be subject to other sources of flooding identified in subsequent reviews/updates of the evidence base on flooding.
- 6.5 Policies DMD59 through to 63 of the Development Management Document expressly relates to issues of fluvial, surface water and ground water flood risk. In addressing the requirements of the NPPF and the NPPG that seek flood risk management opportunities, and to reduce the causes and impacts of flooding through the Local Plan, this suite of Policies seeks to ensure that development must avoid and reduce the risk of flooding, and not increase the risks elsewhere. Through the application of measures to assess flood risk, control and mitigate flood water and provide enhanced Sustainable Drainage Strategies to demonstrate how proposed measures manage surface water as close to its source as possible in accordance with the drainage hierarchy in the London Plan, the Policies seek to front load flooding considerations in all development proposals.

6.6 The Flood Water and Management Act 2010 (FWMA) established Unitary Authorities in England and Wales as Lead Local Flood Authorities (LLFAs) with the express mandate to improve flood risk management and ensure the security of water supplies. The FWMA imparted significant new roles and responsibilities on local authorities who now have responsibilities for managing local flood risk. The FWMA also imposed a requirement on LLFAs to develop, maintain, apply and monitor a strategy for local flood risk management in its area that:

- specifies the roles of the different authorities that have responsibilities for managing flood risk;
- describes how the LLFA is working with partners to reduce flood risk;
- provides an overall assessment of local flood risk;
- sets out the objectives for managing local flood risk; and
- outlines what actions are to be taken to meet those objectives.

6.7 The London Borough of Enfield is the LLFA for the area with responsibilities relating to local flood risk from surface water runoff, groundwater and small rivers, streams and ditches. Flooding from main rivers remains the responsibility of the Environment Agency.

The proposals seek to deliver the following benefits to the area:

- Improved surface water quality via replenishment through the creation of wetland treatment cells (the surface water drainage network for this area flows towards Pymmes Brook further downstream);
- Increased biodiversity by creating habitat for a variety of wildlife;
- New amenity feature in the park; and
- Reduce flood risk through the storage of water following extreme rainfall.

6.8 The proposed wetland project would therefore help to reduce surface water flood risk in this area, providing a greater standard of protection against flooding for properties and critical infrastructure. Constructed wetlands form a crucial part of the Local Flood Risk Management Plan. Wetlands are a type of flood management which are capable of storing water during and after storm events, thus reducing flood risk. In Broomfield Park, the inclusion of wetland features would assist in draining nearby water-logged areas of the park. The diversion of a surface water sewer to a wetland environment allows for improvements to the water quality through natural restorative treatment.

6.9 It is therefore concluded that the proposal would provide flood storage mitigation for extreme weather events and therefore has clearly defined benefits in terms of local flooding and pro-actively seeks to address the impact of flooding and climate change to the benefit of residents, environmental quality and the wider area, as well as providing a new amenity feature and increased biodiversity to Broomfield Park, having regard to policies DMD59, DMD60, DMD61, DMD62, DMD63, DMD71, DMD78 and DMD79 of the Development Management Document, CP29, CP34 and CP36 of the Core Strategy and 5.12, 5.13, 7.18 and 7.19 of the London Plan as well as the guidance contained within the NPPF.

Impact on Heritage Assets

Setting is defined as:

“the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.”

Annex 2: Glossary, National Planning Policy Framework, Department of Communities and Local Government, 2012

Setting Caselaw

- 6.10 The recent ruling (Kedelston Hall, August 2018) relates to an application for homes on farmland approximately a mile away from a listed house / registered park and garden. This case clarified that the definition of setting is broadly based and is not just about whether development can be seen from the heritage asset. Setting includes non-visual impacts such as the relationship of the site to the asset, in this case the farmland had historically been part of the wider estate and hence part of its setting.

Significance of heritage assets

Significance is defined by the NPPF and Historic England as the following:

- 1) *“The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.”*

Annex 2: Glossary, National Planning Policy Framework, Department of Communities and Local Government, 2012

- 2) *“The sum of the cultural and natural heritage values of a place, often set out in a statement of significance.”*

p72 Conservation Principles, English Heritage, 2008

- 6.11 DMD 44 states that applications for development which fail to conserve and enhance the special interest, significance or setting of a heritage asset will be refused. In addition, the design, materials and detailing of development affecting heritage assets or their setting should preserve the asset in a manner appropriate to its significance. The DMD carries on to state that development affecting listed and locally listed buildings and buildings identified as making a positive contribution to the character of the area, and buildings affecting their setting, should normally use appropriate traditional historic materials and detailing. Mass-produced modern materials, such as uPVC and concrete roof tiles, will not normally be appropriate within the Conservation Area.”

- 6.12 The potential impact on heritage assets must also be considered in relation to the NPPF:

Para 132. State: *“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. The more important the asset, the greater*

the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.”*

Para 133. Goes on to say: *“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 loss is necessary to achieve substantial public benefits that outweigh that harm or loss...”*

- 6.13 We therefore firstly consider the significance of the heritage assets that will be affected by the development proposals. The Conservation Management Plan outlines the key significance of Broomfield House and Gardens as being the relationship between the Park and Gardens to the House. It concludes that the House, Stable Buildings and Park are collectively of High Significance and that the heritage value of these assets are inextricably linked. The division of the formal garden from the parkland is a key feature of the relationship between the house, garden and parkland and contributes to the importance of the setting of Broomfield Park and Broomfield House. The vista formed by the lime avenue has been assessed as being of ‘*High Importance*’, as it represents one of the historical features of the parkland, which makes a visual link between West Field and Broomfield House and contributes to the importance of the setting of the park. Collectively the surviving parkland and historical features that form the setting of Broomfield House have great aesthetic and historic value and inform the historical context and our understanding of the site as whole.
- 6.14 Historic England reiterate this view stating that,
- “The parkland forms the essential soft landscape of ‘pasture’ and planting, often serving as the foil to the more intensive experience of the formal pleasure grounds and ornamental gardens around the main house. Its more open and ‘featureless’ character of grass, freestanding trees and clumps often make it more fragile than the easily-recognised and better-protected gardens and built landscape features. It is easily lost and can be difficult to reinstate - particularly where it survives in urban parks with the myriad pressures required as part of open space provision for local communities.”*
- 6.15 Overall, the setting, particularly the juxtaposition of the openness of the parkland set against the formal gardens is considered to make a significant contribution to the importance of Broomfield House and Park. This is also acknowledged in the submitted Heritage Statement [3.6.16], as such officers consider that the proposed site does substantially contribute to the significance of the Registered Park and Garden and Bromfield House.
- 6.16 The next element of the assessment is to determine the level of potential harm on the registered Broomfield Park and Grade II listed Broomfield House, if any. For example, an unsympathetic additional floor on top of a list building which have a significant impact on the significance of that building would be

considered to have substantial harm, a lesser additional could be considered to have less than substantial harm, but never the less, there is still harm.

- 6.17 Both Historic England and the London Parks and Gardens Trust have identified that the proposals will cause harm to the significance of the aforementioned heritage assets. Specifically, Historic England contend that the proposed wetlands (covering an area of 0.35ha, up to 2 metres depth with banks between 1:4 and 1:8 gradients) will occupy the only remaining part of the Parkland outside of the double avenue where open grassland directly adjoins the walled enclosure at the heart of the historic designed landscape. In this area, they will permanently alter the physical and visual character of the smooth sward of grass sweeping uphill from the walled enclosure and represent further loss of open Parkland to incremental features and facilities. This will result in harm to the significance of the Registered Park and Garden.
- 6.18 The London Parks and Gardens Trust have stressed that the two proposed SUDS wetland cells and their decking bridge sit uneasily in relation to the historic walls (Visualisation Fig 3, *Planning Statement*, p5) and the formal lime avenue, and are alien in character and appearance to the smooth 'parkland' grass which currently borders these features.
- 6.19 Historic England have also stated that there has not been sufficient information setting out a clear and convincing justification for the harm which the proposed wetlands would cause to the RPG and the setting of Broomfield House and Stables. They recommended provision of further information not only setting out the need and requirements for the proposed wetland system but also an options appraisal exercise demonstrating which other potential sites both outside and inside the RPG had been considered.
- 4) *there is inadequate justification for the harm in terms of a robust options appraisal that looks at flood needs, less sensitive sites elsewhere and less harmful proposals on the Broomfield site;*
- 5) *there are no adequate enhancements proposed that offset harm by restoring or enhancing other parts of the heritage significance.*
- 6.20 Historic England issued the following response in relation to the submission of a further background paper, which outlined alternative location options for the proposed wetlands.

"The options outlined on page 5 of the background paper are all within the RPG, with no evidence provided of consideration of any external sites between the Local Flood Risk Management Strategy (2016) and submission of the Broomfield Park wetlands project to the Rivers Trust funding scheme in early 2017. There is no clear description of the project's flood storage capacity and other requirements. The only alternative discussed in the Portfolio Report (Appendix 3) is 'Do Nothing', with no mention of other locations, smaller scale schemes within the registered Parks and Gardens (RPG) or even retrofitting localised source control measures, etc. outside of the RPG, which reinforces our opinion that it was taken as given that the RPG would be the location for a wetland project regardless of whether or not that project would cause harm to the historic environment. Indeed, the beneficial works to the historic lakes only came about as an add-on after public consultation. In all, the background paper does not change our comments. As

for the degree of our concern, we confirm that this application contributed to our decision to include the RPG in the 2018 HAR Register.”

- 6.21 While Historic England had requested additional information in relation to potential alternate sites for the works, the applicant considered that there are no other locations outside of Broomfield Park, as such the application in front of us is the only location this can be considered:
- *The options considered on page 5 are all within the RPG because the overland flow of surface water that the scheme seeks to attenuate runs through the RPG - this is defined by the local topography. Historically a watercourse ran through this site, it is now piped underground but during an extreme rainfall event surface water would follow the route of this watercourse causing flooding downstream - there are no other suitable open spaces or viable alternative sites to create a flood storage within this catchment area;*
 - *Reducing flood risk is just one of the aims of this project (the other primary aims are improving water quality and enhancing amenity and biodiversity) - a detailed hydraulic modelling study has therefore not been carried out. The project aims to reduce flood risk downstream by storing surface water runoff during extreme events, consequently the aim is to store as much water as is practically possible given the local topographical and hydraulic constraints (the more water stored the bigger the reduction in flood risk downstream); and*
 - *Source control SuDS measures could be used to address local flood risk issues; however, because of the small size of these features a very large number of them would be required to achieve the same result (several hundred at least) - it is estimated that this would cost at least 10 times more than the current proposal. Additionally, although source control features can reduce pollution from highway runoff they cannot address pollution related to misconnections which is considered to be the primary source of pollution in this catchment.*
- 6.22 NPPF Para 134 states: *“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 securing its optimum viable use.”*
- 6.23 Harm can therefore outweigh the impact; however, officers should firstly try to reduce the harm itself before weighting up any potential benefits. In this case as mentioned above, the applicants given considered to the location within the park while reducing the harm was not considered, it is clear that there are substantial justification for the proposed location.
- 6.24 The proposed works would be constructed to the south west section of the park adjacent to Powys Lane and therefore are a distance away and separated by a walled enclosure, Broomfield House and the ornamental feature ponds. The proposed works would include several bunds to a maximum height of approximately 0.8 metres in height as well as landscaping and excavation works to provide a wetland habitat of approximately 1500 sq.m. While this would be raised, due to the location within the Park it is not considered to interfere with the listed elements, nor would it be raised in height to such a degree that it would compete with the listed elements.

- 6.25 It is therefore considered that the proposed works will cause harm to assets of acknowledged importance.i.e. The proposed wetlands will result in the permanent physical and visual alteration of part of the surviving Parkland - a feature of the historic designed landscape in its own right as well as the setting of the Grade II* listed Broomfield House and would add to the cumulative effect of a succession of incremental changes eroding the character and extent of surviving Parkland, which together seriously impact on the significance of the Registered Park and Garden, having regard to policies CP31 of the Core Strategy, DMD44 of the Development Management Document and 7.8 of the London Plan. Due to the location of the site at a distance from the elements of the Park with most significance, the proposal would have less than substantial harm on the heritage assets.
- 6.26 With this application, officers consider that with less than substantial harm to the heritage assets and the positive public benefits of surface water drainage mitigation of the proposed development, the harm would be outweighed by public benefits.

Impact on Neighbouring Occupiers

- 6.27 The proposed works are well embedded within the site and whilst part of the works seek to create a bund to increase ground levels by approximately 1m, it is not considered that such works would have any detrimental impacts on neighbouring amenities in regards to loss of sunlight/daylight or outlook or privacy due to the distance of the proposal to the closest residential properties, having regard to policies DMD6, DMD8 and DMD10 of the Development Management Document.
- 6.28 However, Environmental Health have requested that an appropriate condition should be attached for a Construction Management Plan to mitigate dust emissions during the construction phase, having regard to policies DMD68 of the Development Management Document, CP31 of the Core Strategy and 7.15 of the London Plan.

Traffic and Transportation

- 6.29 The proposals would have no impacts on the surrounding highway network, access, servicing or parking facilities at the site.
- 6.30 The existing open space at Broomfield Park provides a valuable community facility and route to residential areas Powys Lane, Broomfield Lane, Aldermans Hill and beyond. The proposed works would not result in the diversion or stopping up of any public rights of way and thus is considered acceptable in regard to pedestrian access.
- 6.31 With regards to construction traffic, an appropriate condition could be attached to secure a Construction Logistics/Management Plan and restricted construction hours and therefore it is not considered that the proposed works would have any adverse impacts upon residential amenities or conditions prejudicial to the safety and free flow of traffic.

Archaeology

- 6.32 Over the years, modification of the landscape has taken place. The possibility exists that it represents an area which was part of the formal gardens of the

house, or for example a kitchen garden or other enclosed space ancillary to the main house and gardens.

- 6.33 With such an area close to, but not within, a formal boundary to what was perhaps a minor Tudor and later manor house there is a possibility of ancillary activities such as rubbish pitting taking place here, but the feature identified would appear to suggest some larger area of landscape modification that might most likely be connected to horticulture or water management. The potential for a post Medieval archaeological resource existing here is suggested to be at least moderate and would probably justify an archaeological response such as a watching brief on the proposed works. This would be secured by condition.

CIL

- 6.34 As of the April 2010, new legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2014.
- 6.35 The development would not be liable to a Community Infrastructure Levy contribution.

7. Conclusion

- 7.1 The proposed works would mitigate flood risk in the area, additionally, it would provide wider benefits in regard to enhancements to the environment through appropriate landscaping and enhancement of biodiversity. The overall quality of the registered garden would therefore benefit the wider population through the improvement of local open space. In this regard, the proposed works underpin the presumption for sustainable development advocated within the NPPF and reiterated within both regional and local level policies.

8. Recommendation

- 8.1 Having regard to the above assessment, it is recommended that in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, planning permission be deemed to be granted subject to the following conditions:
1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.
Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.
 2. The development hereby permitted shall be carried out in accordance with the approved plans including plans(s), as set out in the attached schedule which forms part of this notice.

Reason: For the avoidance of doubt and in the interests of proper planning.

3. All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

Reason: To ensure that wildlife is not adversely impacted by the proposed development in accordance with national wildlife legislation and in line with CP36 of the Core Strategy. Nesting birds are protected under the Wildlife and Countryside Act, 1981 (as amended).

4. Within 3 months of commencement of works full details of bird and bat boxes shall be submitted to and approved in writing by the Local Planning Authority. Following practical completion of work photographic verification and a brief statement from a Suitably Qualified Ecologist shall be submitted and approved in writing by the council.

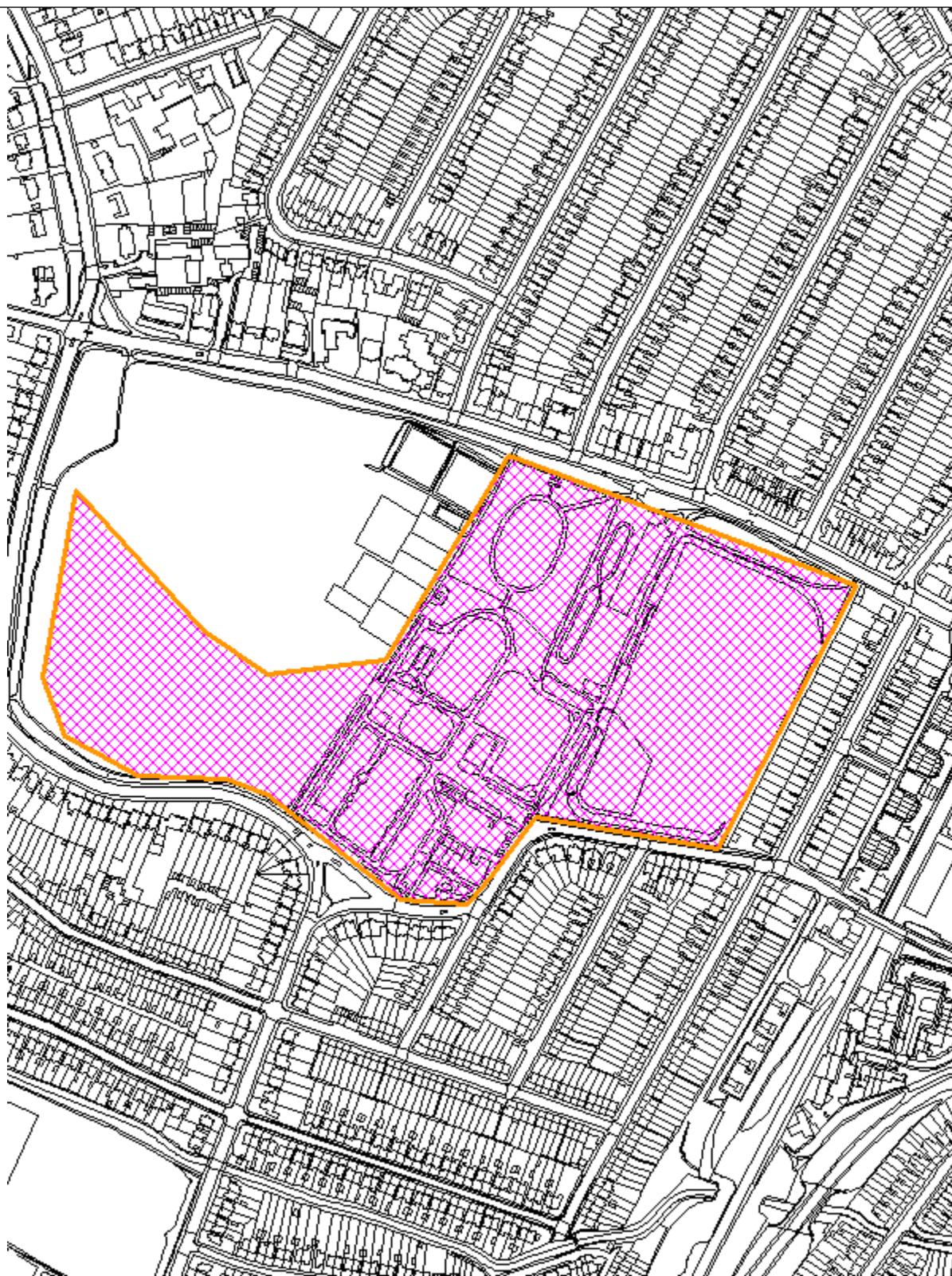
Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policy 7.19 of the London Plan.

5. That development shall not commence until a construction logistics plan has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:
 - a. a photographic condition survey of the roads, footways and verges leading to the site;
 - b. details of construction access and associated traffic management to the site;
 - c. arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway;
 - d. arrangements for the parking of contractors vehicles;
 - e. arrangements for wheel cleaning;
 - f. arrangements for the storage of materials;
 - g. hours of work;
 - h. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition' or relevant replacement.

The development shall be carried out in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the implementation of the development does not lead to damage to the existing highway and to minimise disruption to neighbouring properties and the environment.

Ref: 18/00633/RE4 LOCATION: Broomfield Park, Broomfield Lane, London, N13 4HE



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Scale 1:5000

North



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NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ANY ERRORS OR OMISSIONS TO BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY FOUND.
3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
4. ALL LEVELS ARE IN METRES AND RELATE TO ORDNANCE DATUM LEVEL UNLESS NOTED OTHERWISE.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS IN THE SAME SERIES.

Rev Revision details

STATUS

FOR CONSTRUCTION

CLIENT

LONDON BOROUGH OF ENFIELD

JOB TITLE

Broomfield Park Wetlands and Lake Remediation

DRAWING TITLE

Plan View Planting Plan

Enfield Council
 Client
 Steven Street, Enfield
 EN1 3XY
 Tel: 020 8279 1000
 www.enfield.gov.uk



HIGHWAYS AND TRANSPORTATION

Structures & Watercourses

DESIGNED:- GBC	DRAWN:- GBC	DATE:- Feb 2018
SCALE:- 1:500	PLOT SCALE:- 1:1	CHECKED:-
DRAWING NO.		

LEGEND

- Wetland planting
- Pre-established coir pallets
- Phalaris arundinacea, Glyceria maxima, Iris pseudocorus, Carex acutiformis, Butomus umbellatus & Meniha aquatica
- To cover 1/3 of wetland area



- Wild Flower Meadow Mix on slopes and banks



- Wild Flower Meadow Mix for margins



- Shrub planting mix suitable for sloping conditions



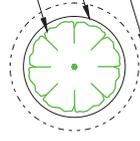
- With species such as
 Ulex europaeus,
 Juniperus var. homibrookii,
 Lonicera japonica var Repens,
 Ceanothus thrysiflorus var repens,
 Corylus avellana,
 Viburnum opulus,
 Viumum lantana

- Proposed Tree

- Species such as
 Alnus glutinosa
 Populus alba
 Slaix alba
 Salix caprea

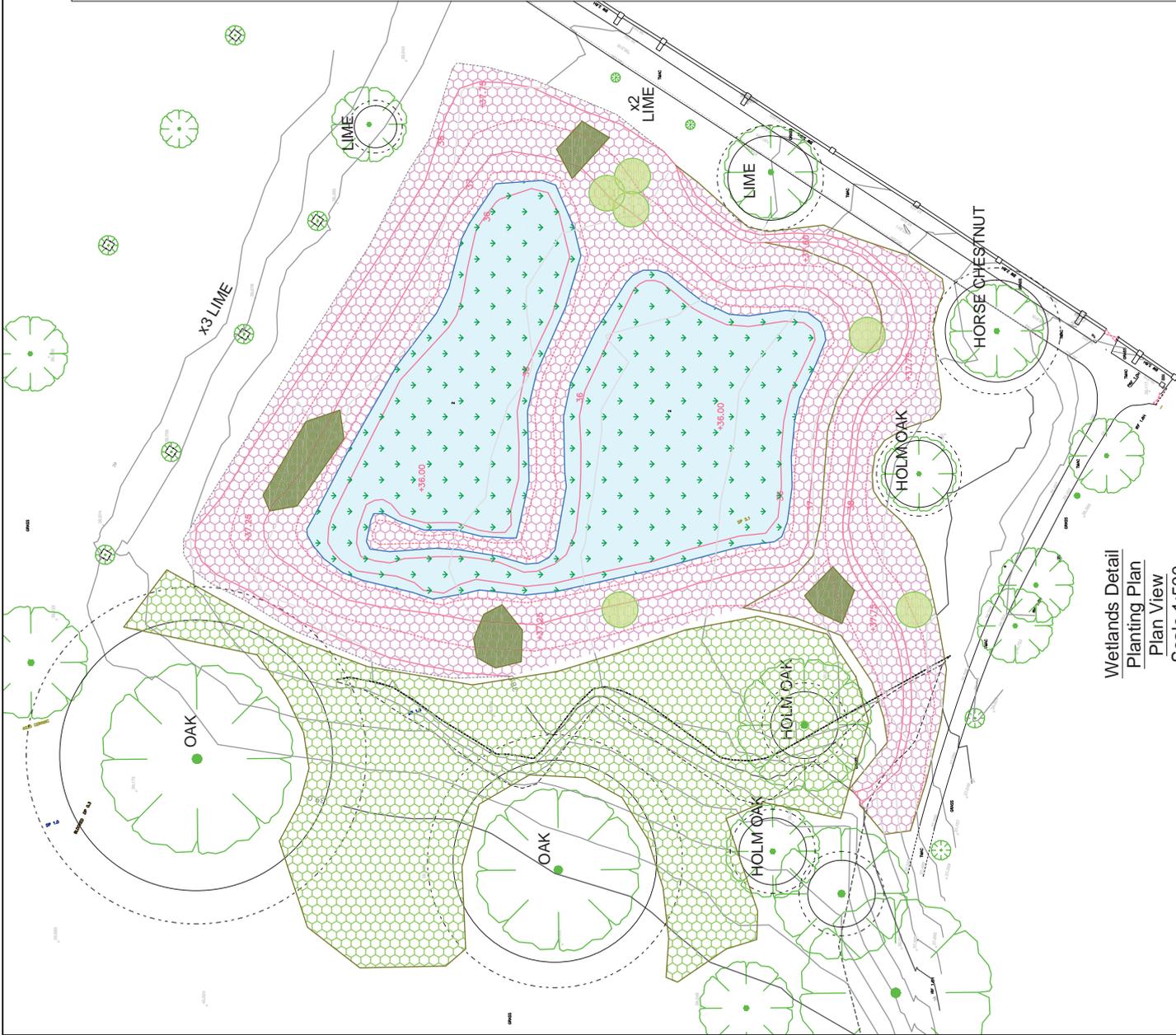


Existing tree



Root Protection Area (RPA)
 Inner 20% Offset

Root Protection Area (RPA)



**Wetlands Detail
 Planting Plan
 Plan View
 Scale 1:500**

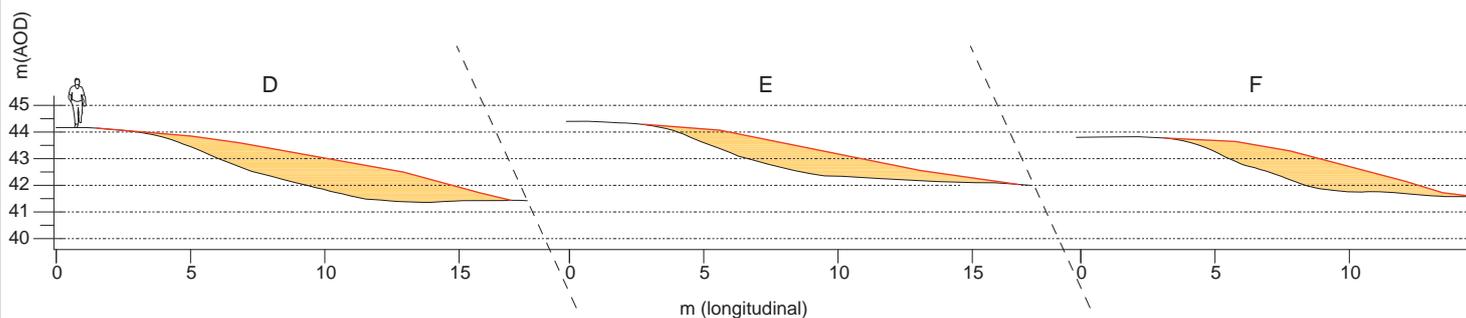
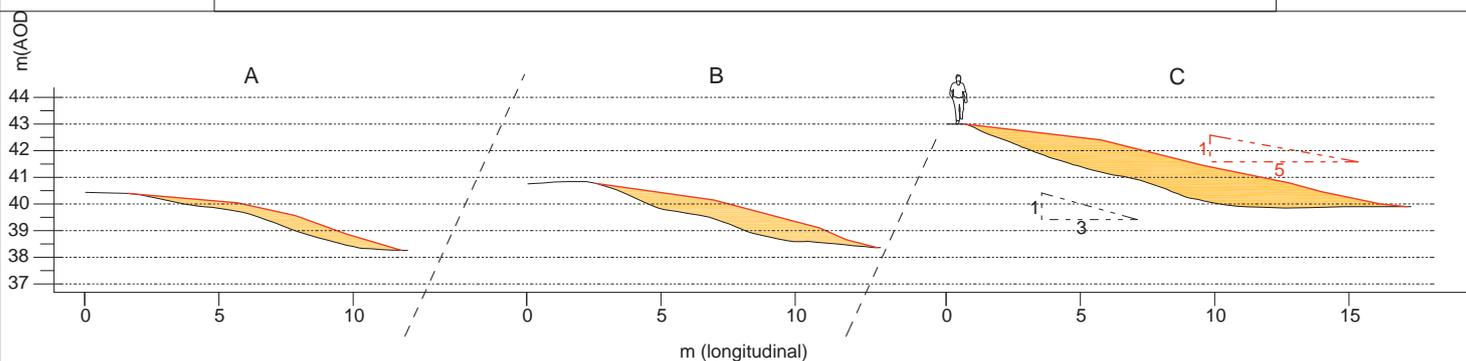
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Broomfield Park
Fill areas at sports ground banks
Plan View
Scale 1 : 2000



Broomfield Park
Fill areas at sports ground banks
Sectional Profiles
Scale 1 : 200

Fill area
 Existing profile
 Proposed profile

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CLIENT:-- LONDON BOROUGH OF ENFIELD		STATUS DETAILED DESIGN		HIGHWAYS AND TRANSPORTATION	
JOB TITLE:-- Broomfield Park Wetlands & Lake Remediation		DRAWING TITLE:-- Wetland Excavation Fill Area At sports ground banks		Enfield Council 52, Civic Centre Silver Street, Enfield EN1 3XY Tel: 020 8379 1000 www.enfield.gov.uk	
DESIGNED:-- GBC	DRAWN:-- GBC	DATE:-- Jan 18	SCALE:-- As shown @ A3	PLOT SCALE:-- 1:1	CHECKED:-- IR
			Drawing No.	2017_BPW_002	A

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LONDON BOROUGH OF ENFIELD**PLANNING COMMITTEE****Date :** 25th September 2018**Report of**
Assistant Director,
Regeneration & Planning**Contact Officer:**
Andy Higham
David Gittens
Shikha Dasani
Tel No: 020 8379**Ward:** Grange**Ref:** 18/03009/FUL**Category:** Major**LOCATION:** Genotin Road Car Park, Genotin Road, Enfield, EN1 2AG**PROPOSAL:** Erection of a five storey block of offices involving basement and ground floor parking together with associated landscaping and ancillary works.**Applicant Name & Address:**
Stoford Properties Limited and Metaswitch
Networks Limited
Lancaster House
67 Newhall Street
Birmingham**Agent Name & Address:**
Joanne Russell
c/o Turleys
9 Colmore Row
Birmingham**RECOMMENDATION:**
GRANT planning permission.

1.0 Site and Surroundings

- 1.1 The application site comprises the existing Council owned Genotin Road Car Park. It measures 0.37ha in size and is located within Enfield Town Centre. The site lies within the Enfield Town Masterplan area and is located on the edge of, but outside, Enfield Town Conservation Area which lies to the west.
- 1.2 Access into the site is only from Genotin Road via the existing two points of ingress and egress. The western boundary is defined by black railings. The eastern and southern boundaries comprises of metal security fencing. Boundary trees and shrubs are also located around the site edges.
- 1.3 To the east of the site is the railway line serving Enfield Town Station managed by Network Rail/Transport for London. To the south of the site there are currently playing fields, used by St Anne's School and owned by the Sisters of the Holy Family of Nazareth - Good Shepherd Province, who have a convent on London Road, Enfield. The adjacent school shares a boundary with the playing fields, and also Genotin Road.
- 1.4 To the west of the site is Genotin Road and on the opposite side of this road is an open, green space adjoining to the rear of properties on London Road which form part of the Enfield Town Conservation Area.
- 1.5 To the north of the application site is a residential building, 22 Genotin Road, occupied as flats. This is a three storey, pitched roof building. The elevation facing the application site includes 12 windows that serve residential units within the building. To the rear of this residential block is an area of communal amenity space.
- 1.6 Whilst there are a number of trees to the northern, southern and eastern boundaries, there are no Tree Preservation Orders on the site.
- 1.7 There are no Listed Buildings or scheduled monuments located within or directly adjacent to the site. The Heritage Statement that accompanies this planning application details the other heritage assets within the vicinity of the site: primarily the Enfield Town Conservation Area.
- 1.8 The site benefits from being within walking and cycling distance of town centre shops and services, as well as Enfield Town railway station that offers direct services into central London.

2.0 Proposal

- 2.1 The development involves the redevelopment of the existing 122 space car park for a five-storey office block incorporating a ground and basement car park to accommodate 96 car parking spaces and cycle provision with associated works.
- 2.2 The proposed office (B1a) use would be distributed across the ground to the fourth floor, with car parking located at basement and ground floor level. Disabled parking, separate vehicle and pedestrian accesses, servicing spaces and cycle parking are also proposed. Amendments to the proposal were secured during pre-application discussions with the applicant relating to design, the use of high quality materials, parking, vehicular and pedestrian access, the western buffer zone and SuDs.
- 2.3 The overall floorspace provided within the development is 8,946 sqm (GEA) and the building will have a maximum overall height of 23 metres with lower heights evident when viewed from different locations. For example, the height would be 20.5m to the roof parapet (4 storeys on the northern elevation plus a further 1.5m of screen for plant on the roof, albeit this is set well back from the boundary) while the building would have a height

of 20 metres where the southern elevation meets with Genotin Road. An area of plant at the lower roof level is also proposed which would be screened by a 2m high enclosure. The split storey heights also help the building respond to the neighbouring residential property to the north, 22 Genotin Road.

- 2.4 The access to the site providing both vehicular and service access is on the north western boundary, off Genotin Road. This is in the same location as the current car park access. The proposed building is located south of this access and thus affords separation to 22 Genotin Road.
- 2.5 The appearance of the building is contemporary and modern with the intention of creating a landmark for Enfield Town Centre. The building has strong eastern and western facades, that optimise the use of glazing and detailing with solid panel, metal, vertical fins and the accent use of materials found within the adjacent Conservation Area.
- 2.6 Stone has been selected as the reference material linking back to the conservation area. A stone plinth forming a base to the building, that continues into the reception space, with stone benches, low walls and other ground plane materials drawn from historic context have been proposed.
- 2.7 The front of the building includes ground floor uses (café and exhibition space) that will help contribute towards an active frontage. The ground floor reception and foyer areas are located here, in addition to a series of meeting rooms and informal break out spaces together with a business lounge for employees and visitors to use, sited at the front of the building. These areas will be visible from the pavement outside of the building helping to provide a sense of activity at street level, beyond the glazing. The central atrium that connects the two wings of the building together will be a strong feature that also connects all floors together, allowing light to centrally spill down through the core. This will also help define the entrance feature on the Genotin Road frontage.

3.0 **Planning History**

- 3.1 There is no relevant planning history for this application site.

4.0 **Consultation**

Public

- 4.1 Consultation letters were sent to 426 neighbouring and nearby properties. In addition a notice was displayed at the site (16/08/18) and in the local press (15/8/2018). Representations have been received from 25 individuals: 17 raising points against and 8 in support. These are summarised below:
- 4.2 Against:
- Development too high, too big and overdevelopment of the site.
 - Obstructed views of other buildings
 - Loss of parking
 - General dislike for the proposal
 - More open space required
 - Stain of existing facilities
 - Will the development may mean loss of the existing alleyway to the catholic school
 - Loss of privacy, light, overshadowing and out of character
 - Contrary to the Mayors Transport Strategy
 - Resulting pollution due to traffic and noise
 - Affect the businesses in town due to the loss in the carpark
 - Unsightly
 - The multi storey car parks would not accommodate for disabled persons

4.3 Support:

- Thriving opportunity for businesses and locals of Enfield Town
- Would keep existing businesses going
- Do not understand why people are concerned about the loss of car park
- Bring in more employment
- Already enough parking spaces within the borough
- Net benefit to the town and community is far greater than a short term inconvenience.

External4.4 Metropolitan Police:

The applicant has not met secure by design or crime prevention methods within the proposal. This includes enhancement of boundary treatment, landscaping for natural surveillance, vehicular and pedestrian entrance barriers for security, approved glazing system, unclear if steel cladding is fitted into a frame, planter rooms be tested to meet UKPN requirements, cycle, parking, data centre lighting, and CCTV are all other elements which also need to be clarified in terms of its detailing. If planning permission is granted then suitably worded conditions and informative need to be attached.

4.5 Enfield Town Conservation Area Study Group:

The proposed new Metaswitch building on the Genotin Road car park will occupy a prominent position in Enfield Town where it will be visible on all sides. So far as the Study Group is concerned the most important aspects would be the west façade, pointing directly down into Cecil Road and the Conservation Area and the north elevation facing along Genotin Road towards the Town Park Station and the “gateway” to the Conservation Area, but every view of the building will be of importance.

The Character Appraisal notes that “the gateways to the Conservation Area are important” and that the “approach from Enfield Town rail station is unattractive” whilst Genotin Road has a “poor environment” “dominated by the multi-storey residential development to the north-east of the railway station”, save for the “small scale urban space of Genotin Terrace” which is specifically mentioned. A verified view is provided of the proposed north elevation which, disappointingly, shows an unbroken, bulky and flat facade addressing the train station and Genotin Road (the “gateway” to the Conservation Area) which would not enhance the poor environment of Genotin Road nor attempt to integrate the area to the north of it into the small scale urban space of Genotin Terrace and the rest of the Conservation Area. The harm thus caused to the setting of the Conservation Area would need to be given considerable importance and weight in deciding whether the design is acceptable and the Group would hope that an improvement making the elevation less monolithic and more interesting can be achieved.

A verified view of the west elevation is also provided and the Study Group considers this to be acceptable although it would have wished for more reference to Conservation Area materials on the elevation itself so as to achieve a more successful integration of the building into its setting. The amendments to placing and landscaping made in response to previous comments of CAG and the Enfield Design Review Panel are minor but welcome.

There does not appear to be a verified view or other information relating to the east or south elevations which assist in understanding the proposals and the Group finds it difficult to make meaningful comments. It does however wish to record that it considers the east elevation to be hugely important as it will be visible from the trains using the Town Station, and therefore everyone arriving in that way, as well as from the multi-storey residential development to the north-east, any redevelopment of the station, the proposed bridge, and redevelopments of the post office and Tesco sites. The elevation should be

interesting and should not have any service elements visible. Similarly, the southern elevation needs to be a good and positive neighbour to any future re-development which it faces as well as the users of the proposed bridge. If a green roof is approved the access to, proper maintenance and irrigation and drainage of it will need be carefully addressed to make this successful, as a poorly designed and maintained examples abound and would be extremely detrimental in this position.

4.6 Transport for London/Rail for London:

Rail for London (RfL) has reviewed the application and from an Infrastructure Protection perspective requests for conditions to be attached which relate to a management plan, risk assessment and method statement. Including no cranes should be erected or dismantled until RfL's approval has been obtained in writing in order to safeguard the railway.

RfL would like to be assured that the applicant will introduce adequate safety measures into the construction of the development, to ensure that the debris/equipment cannot fall or be blown onto the railway.

The applicant has a responsibility to militate against operational noise and vibration from an existing railway.

Internal

4.7 Environmental Health:

No objection raised as there is unlikely to be a negative environmental impact. In particular there are no concerns regarding air quality or contaminated land. However, the acoustic report submitted as part of the application was unable to assess plant noise impact on local residents as they plant has not been selected. As the proposed development is close to both residential properties and a school the following condition is required:

No development shall take place until an acoustic report has been submitted to and approved by the Local Planning Authority. This report must set out the sound level generated from all external plant and state the control measures to be employed to ensure the noise from the combined units does not exceed a level of 10dB(A) below typical background noise levels during operational hours at the façade of the nearest noise sensitive property.

Reason: *To protect residents from noise and disturbance.*

4.8 Public Health:

It is felt the level of parking is too high, with it being 33% higher than the standards set out in the London Plan. 300 people a year die from air pollution in Enfield with 65% of adult population being obese or overweight. The site is next to the station and buses, therefore due to the level of business as a global company, the company should encourage working from home.

4.9 Urban Design:

The benefits of circa 500 jobs in the town centre are acknowledged. A mixed-use development would be more appropriate in order to optimise the site's potential. A residential building could be accommodated (with a reduction in car parking), for example by wrapping over the office use. Too much parking included. Any parking should be limited to the basement. The proposal to allow public use of the parking area at evenings/weekends needs to be actively managed in order to make it viable and safe. There is significant concern over the proportion of the ground floor taken up with parking.

This will present an inactive and unattractive façade to the playing fields (especially as parking is included at ground and above ground level).

The cycle store may be better located at grade rather than in the basement to make it as convenient as possible and therefore encourage use. In the current basement position, cyclists will have to navigate tight turns if all car parking spaces are occupied, it is not clear how cyclists are meant to access the main cycle store area.

The proposal needs to ensure that the north-south access route to the St Anne's development site (proposed in the Enfield Town masterplan) is protected. Ransom strips etc should be removed and adopted by the local authority. The approach along the southern boundary is narrow, and of poor quality (being oppressively fronted by a blank facades and car parking areas, both at semi-basement and above ground floor level).

The alternative route-the small East-West strip of land along the northern boundary of site is not sufficient in size, nor quality (being located adjacent to the service yard and access road and not well overlooked) to accommodate a footbridge. Therefore, if the council want to deliver the proposal as per the recently adopted Enfield Town Masterplan, a re-design of the site is needed.

Curved frontages are a distinct feature of Enfield Town, and the proposal could have explored this as a feature.

The land between the building and the pavement should be integrated into the public realm to avoid a sudden change in materials.

The building will be positioned in close proximity to existing windows of 22 Genotin Road (flats to north). However, mitigation of any overlooking should be managed through the façade treatment (by using obscured glazing opposite the residential windows).

The site should accommodate some taller elements, freeing up space for additional uses and landscaping.

Landscaping to the front of the building should enhance the public realm. The illustrative scheme seems acceptable, but the proposal needs to demonstrate how the frontage landscaping can be altered to accommodate an access to the St Anne's site as shown in the recently adopted Enfield Town Masterplan.

The inclusion of an atrium is supported. However, the removal of a feature staircase and oval roof light from previous iterations decreases the positive contribution that this feature makes and it now appears more utilitarian than as a key architectural feature.

4.10 Traffic and Transport:

Based on the discussion with the applicant and subsequent amended drawings the following issues are outstanding:

- Confirmation of the height and entry clearance of the basement / undercroft parking area.
- On the car park, it looks like the Council will be managing it so not sure if the car park management strategy is required. However, one outstanding issue is how staff parking will be allocated so as to encourage sustainable transport usage.
- The transport consultant was going to confirm that refuse vehicles can serve the site although this could be secured by way of a condition.

Elements which are acceptable:

- Trip generation.
- Pedestrian access.

- Vehicle access including for a standard London Fire Brigade pump vehicle (at 7.9m these are shorter than the tracking for a refuse vehicle which has been provided) but subject to the refuse vehicle access issue being resolved.
- Car parking levels including electric vehicle provision and disabled parking.
- Cycle parking and access.
- Draft travel plan including monitoring via TRICS compliant surveys.

Items to be secured:

- Travel plan and monitoring fee (£3,900).
- Traffic order costs (£5,000).
- Cycle Enfield contribution (£22,205.40).
- Highway works via a S278 agreement.
- Commitment to covering the cost of variable messaging signage changes.
- Strategic highway works contribution (£25,000) agreed.
- Variable signage.

4.11 SuDS:

The information submitted does not adequately address sustainable drainage.

From the meeting it was agreed that source control SuDS measures will be maximised, but this is not clear from the given drawing.

Rain planters could be utilised – not all are located at entrances to the building. They do provide a simple solution for source control for roof runoff, and do not need to be sized for a 1 in 100 year storm event (only the attenuation features need to be sized for this).

The drawing is not very clear as to what the hatched areas represent as there is no legend. I assume that the filter medium will only be utilised to the south of the site (the orientation of the drawing, and location with respect to the rest of the site is unclear too).

We welcome the use of the green roof. Unfortunately the drainage strategy presented does not meet the water quality requirements for major developments, as there is little source control SuDS measures proposed.

The offsite contribution could help compensate for the lack of source control SuDS measures. The contribution would help green infrastructure SuDS (source control SuDS) to be implemented in the public realm of Enfield Town; an area of significant surface water flood risk.

The contribution will be calculated £30/m² for the area that is not served by a source control SuDS measure – in this case this is defined as 3818.58m² (taken from the FRA). The area of the green roof (275m²) and the approximate area of the area served by a filter drain (350m²) has been deducted from the offsite contribution calculation (which is based on the area of 3193.58m² not served by a source control SuDS measure). The offsite contribution to compensate for the lack of source control SuDS measures has been calculated as £95,807.40.

With the clarification of my first point, and agreement of the offsite contribution we can issue the relevant conditions for this development.

4.12 Tree Officer

There are no significant tree constraints within the proposed development site. However, there are several significant trees located off-site in the School playing field to the south and it is likely these will be harmed. The development proposes to remove some of these trees to facilitate the development because the proposed building will be located too close

to the trees and there will be continual issues with regard to shade, seasonal debris and tree and building maintenance.

It is considered the proposed level of landscaping is insufficient for a development of this size. The proposed landscape corridor on the south of the site is not a long term solution given that the corridor will at some point in the future become a new public thoroughfare to the railway and the proposed landscaping will be removed.

4.13 Conservation Advisory Group

The Group has made the following comments:

- CAG's interest lies in the architectural quality of the building and views to and from the conservation area - Insufficient attention and detailing has been paid to the sides and rear elevation. There is no developed detail and CAG were shown elevational drawings that were no more than smudges.
- The presentation lacked clarity regarding the setting of the building when viewed from key locations and the immediate conservation area. This is an important aspect for CAG - Allied to the point above, a key view of the development is seen when entering Genotin Road. The group were shown a long distance view from the station area. All that is seen is a glass façade, of no detail or interest, rising above the existing flats.
- In fact all the photomontages were less than fulsome and the applicant needs to improve on what has been offered so far. CAG make the point that this building is likely to be the trend setter for others and it is important that attention is paid to all the elevations.
- Greater use of 3D computer technology was urged in subsequent presentations. This is an important proposal and should be presented using the best of technology - Promised but not yet delivered. Given the scale and importance of this development CAG urge greater focus on this requirement.
- Given that the footprint of the building will largely fill the site an extensive landscaping plan to "green" the site is urged - Some additional planting and screening now offered. Because the floor plate of the development covers most of the site there is little room for an expansive scheme (WHG&VMLCASG maintains it's concern regarding the site area occupied by the building)
- Careful screening of plant and equipment, usually positioned at roof level, will be vital in maintaining a clean image (the roof of the Dugdale Centre, Cecil Road is a nearby example where little thought was given to plant screening. As a consequence the building's clean lines have been impaired) - Assurances were repeated but no further details were shown.
- CAG wish to be consulted on material usage and the like as the design develops - Awaited.
- In summary, CAG was disappointed by the response. Much attention has been given to developing the "wow" factor of the front elevation but too little to the other elevations. CAG remain unanimously supportive. However the Group urges urgent focus on the detailed design of all the elevations and the use of 3D technology to present the development in its entirety and in detail.

4.14 Conservation Officer

Principle of development supported.

- Meeting held on site between myself and Heritage Consultant, Ben Stephenson on the 17th May. Key views were agreed, as per presentation slides. Some rough views have been produced by architects, but these need working up into full photo montages, to give a clear indication as to the full impact of the scheme on views into and out of the Conservation Area and the setting of surrounding heritage assets.
- How does the proposed building relate to/ sit in its surrounding context? Street views/ site sections/ 3D Model would all help to illustrate this relationship.
- Site coverage appears to be at almost 100%- a reduction in site coverage is required to afford breathing space to the building, particularly around the edges of the site. Any resulting green space would make a positive contribution to the CA. Use of hardstanding should be kept to a minimum/ locations for planting maximised.
- External cladding- more uniformity needed here. The secondary skin is the opportunity to consolidate the three masses and a single treatment needs to be carried through. External fins supported to protect against solar gain to glazed curtain walling but need to be in one consistent high quality material that works in the context of the CA. Simplification of this detailing would also allow the form of the building to be better expressed. Some of the precedent images are possibly more successful in this respect.
- Building services- have the placement of down pipes/ gutters, eaves/ parapet details/ junctions, location of plant equipment, lift overruns, signage etc. been resolved? These details should not be an afterthought but integrated into the design at an early stage and details drawings should be submitted at an appropriate scale.
- Enfield Town Management Proposals also need to be given due consideration. This document has been omitted from the agent's list of supporting policy documents.

4.15 Place & Design Review Panel

The Panel advise the following:

- Level access needs to be addressed, avoid a ramp or elevating the building as this would ruin the appearance.
- The roof form at the top whilst it may have a logical function behind it, it is an alien feature which does not contribute positively to the building
- The client needs to view the development in a more forward-thinking manner, i.e. having a restaurant at the top with the use of lifts, lack of sustainable roofs, excessive parking spaces within a location which is walking distance to the station are all elements which need to be reconsidered.
- The site has the potential to have a building of greater height than what has been proposed here.
- The design of the building should be of a high standard which would form a gateway into the conservation area (but this is not currently reflected) and the building also should be a statement in itself. At the moment the details of the building do not provide any justification or connection to the conservation area or the surrounding area of Enfield.
- Connectivity and permeability in and out of the site needs a good level of security, good lighting and usable permeable space in servicing area.
- Landscaping treatment adjacent to the existing residential apartments should be considered.
- The client needs to understand the overall contribution the development would be making to the wider area, in terms of massing and urban grain, but also to bring about a proposal which ties well into the wider context of the surrounding.

5.0 **Pre-Submission Consultation**

- 5.1 The proposals have evolved over a period of engagement covering more than 12 months. This engagement has been at a number of levels from meeting with officers and

residents, through to a public consultation event in May 2018. Details of the engagement process are summarised below.

Pre-Application Meetings

- 5.2 Four meetings with officers occurred to discuss the principles of the planning application the initial two of which were outside of a formal pre application process. The first was held in May 2017. The principle of development was supported albeit officers expressed strong preference was for the proposal to include a mix of uses, including residential development and for the building to be taller overall. The clear brief from the client has been to design a building that is fit for purpose as a company headquarters, without compromising Metaswitch's business strategy, their on-site security or overall design. Furthermore, the Applicant contends that at 4-5 commercial storeys high, in excess of 23m, the building is sufficiently significant in height, given its edge of Conservation Area location. The applicant also cites feedback from local residents which echoed this view.
- 5.3 Officers pre application advice also sought to influence the positioning of the building within the site advising that an 10-11m distance from 22 Genotin Road was likely to be acceptable (subject to final design / fenestration); that the setting the building back from the edge of Genotin Road to achieve an improve public realm was recommended; that safeguarding potential access to the playing fields site to the south; and safeguarding an area of land for a potential footbridge connection towards the Tesco site was necessary. In later meetings, more detailed comments have been raised relating to the level of car parking (the principle of car parking and the number of spaces has been a matter that Metaswitch consider they cannot reduce further given feedback from existing employees and where the staff are commuting from means that they can only come into Enfield by car) however from the initial comments made by the Council the number of cars staff seeking to reduce the provision as far as possible. The number of cars that was propose to the council was 126 originally in light of the revised proposal this has been reduced in number of spaces to make the scheme more sustainable. Other detailed comments relating to sustainable urban drainage and energy efficiency have also been raised.

Meetings with adjacent landowners

- 5.4 Stoford on behalf of Metaswitch met with representatives from Chalkwell Park Residents Association; St Anne's School; The Diocese of Westminster and a representative from the Sisters of the Holy Family of Nazareth - Good Shepherd Province convent ('the convent'). Early iterations of the proposals were shared with those attending the meetings. Further invitations were extended to local Members, and local Residents Associations too.
- 5.5 With the exception of the Chalkwell Park Residents Association, the other meetings focussed on how the proposals might potentially relate to their landholdings, and to explore with those landowners their proposals too, given land to the south of the application site is within 'Site number 3' within the Enfield Town Framework Masterplan (EFM). None of the adjacent landowners were able to advise on any timescales for the redevelopment of their sites. The relocation of St Anne's School was dependent on the school moving to Palmers Green, and involvement from the Secretary of State and Diocese of Westminster in that process was necessary. The convent owns the playing fields to the south of the application site and permits the school to use these for recreation. The redevelopment of this site is also unlikely until the school has relocated and the landowners may need to undertake discussions with Sport England, and either fund the planning application process or find a joint venture development partner.
- 5.6 It has been indicated by Stofords that the meeting with Chalkwell Park Residents Association was positive. The residents were aware of the Masterplan, however their concerns related to any increase in height beyond the 4-5 commercial storeys that this application proposes. Stoford agreed that during the construction process, details of the construction would be shared with local residents and this could be achieved through a regular meeting with the contract site manager. This could assist in informing residents

about proposed working times, key aspects of the building programme e.g. when exaction might occur, when steel frames would be erected etc. This was welcomed.

- 5.7 Similarly, a meeting with St Anne's school and the Diocese of Westminster raised key concerns about pupil safety. The proposed development will seek to erect a secure boundary fence on the southern boundary with the playing fields to ensure that until such a time as a potential footbridge link comes forwards/and/or the playing fields are developed, the playing fields are secured from any intrusion that could occur from the northern boundary. Secondly, Genotin Road is a key route for those pupils walking to school or alighting from the bus. Stoford contractors are appointed on the basis of a Considerate Constructors Scheme, and code of conduct features heavily within that. Details of the Construction Method Statement can be secured through an appropriate planning condition to ensure that there are no conflicts between the construction of this site and the safety of pupils walking by en-route to or from school.

Public Consultation Event

- 5.8 A public consultation event was held on the afternoon of 24th May, between 2pm and 8pm at the Dugdale Centre. A press release was issued, key stakeholders including residents groups, members, and other interest groups advised by the Council, were invited to the event. A postcard invitation was also mailed to over 800 local addresses within the immediate neighbourhood.
- 5.9 The event displayed draft proposals and comments were invited. Almost 100 responses were received in total. There was a majority support for the proposals, focussed around retaining Metaswitch in the town centre, the growth of jobs, and the design of the building. A key issue that was raised by those concerned about the proposals was the loss of the surface car park.

6.0 Relevant Policy

- 6.1 In accordance with the provision of Section 38(6) of the Planning and Compulsory Purchase Act 2004, this application is to be considered against the provisions of the adopted Development Plan, unless material considerations indicate otherwise. In this case the Development Plan comprises the Adopted Core Strategy and the Adopted Development Management Document (2014) and the relevant policies of the London Plan, and associated SPDs. Other material planning policy considerations include the NPPF and NPPG. The relevant policy is summarised below:

6.2 London Plan (2016)

Policy 2.7	Outer London: economy
Policy 2.15	Town Centres
Policy 3.9	Mixed and balanced communities
Policy 4.1	Developing London's economy
Policy 4.2	Offices
Policy 4.3	Mixed use development and offices
Policy 4.7	Retail and town centre development
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised 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 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Lifetime neighbourhoods
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 7.7	Location and design of tall and large buildings
Policy 7.8	Heritage assets and archaeology
Policy 7.9	Heritage-led regeneration
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.18	Protecting open space and addressing deficiency
Policy 7.19	Biodiversity and access to nature

6.3 The London Plan (Draft 2018)

Policy GG1	Building Strong and Inclusive communities
Policy GG2	Making the best use of land
Policy GG5	Growing a good economy
Policy GG6	Increasing efficiency and resilience
Policy SD6	Town centres
Policy SD8	Town Centres: Development Principles & Development Plan Documents
Policy D1	London's form and characteristics
Policy D2	Delivering good design
Policy D3	Inclusive design
Policy D7	Public realm
Policy D10	Safety, Security and resilience to emergency
Policy D11	Fire Safety
Policy E1	Offices
Policy G7	Trees and woodlands
Policy SI2	Minimising greenhouse gas emissions
Policy SI4	Managing Heat
Policy SI5	Water infrastructure
Policy SI7	Reducing waste
Policy SI12	Flood risk management
Policy SI13	Sustainable drainage
Policy T1	Strategic approach to transport
Policy TR2	Healthy Streets
Policy T3	Transport capacity, connectivity and safeguarding
Policy T4	Assessing and mitigating transport impacts
Policy T5	Cycling
Policy T6	Car Parking
Policy T6.2	Office Parking

6.4 Enfield Core Strategy (2010)

Paragraph 2.58 of the Core Strategy states that:

"In the short term, Enfield needs to respond effectively to the economic downturn but also plan and coordinate sustainable growth for the years beyond. The ESP's Skills and Employment Strategy (2008) has three key objectives looking towards 2011 - to support inward investment and business growth; increase skills and employability of the Borough's population; and ensure better coordination and information sharing."

Core Policy 1 Strategic Growth Areas

- Core Policy 13 Promote Economic Prosperity
- Core Policy 17 Town Centres
- Core Policy 19 Office
- Core Policy 20 Sustainable Energy Use and Energy Infrastructure.
- Core Policy 21 Delivering sustainable water supply, drainage and sewerage infrastructure
- Core Policy 22 Delivering sustainable waste management
- Core Policy 25 Pedestrians and cyclists
- Core Policy 28 Managing flood risk through development
- Core Policy 30 Maintaining and improving the quality of the built and open environment
- Core Policy 31 Built and Landscape Heritage
- Core Policy 42 Enfield Town
- Core Policy 43 Wider Enfield Town Area
- Core Policy 46 Infrastructure Contributions

6.5 Development Management Document (November 2014)

The DMD provides detailed policies for the assessment of planning applications alongside the Core Strategy. The Document policies specific to this planning application relate to Town Centres, Design and Heritage, Transport and Parking, Tackling Climate Change, Environmental Protection and Green Infrastructure.

The policies are summarised below:

- DMD10 Distancing
- DMD 25 Locations for Office Development
- DMD37 Achieving High Quality Design-Led Development
- DMD38 Design Process
- DMD 39 Design of Business Premises
- DMD44 Preserving and Enhancing Heritage Assets
- DMD45 Parking Standards
- DMD47 New Roads, Access and Servicing
- DMD48 Transport Assessments
- DMD49 Sustainable Design and Construction Statements
- DMD50 Environmental Assessment Methods
- DMD51 Energy Efficiency Standards
- 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
- DMD58 Water Efficiency
- DMD59 Avoiding and Reducing Flood Risk
- DMD60 Assessing Flood Risk
- DMD61 Managing Surface Water
- DMD65 Air Quality
- DMD68 Noise
- DMD69 Light Pollution
- DMD70 Water Quality
- DMD72 Open Space Provision
- DMD73 Children's Play Space
- DMD78 Nature Conservation
- DMD79 Ecological Enhancements
- DMD 80 Trees on Development Sites
- DMD81 Landscaping

Enfield Town Framework Masterplan (2018)

- 6.6 The Masterplan is the area action plan referenced in the Core Strategy for Enfield Town and has recently been adopted, some 8 years after the Core Strategy. The application site is identified within the Masterplan as 'Site 2 Genotin Road Car Park wherein:
- Redevelopment is supported
 - A co-ordinated approach should be taken with adjacent sites
 - Careful design to respect the adjacent Conservation Area
 - Contribution of the public realm
 - The benefits of the site being a short term development opportunity to strengthen the economy of the town
- 6.7 The Masterplan advises on the form of development too:
- High density development is appropriate, with taller buildings being subject to any impacts on the Conservation Area;
 - Land should be set aside for the provision of a route through to a potential new link over the railway line to the Tesco site;
 - New development should respond positively to the development sites around it to ensure the contribution these sites could make to the town centre is not compromised; and
 - New development should directly address and clearly define existing streets and any new routes formed
 - Where possible, parking management changes should be put in place, the Masterplan advises, to help compensate for any temporary loss of parking capacity.
 - Development should also make provision for a footbridge link between the Genotin Road car park and Tesco sites aligned with the southern boundary of the car park. It should allow for the possible relocation of the Enfield Town Station alongside this footbridge.
- 6.8 Land to the north (No 22 Genotin Road) and south (St Anne's Playing Fields) is also identified within the Masterplan for redevelopment opportunities. The latter is required to co-ordinate with the application site to ensure a comprehensive approach is taken and it is noted that the Masterplan states that 'particular attention should be paid to the northern frontage of the site where a new pedestrian route and bridge may come forward in the future.'

National Planning Policy Framework

- 6.9 The NPPF sets out a clear presumption in favour of sustainable development which, for the purpose of decision making, is explained as meaning:
- Approving development proposals that accord with an up to date development plan without delay; or
 - Where there are no relevant development plan policies which are most important for determining the application are out of date, granting planning permission unless:
 - a) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or;
 - b) any adverse impacts of doing so would so significantly and demonstrably outweigh the benefits when assessed against the policies in this Framework as a whole; or;
 - c) specific policies in this Framework indicate development should be restricted
- 6.10 Paragraph 8 of the Framework identifies three dimensions to sustainable development; economic, social and environmental. In essence, the Framework is to be considered as a whole (paragraph 3) and conflict with one or more of its policies does not mean that a development is not sustainable.
- 6.11 The policy direction expressed within the NPPF follows a number of broad themes which help to ensure that development is sustainable. The key themes relevant to this application are 'building a strong, competitive economy' and 'ensuring the vitality of town

centres'. Other themes are naturally interwoven into the scheme, including good design, conserving and enhancing the historic environment and so forth.

- 6.12 The clear support for securing economic growth (paragraph 80) is evident, and notes that 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities'.
- 6.13 Paragraph 85 notes that 'meeting anticipated needs for retail, leisure, office and other main town centre uses over this [plan] period should not be compromised by limited site availability'.
- 6.14 Paragraph 131 states that 'in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings'.
- 6.15 The Framework, at paragraph 104 advises that Planning Polices should 'identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development'.
- 6.16 Finally, 'planning obligations should only be sought where they are necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development' (paragraph 56).
- 6.17 Other Relevant Policy Considerations

National Planning Practice Guidance
LBE S106 SPD (2016)
Community Infrastructure Levy Regulations 2010
Enfield Town Conservation Area Character Appraisal (2015)
Enfield Town Conservation Area Management Proposals (2015)
Enfield Characterisation Study
Enfield Council Tall Buildings Study

7.0. Background

The Applicant

- 7.1 Metaswitch Networks Ltd (hereafter, Metaswitch) are the world's leading cloud based native communications software company. Established over 30 years ago, Metaswitch have an enviable history of providing high performance hardware-independent software to the communications industry, whilst solving its most difficult problems.
- 7.2 Having been established in the Borough for almost 40 years, Metaswitch has built strong relationships with businesses in the town and in addition the company's employees directly contribute to the local economy.
- 7.3 The total annual wage roll for Enfield staff is £17.4m. Metaswitch also buy all the produce and groceries for the canteen and tea-rooms locally (around £250,000 per annum), plus the following expenditure:
- i) Pubs/restaurants – Metaswitch frequently pays for staff morale events and most employees have their Christmas lunch locally - £60,000 per annum
 - ii) Local hotels – Metaswitch bring a lot of employees from other offices (mainly USA) to Enfield and they stay in local hotels and eat in local restaurants - £20,000 per annum
 - iii) Taxis – Metaswitch employ local taxi firms to take staff to and from airports - £3,000 per annum
 - iv) Furniture – Metaswitch use local suppliers to buy our office furniture - £25,000

- v) The Metaswitch budget for local donations is £40,000 per annum
- vi) Metaswitch pay for employees to have regular eye-tests from opticians in Enfield.

- 7.4 In terms of recruitment and training Metaswitch work with schools, universities and professional bodies such as the Royal Academy of Engineering on initiatives to create opportunities for the next generation. Metaswitch is partner of the Year of Engineering. A year long campaign that will see government and industry join forces to inspire the next generation of engineers. Metaswitch have been hosting events throughout 2018. Included in this programme is a half day training session to help primary school teachers with the programming side of the computing curriculum. This campaign will also give young people direct and inspiring experiences of engineering, showcasing the meaningful, creative and innovative careers that the profession can offer.
- 7.5 Metaswitch has also been hosting various events through the year including site visits for local schools and sponsoring local STEM events. Metaswitch also works with 'Enabling enterprise' to host regular site visits for local primary school children. The business trips are designed to inspire and motivate students, as they learn more about the workplace, software engineering, the technology business sector, the employees and future career paths.
- 7.6 Metaswitch offers internships too, for undergraduates and for pre university students, with work placements, financial packages, and subsidised accommodation and for outstanding performance, University Sponsorship is also provided.

The Development

- 7.7 The need to consider a new office development for Metaswitch has arisen following discussions regarding the potential redevelopment of one of their existing buildings within Enfield Town (Ross House). In order for the company to remain local, which is their preferred option, an alternative facility needed to be identified especially if it brought about the opportunity to consolidate all their Enfield Town sites into one location. After an extensive search both within Enfield Town and across the Borough, the site of Genotin Road car park already highlighted within the then emerging Enfield Town Framework Masterplan, was identified.

8. Analysis

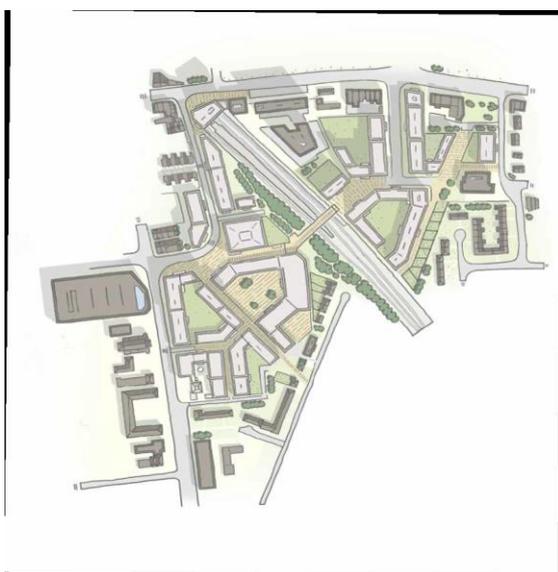
Principle

- 8.1 The proposal to provide an office development is an acceptable land use consistent with the Council's adopted planning policies.
- 8.2 In particular, Core Strategy CP1 identifies Enfield Town as a Strategic Growth Area while CP43 specifically focuses on the growth opportunities for Enfield Town and the area around the Station. These emphasise the development potential of the site and the opportunities to support the creation of integrated development around the station, including the Genotin Road car park, involving a "high quality new urban environment and gateway to the town, which complements its historic core", and "retail-led mixed use development".
- 8.3 Although not a mixed use retail led development, Core Policies 17 and 19 accepts that Enfield Town (along with the Boroughs other town centres) should be the main destination for office development. It is therefore considered that despite recent weaknesses in Enfield Town's office market activity, key employers (such as the applicant) are present and should be retained and supported within the Borough going forward. New office development is therefore both welcome and supported in principle.

Enfield Town Framework Master Plan

- 8.4 The Enfield Town Masterplan Framework was adopted in March 2018 and is a Supplementary Planning Document to provide a strong and deliverable vision for the town.
- 8.5 The purpose of the master plan framework is to preserve and enhance its historic market town identity while helping to develop a town centre that meets the future needs of a growing London borough and enable the town to become a distinctive centre for residents, one that can meet the demands of diverse employment, better connections, living spaces and cultural activities.
- 8.6 The Master plan divides the Town into a number of “Character Areas”. The Genotin Road car park lies within the “Enfield Town Character Area” and the car park is identified as a future development opportunity.

SITE 2 - GENOTIN ROAD CAR PARK



- 8.7 The master plan outlines some key principles for the development of this site and these are replicated here:

Key principles and land uses

- This site falls just beyond the boundary of the Enfield Town Conservation Area and whilst it should accommodate a high density scheme, development proposals should be carefully designed as they are likely to affect the setting of the conservation area.
- Redevelopment of the car park and surrounding public realm could make a significant and important contribution to the regeneration of the area and connection to the town centre.
- The Genotin Road car park site presents a short term development opportunity for mixed use development to strengthen the economy of the town.
- Appropriate uses include offices, residential and car parking.
- A co-ordinated approach should be taken with adjacent and other sites within the character area to help promote comprehensive change.
- Redevelopment of the car park site should only proceed once alternative public parking arrangements are confirmed and in place.

Form of development

- High density development is appropriate in this sustainable and accessible location with taller buildings potentially being appropriate subject to any impacts on the setting of the adjacent conservation area.
- Land should be set aside in any development proposals for the provision of a route through to a potential new link over the railway line to the Tesco site.
- New development should respond positively to the development sites around it to ensure the contribution these sites could make to the town centre is not compromised.
- New development should directly address and clearly define existing streets and any new routes formed.

Access and movement

- Where possible, parking management changes should be put in place to help compensate for any temporary loss of parking capacity during development construction - particularly in relation to the operation in the evening of the Dugdale Centre.
- Development should make provision for a footbridge link between the Genotin Road car park and Tesco sites aligned with the southern boundary of the car park.
- It should also allow for possible future relocation of Enfield Town Station alongside this footbridge.

Public realm

- Provision should be made to a longer term green foot bridge and cycle connection across the railway.
- Access to this route from Genotin Road should be safe, generously proportioned and benefit from being addressed by active frontages.

- 8.8 It is considered the proposed office development meets the aspirations for this site and the wider area. It must also be recognised that the location of Metaswitch within Enfield Town and the employment it provides, brings economic support to the town which is another key objective of the Enfield Town Framework and would be in keeping with Core Policy 13 (Promoting Economic Prosperity), Core Policy 17 (Town centres).
- 8.9 It is though acknowledged the development opportunity of this site is not being fully realised in terms of height and the potential inclusion of residential, consistent with the objectives of the Masterplan. In assessing this issue, weight has been given to the particular requirements of the Applicant who wish to provide a bespoke headquarters building amalgamating a number of office locations across Enfield Town. Confirmation has been received that additional floor which could provide future residential opportunities could be added to the building at a future date should circumstances arise. However in the interim, it is considered the benefits of retaining the Applicant and the 360 existing jobs (with the potential to rise to 500) within Enfield Town outweigh this aspect of the development.
- 8.10 The loss of the existing well used car park is obviously a key consideration given the benefit this facility has to the viability and vitality of Enfield Town. This issue is addressed in more detail in the body of the Analysis but the availability of the retained parking area during evening and weekend means that the number of available parking spaces to serve the town is adequate with the exception of the weekend proceeding Christmas when additional parking in the form of that available at the Civic centre could be made available to ensure necessary capacity is available.
- 8.11 Taking the above factors into account, it is considered that the underlying principle of the development is considered acceptable.

Character and Appearance

- 8.12 This is a prominent site within Enfield Town and the first of the development sites identified in the adopted Enfield Town Framework Masterplan, to come forward. In promoting the site for development, the Masterplan highlights the opportunity to introduce a landmark building.

Height

- 8.13 As a development within an existing town centre, current and emerging policy would encourage greater optimisation of this site increasing height and the inclusion of residential accommodation. This has been reflected in the comments of officers and was also highlighted in the comments from the Place & Design Review Panel. The position of the applicant to create a single use headquarters building is acknowledged as is the fact the commercial height proposed is equivalent to a 6-7 metre high residential block. Thus, although not in keeping with the objectives of policy regarding the optimising of development, a building of this height is not unacceptable.
- 8.14 Moreover, height has been considered in terms of its relationship to the adjacent Conservation Area and neighbouring residential block. It is also recognised that the height deficiency has to be considered in the context of the overall development and in particular, the economic benefits of retaining the Applicant within Enfield Town thereby contributing to the on-going regeneration aspirations for Enfield Town. Confirmation has also been received that the structure of the building is such that in future, additional floors for residential or other use could be added.
- 8.15 It is also recognised the currently proposed height provides a more integrated relationship to the existing site circumstances and particularly, the 3 storey form of 22 Genotin Road. Accordingly, no objection is therefore raised on this point.

Design / Form / Massing

- 8.16 The objective of the NPPF and adopted policy is to achieve high quality design in all developments and should be design led from the outset. The proposed development has sought to respond to the opportunities and constraints of this site albeit, most of the negative comments have focused on the missed opportunity for this development to increase its height and incorporate residential elements appropriate to this well connected town centre location. The comments of the Place & Design Review Panel are attached as an Appendix to this report and although some revisions have occurred to the scheme following this, the specific requirements of the Applicant have precluded significant revision. However, the width of the future pedestrian link along the southern boundary was increased to 5 metres along its entire length involving internal redesign / reconfiguration. It is now considered this would provide an acceptable relationship to the southern boundary and the potential future development of the St Anne's playing field: a key objective of the Enfield Town Framework Masterplan.
- 8.17 The proposed development occupies a significant proportion of the developable area of the site with the exception of that required for access, servicing and parking. This is a product of the Applicants requirement for large internal office floor plates to promote the Applicants preferred business model enabling more people to work in close proximity to foster better working practice / cross pollination of ideas.
- 8.18 It is this argument that has largely dictated the form of the proposed development: a higher smaller footprint would have delivered more height and more space around the building but would not have achieved this requirement for the Applicant.
- 8.19 The building is designed with a break in the roof form so that the appearance would ensure that most of the roof is over the internal accommodation, a small area which goes over the atrium extends outwards to follow the angle of the southern wing frontage. This is an important significance of the main entrance to the principle front elevation, visible from Genotin Road, the design changes are more sympathetic to the building and the immediate locality and are considered to be consistent with policy DMD37.

- 8.20 The proposed office block takes the shape of Genotin road as it curves on a bend, with revised drawings by the applicant which illustrate a set back from the front, helps to reduce the bulky appearance of the building, but also make it more welcoming.
- 8.21 The proposed building is divided into three main elements that relate to the functions and uses within the scheme: the light box is the encompassing volume that contains all the internal accommodation. This is to be predominantly transparent to allow views into the active ground floor uses, the atrium and rooftop café.
- 8.22 Notwithstanding the site coverage, following revision, a 5 metre wide strip along the southern boundary has been identified and will be secured through the legal agreement. This is a key objective of the Enfield Town Framework Masterplan along the southern boundary and would be replicated should the St Anne's playing field come forward for redevelopment. This would then facilitate a potential pedestrian east / west link between the Town and land to the east of the railway identified as a potential development site.
- 8.23 The front four/five storey building (top storey recessed) would not be out of scale with the varying heights of buildings in close proximity to the site, such as the Dugdale Centre. As a gateway building into the conservation area, good quality of design and materials would enable the buildings to blend effectively with and enhance the appearance of the area. In conclusion on design, having regard to the site's size and proximity to public transport, the proposal is considered to fall within the Transitional typology of the Enfield Town Masterplan. The proposal is considered to accord with the design guidelines contained in this document including complying with London Plan policies 7.4 and 7.6 and with Enfield Development Management Document Policy 37.

Relationship to the railway

- 8.24 The application site shares the eastern boundary with land owned by Network Rail/Transport for London. The existing boundary fence will be unaffected by the proposal.
- 8.25 The building will still be visible by those entering Enfield Town Station by train and therefore the building design has evolved to ensure that the eastern elevation is strong, interesting and as a result of the glazing and solid panels helps to create an interest in the same way as the western elevation (frontage).
- 8.26 The potential for light spill towards the railway line has been assessed and minimised within the accompanying technical report, 'Lighting Assessment' prepared by Hoare Lea.
- 8.27 Network Rail guidelines have also informed the approach to ground conditions within the site and the areas for excavating the site to form the basement car parking level. The ground investigation reports accompanying this planning application provide details of the strata upon which the building is to be constructed. The nature of the ground however is such that it is not suitable for infiltration - as is detailed within the accompanying Flood Risk Assessment and Drainage Strategy. Furthermore, infiltration of surface water could affect the embankment with the railway line and is therefore discounted within the Drainage Strategy as a means of SUDs. Relevant conditions shall be attached to mitigate any concerns relating to this.
- 8.28 On balance, despite design reservations, the scheme does have significant merit and it is considered to be acceptable.

Materials

- 8.29 A palette of materials has been identified which will deliver a contemporary building whilst respecting relationship with the adjacent Conservation Area. A condition securing the approval of the material is recommended.
- 8.30 Whilst the scheme does not fully meet the requirements of Secure by Design, as stated by the Metropolitan Police, the details can be secured by way of condition to ensure that the development can be as secure as possible which would help reduce crime as per Development Management Document Policy 37.

Relationship to 22 Genotin Road

- 8.31 The side elevation of 22 Genotin Road has 12 windows across three floors. These windows serve predominantly non-habitable rooms, and where they serve a habitable room e.g. a living room, the window is one of two serving that room i.e. is secondary. The internal layout of the proposed development has been adjusted over the course of the project to reduce the amount of glazing on this northern elevation to locate the stairwell (used principally for escape in a fire) opposite the side elevation, so that the potential overlooking, together with meeting rooms which will be less regularly used on upper levels. It is considered these circumstances minimise the any impact for the occupiers living at 22 Genotin Road.
- 8.32 The proposal only extends to four storeys on the northern side (as opposed to five on the southern side), thus allowing for an increased amount of light to reach 22 Genotin Road's side elevation with the site.
- 8.31 A daylight/sunlight assessment has been undertaken and submitted with this application. In respect of existing neighbouring dwellings the proposal is shown to result in a very high rate of compliance with Building Research Establishment. In terms of the VSC (Vertical Sky Component) daylight analysis, only 6 of the 12 rooms facing the site fell below the guidelines however, 4 of these windows are serving small kitchens, which according to the BRE guidelines the guidance suggests that kitchens and bedrooms are less important (BRE paragraph 3.2.3) as a typical recommendation.
- 8.32 The APSH (Annual Probable Sunlight Hours) assessment shows that 17 out of the 20 windows meet the BRE guidance and obtain APSH levels over 25% of which 5% are in winter months. Complying with technical reductions that are still within the typical parameters recommended by the BRE guidelines. Notwithstanding the 4 windows which fall below the guidance the affected kitchen rooms have other windows that supplement the sunlight and these exceed the BRE guidelines so the occupants would still have good levels of sunlight.
- 8.33 The other neighbouring sites, 2 Genotin Terrace, 40-46 London Road, St Anne's Catholic High School all also meet the required guidelines based on the summaries set out the applicants daylight and sunlight report.
- 8.34 It is concluded that the proposed development is satisfactory in terms of its daylight and sunlight impacts or on the amenities of these residential properties.

Relationship to Other Nearby Properties

- 8.35 The elevation is separated from the rear of properties on Chalkwell Park Avenue by the playing fields used by St Anne's School. The southern elevation of the building is also more limited in its glazing. Furthermore, the properties on Chalkwell Park Avenue, albeit circa 90 metres away, are further protected in terms of any potential overlooking, as a result of this design. The reduced glazing also assists with the potential solar gain

attributes associated with the building and therefore also assist with the sustainability credentials.

Heritage Considerations

Statutory background

- 8.36 Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“Listed Buildings Act”) confirm that special attention shall be paid to the desirability of preserving a listed building or its setting (s.66) and preserving or enhancing the character or appearance of that area (s.72). As confirmed by the Court of Appeal (Civil Division), the decision in *Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council* [2014] EWCA Civ 137, it was concluded that where an authority finds that a development proposal would harm the setting of a listed building or the character and appearance of a conservation area, it must give that harm “considerable importance and weight”. Further case law has reconfirmed the *Barnwell* decision and the considerations to be undertaken by a planning authority: *The Forge Field Society & Ors, R v Sevenoaks District Council* [2014] EWHC 1895 (Admin), *Pugh v Secretary of State for Communities and Local Government* [2015] EWHC 3 (Admin).

National Guidance

- 8.37 Section 12 of the National Planning Policy Framework (“Conserving and enhancing the historic environment”) advises Local Planning Authorities to recognise heritage assets as an “irreplaceable resource” and to “conserve them in a manner appropriate to their significance” (para.126). Paragraph 132 goes on to say LPAs need to consider whether a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset. Proposals that lead to substantial harm to or a total loss of significance of a designated heritage asset should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss, or it meets with the test identified at paragraph 133. Where a development will lead to less than substantial harm, the harm is to be weighed against the public benefits of the proposal, including securing its optimum viable use (para. 134). The NPPF states that heritage assets include designated heritage assets and assets identified by the Local Planning Authority (including local listing) as stated in Appendix 2.
- 8.38 At paragraph 137, LPAs are also advised to look for opportunities for new developments within conservation areas and within the setting of heritage assets to better reveal their significance. Where a proposal preserves those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably. The NPPG advises that the extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which the asset is experienced is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places.
- 8.39 Paragraph 135 provides guidance in relation to non-designated heritage assets. The development proposal must also be assessed against the significance of the heritage asset, and “a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”.
- 8.40 In addition, at paragraph 137, LPAs are also advised to look for opportunities for new developments within conservation areas and within the setting of heritage assets to better reveal their significance. Where a proposal preserves those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

- 8.41 London Plan policy 7.8 (“Heritage Assets and Archaeology”) advises what boroughs should do at a strategic level to identify, preserve, and enhance London’s heritage assets. Policy CP31 (“Built and Landscape Heritage”) of the Core Strategy sets out a requirement that development should conserve and enhance designated and non-designated heritage assets. Policy DMD44 (“Conserving and Enhancing Heritage Assets”) states that development which fails to conserve and enhance the special interest, significance or setting of a heritage asset will be refused. The design, materials and detailing of development affecting heritage assets or their setting should conserve the asset in a manner appropriate to its significance.
- 8.42 The heritage assets upon which the impact of the development should be considered against are the Enfield Town Conservation Area and the various listed features referenced elsewhere in this report. What must therefore be determined is whether any of the elements proposed will harm the significance of the heritage assets, having regard to the statutory requirement to give special attention to the desirability of preserving or enhancing the character or appearance of a conservation area (s.72). If any harm is identified, great weight must be given to that harm. Further to this, as advised above, if substantial harm or total loss to significance is identified, it would need to be established whether there are any substantial public benefits that would outweigh the identified harm or loss or the tests identified at para.133 of the NPPF are met. If there is less than substantial harm, the harm is to be weighed against the public benefits of the proposal, and for undesignated heritage assets, a balanced judgement must be made having regard to the scale of any harm or loss and the significance of the heritage asset. It should be noted that benefits are not limited to heritage benefits but to all material planning benefits capable of meeting the policy tests.
- 8.43 As previously stated, the site lies outside of but immediately adjacent to the boundary with Enfield Town Conservation Area. The nearest building, those located at the southern end of London Road, are identified as making a positive contribution to the character of the conservation area. However, the proposed development is some distance from the rear of these buildings and it is noted the Character Appraisal does not identify any key views which would be affected by the development.
- 8.44 Notwithstanding this, and taking into account the relationship of the site and the proposed development to the Conservation Area associated with the development, it is considered the proposed building would have less than substantial harm to the character, appearance and setting of the Conservation Area. However given the designation in the adopted Enfield Town Framework Masterplan and the economics and business benefits for viability of Enfield Town it is considered there are significant public benefits which outweigh this harm.

SuDS

- 8.45 As the details provided have not been fully compliant to sustainable drainage strategy standards, it is considered that, as stated in Enfield S106 Supplementary Planning Document for a major scheme the applicant would need to contribute to off site drainage, to compensate for the lack of source control Suds measures have been calculated at £95, 807.04.

Transport

- Loss of Existing Surface Car Park
 -
- 8.46 Whilst there is a loss in the existing car park, the site, is close proximity to Enfield Town Station. Other multi storey car parks are still available around the area. Additionally, the site would still provide car parking spaces to members of the public during non office hours and during holiday periods.

8.47 Whilst there are 31 car parking spaces more than the suggested amount within the London Plan, Metaswitch have provided details of their staffs commuting methods within their existing offices within the Borough and concluded the number of spaces proposed as a minimum requirement to retain those staff. On balance the positive changes the company would bring to the centre economically would outweigh the standard of spaces provided by the applicant and meeting the needs of the company.

- *Proposed Reprovision / Level of Car Parking*

8.48 The site has a PTAL of 5. The application is accompanied by a Transport Statement and Travel Plan. Parking provision would consist of 96 spaces of which 22 spaces would be located on ground level and 74 located at basement level. 5 spaces being a minimum requirement, 8 disabled spaces have been proposed at ground level, with disability lift access. 20 electric vehicle charging points from the outset would be provided and a further 10 bays will be provided.

- *Cycle provisions*

8.49 54 cycle spaces have been proposed across two separate levels with security door codes. That cycle storage within the basement provides additional security and shelter for cyclists, helping to achieve BREEAM Excellent. The areas at-grade within the site include the northern access road, service yard sub-station and Bin store, these areas are necessary to allow the building to be serviced without interrupting traffic flows on the busy Genotin Road. Other areas of the site, such as the pocket park and strip of land for future are reserved for future development – restricting the potential for secure cycle storage. The basement however provides a safe, covered location and would have direct lift access to the showers and changing facilities within the offices. At grade provision wouldn't have this lift access so directly.

8.50 For cyclists who may not choose to use the basement car park ramps – lift accesses are provided from the secondary entrance at the rear. These lifts can accommodate cycles. The proposal provides a route into the central area of 34 cycle spaces where there is 1300mm width space, at its narrowest point.

8.51 The applicant has confirmed the following:

- The car park clearance will be a minimum of 2.1m to the aisles and at the entrance ramps.
- Given that Metaswitch will be at circa 384 employees, (planning statement par 3.15) on day one, and that there are only 96 spaces provided, it is inherent that 75% of employee will be using more sustainable modes of travel to arrive at work. Metaswitch have already suggested having a permit system for employees to park there.
- A delivery and Services Strategy (planning condition).

Highways and servicing

8.52 Diagrams have been submitted which demonstrate access width and the servicing area layout are adequate for larger vehicle manoeuvring, the service bay sited near the entrance of the site is useable still allowing and that the bin storage arrangements are practical and appropriate. Turning for emergency services, such as the fire brigade would be able to turn and move in a forward gear direction. Internal details would need to meet the requirements of Building Control standards which include sprinklers.

Sustainable Construction & Energy

8.53 An Energy and Sustainability Statement is submitted with this planning application and provides details regarding the credentials of the building in terms of its sustainability performance. The proposed development will be BREEAM Excellent.

- 8.54 Energy efficiency is built into the design via passive design and efficiency measures, as detailed within section 5.2 of the Energy and Sustainability Statement. Policy GG6, G7, SI4, SI5, of the London Plan 2018, Core Strategy Policy 20 are satisfied here in addition to the Development Management Document Policies on ‘tackling climate change.’
- 8.55 Sustainability has been a consideration in the design process, from the layout and orientation, (and use of materials to reduce solar gain), through to the inclusion of a roof zone (where plant is not positioned) to accommodate potential photovoltaic panels and/or a ‘green’ roof.
- 8.56 The location of the site lends itself to the principles of sustainability too- being centrally located to minimise travel for existing Enfield residents who are employed by Metaswitch, and being located within walking distance of Enfield Town rail station and the bus route that is located on Genotin Road. The site is also previously developed land. In addition, in terms of the sustainable management of waste, a Site Waste Management Plan accompanies this planning application.

Ecology / Trees

- 8.57 The trees sited on the southern elevation sited on the neighbouring site of the playing fields, do not have a Tree Preservation Order. The applicant has served notice on this landowner to remove some of the trees on this playing fields site. Since these fall outside of the site boundary, notwithstanding the comments of the tree officer and on a site identified for future re-development no objection is raised, however, a condition can be imposed to ensure each removal is fully justified.
- 8.58 In terms of the lack of landscaping that has been proposed on the site, the proposal is highly driven by the restrictive plan to accommodate the companies needs and aspirations. As a result there is very little room for landscaping but improvements to the public realm form an important element of this proposal, as a result the scheme is considered acceptable on this ground.

Environmental Impact Assessment

- 8.59 Having considered the proposed development within the context of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 it is not considered that the planning application is EIA development. The proposals are not a Schedule 1 project with regards to the relevant criteria and threshold under the Regulations. As an urban area project, it is considered within Schedule 2. The site area of the proposed development does not exceed 0.5 ha which is the threshold in Column 2 of Schedule 2 for considering whether such projects are EIA. It is stated within the Planning Practice Guidance that only a very small proportion of Schedule 2 development will require EIA. The development is not within a Sensitive Area as defined under the ‘Interpretation’ (Regulation 2) of the Regulations. Whilst not EIA, the impacts of the development have still been assessed within the comprehensive set of technical reports listed at **Appendix 1**.

Planning Obligations

- 8.60 A draft S106 legal agreement is being prepared and will include the following Draft Heads of Terms:
- Skills & Training
 - Future Availability of Car Park for Public Use
 - Safeguarding of land to the south of the building within the application site – to be annotated on a drawing within the Section 106 Agreement, and subject to a no build zone

- Contribution towards SUDS measures
- Future Access to development the Playing Fields – to be annotated on a drawing within the Section 106 Agreement, and subject to a no build zone
- Off Site Highway Improvements to be discussed, agreed and to be secured through a S278 Agreement

Community Infrastructure Levy (CIL)

- 8.61 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase of gross internal floor area multiplied by an Outer London weighting (£20/sqm) and a monthly indexation figure. The development is CIL liable for the construction of 8,946sqm of new commercial floor space.
- 8.62 The Council introduced its own CIL on 1 April 2016. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water. For CIL, the site falls within the "All Other Uses", which specifically includes offices, for which the Council CIL is charged at £0/sqm.

9.0 Conclusion

- 9.1 The application proposal requires an evaluation of the impact of the net reduction in car parking spaces and availability within Enfield Town, and significant built mass on the edge of a heritage location against relocating modern employment to the town centre within a contemporary building that helps to complete the built fabric that is consistent with the growth agenda.
- 9.2 Having regard to all of the above, on balance, it is considered that the proposal constitutes a regenerative development that should be granted planning permission for the following reasons:
1. The proposed development would positively contribute to increasing London's supply of offices and support the Outer London economy, consistent with Policies 2.7, 2.15, 4.1, 4.2, 4.3 and 4.7 of The London Plan 2016, Policies CP13, CP16, CP17, CP19 and CP43 of the Enfield Core Strategy 2010, and Policy DMD25 of the Enfield Development Management Document 2014 and the Enfield Town Framework Masterplan 2018.
 2. The proposed development, due to its design, size, scale and siting, on balance, does not unduly detract from the character and appearance of the street scene or the surrounding area having regard to Policies 7.1, 7.4, 7.5, 7.6 and 7.7 of the London Plan 2016, Policies CP30 and CP31 of the Enfield Core Strategy 2010, and with guidance contained within the National Planning Policy Framework.
 3. The proposed development, due to its siting does not, on balance, impact on the existing amenities of the occupiers of nearby properties in terms of loss of light, outlook or privacy and in this respect complies with Policy 7.6 of the London Plan 2016, Policy CP30 of the Enfield Core Strategy, and Policy DMD10 of the Enfield Development Management Document 2014 and with guidance contained within the National Planning Policy Framework.
 4. Having regard to conditions attached to this permission, the proposal, on balance, makes appropriate provision for servicing, access, parking, including cycle parking and visibility splays, and in this respect complies with Policies 6.3, 6.9, 6.12 and 6.13 of the London Plan 2016, Policies DMD45 and DMD47 of the Enfield Development Management Document, and with guidance contained within the National Planning Policy Framework.
 5. The proposed development, by virtue of measures proposed and conditions imposed, will contribute to the mitigation of and adaptation to climate change, having regard to Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.13 of the London Plan, Policies CP20, CP32 and CP36 of the Enfield Core Strategy, and Policies DMD49, DMD51, DMD53, DMD58, DMD59 and DMD61 of the Enfield

Development Management Document 2014 and with guidance contained within the National Planning Policy Framework.

10.0 **Recommendation**

- 10.1 That subject to the completion of a S106 Agreement to secure the obligations as set out in Section 8.60 of this report, the Head of Development Management / the Planning Decisions Manager be authorised to GRANT planning permission subject to the conditions as set out below:

Conditions:

3 Years

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.
Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.

Approved Plans

2. The development hereby permitted shall be carried out in accordance with the approved plans:

7486-BDP-00-XX-DR-A-0001 S2 P03 (Existing Site Location Plan); 7486-BDP-00-XX-DR-A-0003 S2 P04 (Existing Site Plan); 7486-BDP-00-XX-DR-A-0005 S2 P04 (revised) (Proposed Site Plan); 7486-BDP-00-00-DR-A-0010 S2 P08 (revised) (Proposed Ground Floor Plan); 7486-BDP-00-01-DR-A-0011 S2 P07 (Proposed First Floor Plan); 7486-BDP-00-02-DR-A-0012 S2 P07 (Proposed Second Floor Plan); 7486-BDP-00-03-DR-A-0013 S2 P07 (Proposed Third Floor Plan); 7486-BDP-00-04-DR-A-0014 S2 P07 (Proposed Fourth Floor Plan); 7486-BDP-00-05-DR-A-0015 S2 P07 (Proposed Roof Plan); 7486-BDP-00-B1-DR-A-0009 S2 P08 (revised) (Proposed Basement Plan); 7486-BDP-00-XX-DR-A-0007 S2 P03 (Tree Removal Plan); 7486-BDP-00-ZZ-DR-A-0020 S2 P08 (revised) (Proposed GA Elevations Sheet 1); 7486-BDP-00-ZZ-DR-A-0020 S2 P08 (revised) (Proposed GA Elevations Sheet 2); 7486-BDP-00-ZZ-DR-A-0027 S2 P03 (Proposed GA Sections); 7486-BDP-00-ZZ-DR-A-0025 S2 P04 (Proposed GA Sections Sheet 1); 7486-BDP-00-ZZ-DR-A-0025 S2 P04 (Proposed GA Sections Sheet 2); AVR3 dated 16 July 2018 (Accurate Visual Representations); 661 P03 Rev B (Proposed Landscape Schematic); CCL 10003 Rev 4 (Tree Protection Plan); GRE-BWB-GEN-01-DR-TR-100 S2 P4 (Proposed Junction General Arrangements); GRE-BWB-GEN-01-DR-TR-110 S2 P4 (Swept Path Analysis: Refuse Vehicle Access & Egress); GRE-BWB-GEN-01-DR-TR-111 S2 P4 (Swept Path Analysis: Large Car Two- way Movement); 16-6912-SK005-P1 (Revised) Drainage Areas; 16-6912-SK004-P3 (Revised) (Access Road Design); S2 P01 (Design and Access Statement); 16-6912-FRA Issue 4 (Flood Risk Assessment and Drainage Strategy); 16-6912-DMP Issue 1 (Drainage Maintenance Plan); BSA 1821_1c 260718 (Archaeology and Heritage Statement); Energy and Sustainability Statement (Rev 06 dated 26 July 2018); BREEAM Pre-Assessment (Rev 04 dated 26 July 2018); ESS0142 Rev A (Preliminary Ecological Appraisal); Arboricultural Report (10003 dated 24 July 2018); Tree Schedule (10003); GRE-BWB-GEN-XX-RP-TR-001 S2 P3 (Transport Assessment); GRE-BWB-GEN-XX-RP-TR-002 S2 P4 (Revised) (Travel Plan); STOQ3007 July 2018 (Site Waste Management Plan); REP-1010453-05-AM-20180514 Rev 3 (dated 23 May 2018) (Noise Assessment); 16-16152-20180726 (Environmental Lighting Assessment); Planning Statement (July 2018); Ground Conditions Report (27039 dated 6 July 2018); Landscape

Report (Dated 11th July 2018); Daylight / Sunlight report (ROL 00027 dated 6 July 2018); REV A – 06.09.2018 (Revised) (Signage options).

Reason: For the avoidance of doubt and in the interests of proper planning.

Construction Management Plan

- 3 That development of each phase shall not commence until a construction methodology for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:
- a) Arrangements for wheel cleaning;
 - b) Arrangements for the storage of materials;
 - c) Hours of work;
 - d) Arrangements for the securing of the site during construction;
 - e) The arrangement for the parking of contractors' vehicles clear of the highway;
 - f) The siting and design of any ancillary structures;
 - g) Arrangements for the loading and unloading of plant and materials;
 - h) Scheme for recycling/disposing of waste resulting from demolition and construction works;
 - i) Enclosure hoarding details; and
 - j) Measures that will be taken to control dust, noise and other environmental impacts of the development in accordance with 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

The development shall be carried out in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the implementation of the development does not lead to damage to the existing highway and to minimise disruption to neighbouring properties and the environment.

Contamination

4. Prior to the commencement of building works for each phase, a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved, in writing, by the local planning authority. That scheme shall include all of the following elements unless specifically excluded, in writing, by the Local Planning Authority and the development shall then proceed in strict accordance with the measures approved.
- a. A desk study identifying: all previous uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors; potentially unacceptable risks arising from contamination at the site;
 - b. Site investigation scheme, based on (1) to provide information for an assessment of the risk to all receptors that may be affected, including those off site;
 - c. The results of the site investigation and risk assessment (2) and a method statement based on those results giving full details of the remediation measures required and how they are to be undertaken and
 - d. A verification report on completion of the works set out in (3) confirming the remediation measures that have been undertaken in accordance with the method statement and setting out measures for maintenance, further monitoring and reporting.

Any changes to these agreed elements require the express consent of the Local Planning Authority.

Reason: In order to ensure that the development does not pose an unacceptable risk to the quality of the groundwater.

Piling

- 5 No piling shall take place for each phase until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

Crane lifting management plan

- 6 Prior to commencement of development details of any cranes and other lifting equipment which are required during the construction of the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include on a crane /lifting management plan including crane base design (including certification), Risk Assessment and Method Statement for siting, erection, lifting arrangements, operational procedure (including any radio communications), jacking up, de-rigging in addition to plans for elevation, loads, radius, slew restrictions and collapse radius.

No cranes shall be erected or dismantled until RfL's approval has been obtained in writing. Once this has been approved by Rail for London this would need to be submitted to the Local Planning Authority.

Reason: To ensure that the lifting operations are carried out safely in compliance with BSI standards, and to prevent anything falling on to the adjacent railway, compromising the safety of the railway.

Sustainable Drainage Strategy

- 7 Prior to the commencement of development a Sustainable Drainage Strategy shall be submitted and approved in writing by the Local Planning Authority. The details shall be based on the disposal of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and should be in line with our DMD Policy SuDS Requirements:

- a. Shall be designed to a 1 in 1 and 1 in 100-year storm event with the allowance for climate change;
- b. Follow the SuDS management train and London Plan Drainage Hierarchy by providing a number of treatment phases corresponding to their pollution potential;
- c. Should maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value;
- d. The system must be designed to allow for flows that exceed the design capacity to be stored on site or conveyed off-site with minimum impact;
- e. Clear ownership, management and maintenance arrangements must be established; and
- f. The details submitted shall include levels, sizing, cross sections and specifications for all drainage features.

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy and Policies 5.12 & 5.13 of the London Plan and the NPPF and to maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value.

SuDs

8. Prior to occupation of each phase of the development, a Verification Report demonstrating that the approved drainage/SuDS measures have been fully implemented shall be submitted to the Local Planning Authority for approval in writing. This report must include:
- As built drawings of the sustainable drainage systems;
 - Level surveys of completed works;
 - Photographs of the completed sustainable drainage systems;
 - Any relevant certificates from manufacturers/ suppliers of any drainage features;
 - A confirmation statement of the above signed by a chartered engineer.
- Reason:** To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy and Policies 5.12 & 5.13 of the London Plan and the NPPF.

Detailed Drawings

9. Prior to the commencement of building works above ground, detailed drawings to a scale of 1:20 to confirm the detailed design and materials of the:
- Schedule and sample of materials used in all elevations;
 - Construction details of all external elements at 1:20 scale (including sections). This should include: entrances and exits, glazing, masonry, weathering and flashings, balustrades and parapets, roof, plant and plant screening, health and safety systems;
 - Full drawn details (1:20 scale elevations, 1:2 scale detailing) of the railings and gates (including hinges, fixings, locks, finials).
- Shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development above ground hereby permitted. The development shall thereafter be carried out solely in accordance with the approved details.
- Reason:** To safeguard and enhance the visual amenities of the locality.

Samples and Materials

10. Prior to the commencement of building works above ground, a sample panel and a schedule of materials to be used in all external elevations including walls, doors, windows front entrances and balconies within the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before any building work commences and this condition shall apply notwithstanding any indications as to these matters which have been given in the application. The development shall thereafter be carried out solely in accordance with the approved details.
- Reason:** In order to ensure that the building has an acceptable external appearance and preserves the character and appearance of the conservation area.

Surfacing Materials

11. Prior to the completion of the external building works, details and design of the surfacing materials to be used within the development including footpaths, shared surfaces, access roads, parking areas, road markings and all other hard surfacing shall be submitted to and approved in writing by the Local Planning Authority. The

surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

Reason: To ensure that the development does not prejudice highway safety and a satisfactory appearance.

12. Prior to the completion of the external building works, a Landscape and Public Realm Strategy for all external public realm areas within the curtilage of the site hereby approved shall be submitted to and approved by the Local Planning Authority. This Strategy is to include, amongst other things, details of proposed plant and tree maintenance, paving materials, pedestrian priority materials and shared surface treatments, plant species, ground levels, green roofs, green walls, boundary treatments and water features. The development shall be in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed landscaping areas are of a high quality and for consistent treatment of the public realm.

Soft Landscaping

13. Prior to the completion of the external building works, details of trees, shrubs, grass and all other soft landscaped areas of internal and external amenity spaces to be planted on the site shall be submitted to and approved in writing by the Local Planning Authority. The planting scheme shall be carried out in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

Reason: To provide a satisfactory appearance and ensure that the development does not prejudice highway safety.

Refuse Storage

14. Prior to occupation of each phase of the development, details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield Waste and Recycling Planning Storage Guidance ENV 08/162, shall be submitted and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

Reason: In the interests of amenity and the recycling of waste materials in support of the Boroughs waste reduction targets.

Cycle Parking

15. Prior to occupation of each phase of the development, details of the siting, number and design of secure/covered cycle parking spaces shall be submitted and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

Reason: To ensure the provision of cycle parking spaces in line with the Council's adopted standards.

Energy Statement

16. Prior to the commencement of building works above ground on the relevant phase of development, a detailed 'Energy Statement' and relevant SAP calculations shall be submitted and approved in writing by the Local Planning Authority. Submitted details will demonstrate the energy efficiency of the development and shall provide a significant reduction in total CO2 emissions arising from the operation of a

development and its services over Part L of Building Regs 2010 in line with Council and London Plan Policy. The Energy Statement should outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

Energy Performance Certificate

17. Following practical completion of works for each phase of the development, a final Energy Performance Certificate shall be submitted to an approved in writing by the Local Planning Authority prior to occupation of the development.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

No Pipes

- 18 No pipes or vents (including gas mains and boiler flues) shall be constructed on the external elevations unless they have first been submitted to the Local Planning Authority and approved in writing. Any pipes and vents shall be installed as approved.

Reason: Such works would detract from the appearance of the building and would be detrimental to the visual amenities of the locality.

Servicing Management Plan

19. Prior to occupation of each phase of the development, full details of a servicing management strategy for the management of deliveries and servicing of the development, shall be submitted to and approved by the Local Planning Authority. Servicing shall thereafter be carried out solely in accordance with the approved details.

Reason: In order that the Local Planning Authority and Transport for London may be satisfied as to the effects of the scheme on the adjacent road network so as to avoid hazard or obstruction to the public highways.

Travel Plan

20. A Sustainable Travel Plan shall be submitted and approved in writing by the Local Planning Authority prior to the use hereby permitted commencing for each phase of the development. The measures approved in the Travel Plan shall be implemented prior to the residential use hereby permitted commencing and shall be so maintained for the duration of the use, unless the prior written approval of the Local Planning Authority is obtained to any variation.

Reason: To ensure that the travel arrangements to the residential development are appropriate and to limit the effects of the increase in travel movements.

Hours of Operation

21. The commercial (B1a) premises hereby approved shall not be open to the public except between the hours of 08.00 to 23.00 Monday to Saturday and between 10.00 and 17.00 hours on Sundays and Bank or Public Holidays. The premises

shall not be open at any other time except with the prior agreement in writing of the Local Planning Authority.

Reason: To safeguard the amenities of neighbouring residential occupiers.

Crime Prevention Strategy

22. Notwithstanding the details of the development, hereby approved, a detailed crime prevention management and maintenance strategy detailing how the development will minimise opportunities for crime including details of a controlled access system, CCTV and external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of each phase of the development.

Reason: To ensure that the development protects community safety.

Waste Water

23. Prior to the commencement of building works above ground on the relevant phase of development, a drainage strategy detailing any on and/or off-site drainage works, shall be submitted and approved in writing by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

24. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london>

Reason: To protect local amenity and air quality in accordance with London Plan (2016) policies 5.3 and 7.14.

Lighting

25. Prior to the completion of the external building works on the relevant phase of development, details of any external lighting proposed shall be submitted and approved in writing by the Local Planning Authority. The approved external lighting shall be provided before the development is occupied.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area.

Parking Strategy

26. Prior to the completion of the external building works on the relevant phase of development, details of a Parking strategy to include Layouts, Temporary bays and Electric Vehicle Charging Points in accordance with Draft/London Plan and

standards adopted by the Local Planning Authority shall be submitted to and approved in writing by the Local Planning Authority. The facilities shall be constructed in accordance with the approved details before the development is occupied and shall be maintained for this purpose.

Reason: To ensure that the development complies with Development Plan Policies and does not prejudice conditions of safety or traffic flow on adjoining highways.

Biodiverse roofs

27. Details of the proposed biodiverse roofs shall be provided to the Local Planning Authority for approval in writing have been provided to the Local Planning Authority for approval in writing demonstrating the feasibility or otherwise of providing a biodiverse green / brown roof. The submitted detail shall include [location], design, substrate (extensive substrate base with a minimum depth 80-150mm), vegetation mix and density, and a cross-section of the proposed roof.

The biodiverse roof shall not be used for any recreational purpose and access shall only be for the purposes of the maintenance and repair or means of emergency escape.

The biodiverse roof shall be implemented in accordance with the approved details prior to first occupation and maintained as such thereafter. Photographic evidence of installation is to be submitted and approved in writing by the council.

Reason: To assist in flood attenuation and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with adopted Policy.

Details of a mechanical ventilation strategy

28. Prior to commencement of above ground works on the relevant phase of the development pursuant to condition 3, details of a mechanical ventilation strategy shall be submitted to and approved in writing by the Local Planning Authority. All accepted recommendations must be fully implemented within the relevant phase prior to first occupation and maintained thereafter.

Reason: To ensure adequate ventilation whilst not unduly impacting on the amenity of residents.

Noise attenuation for plant

29. Prior to commencement of above ground works an acoustic report shall be submitted to the Local Planning Authority for approval in writing detailing the sound level generated from the kitchen extraction system and state the noise control measures to be employed to ensure the noise from the system does not exceed a level of 10dB(A) below the typical background noise level measured as L(A)₉₀ 15 minutes during operational hours, at the façade of the nearest residential property.

Reason: To protect residents from noise and disturbance in accordance with adopted policy.

Number / location / design of electric vehicle charging points

30. Prior to any works commencing in relation to the provision of parking / turning facilities, typical details, including siting and design of plugs, of electric vehicular charging points to be provided in accordance with London Plan standards (minimum 20% of spaces to be provided with electric charging points and a further 20% passive provision for electric vehicles in the future) shall be provided to the Local Planning Authority for approval in writing.

All electric charging points shall be installed in accordance with the approved details prior to first occupation of the relevant phase of the development approved and permanently maintained and retained.

Reason: To ensure that the development complies with the sustainable development policy requirements of the London Plan.

Details for communal satellite dish / TV antenna provision

31. Prior to commencement of above ground works, details for the provision of communal television systems/satellite dishes shall be submitted to an approved in writing by the Local Planning Authority. The development shall only be undertaken in accordance with the approved detail and implemented prior to first occupation of the relevant phase of the development and permanently maintained.

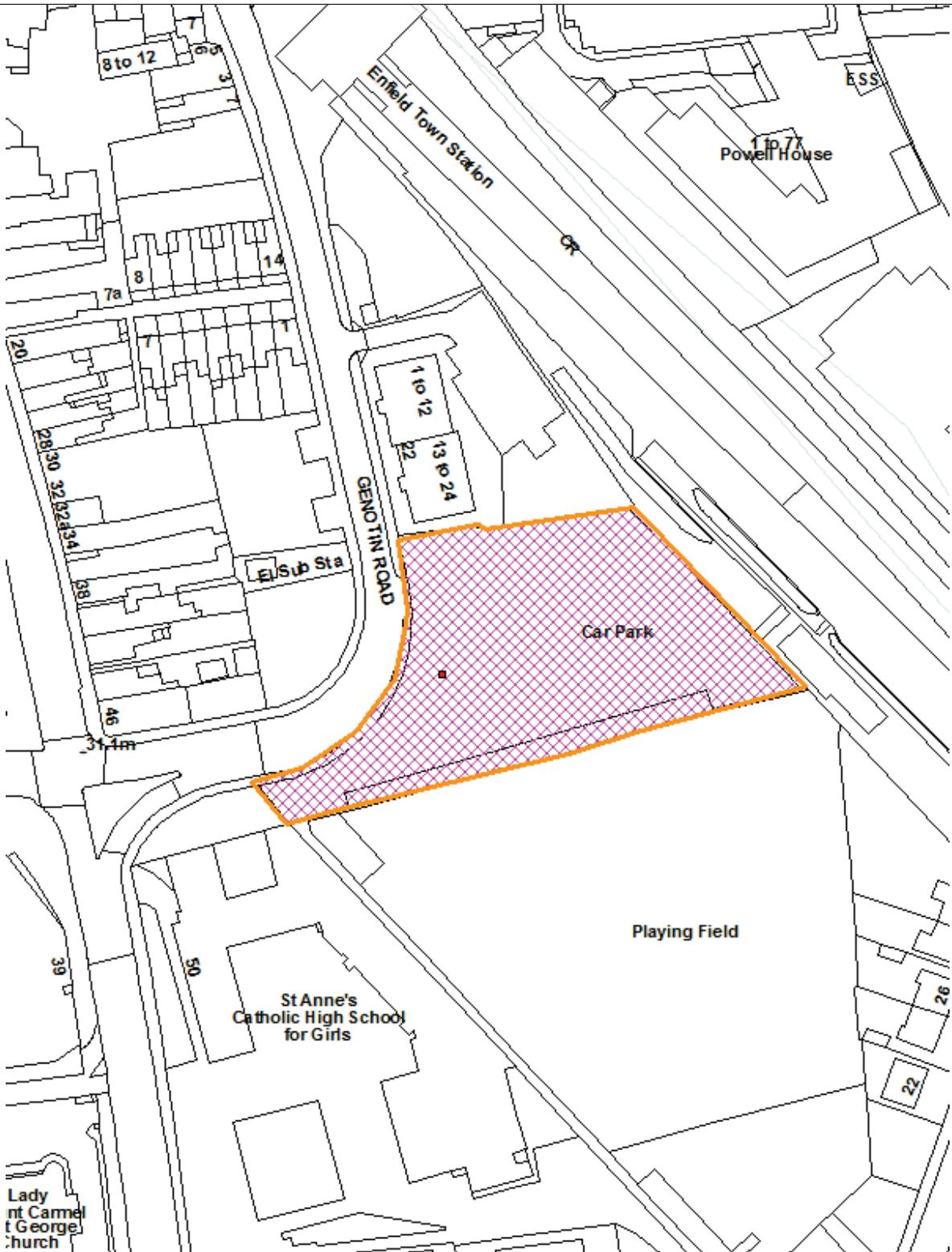
Reason: In order to mitigate the possibility of numerous satellite dishes being installed on the buildings hereby approved in the interests of the visual appearance of the development, having regard to its location adjacent to the Enfield Town Conservation Area.

Informative:

The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs). The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

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Ref: 18/03009/FUL LOCATION: Genotin Road Car Park, Genotin Road, Enfield, EN1 2AG



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Scale 1:1250

North



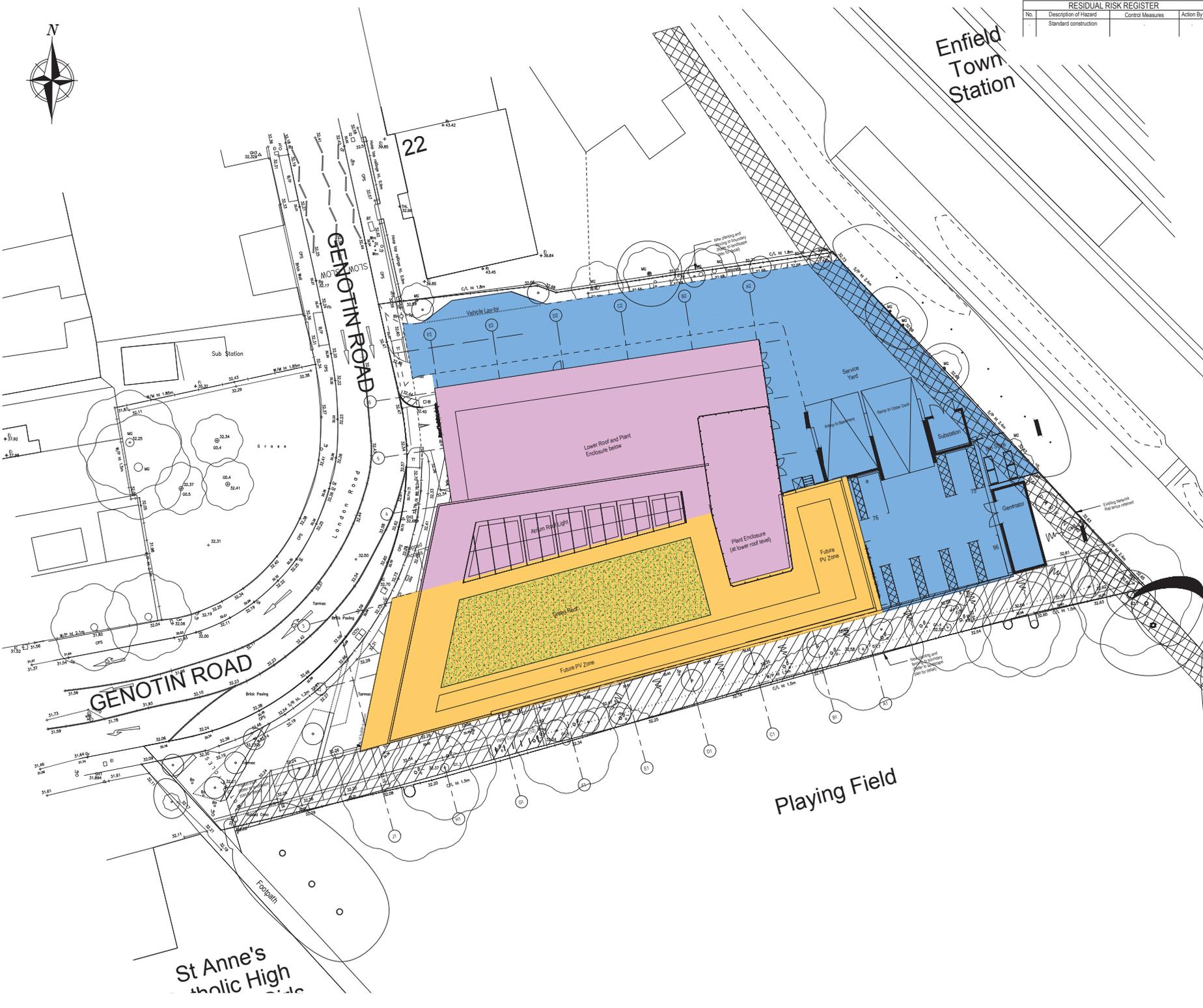
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RESIDUAL RISK REGISTER			
No.	Description of Hazard	Control Measures	Action By
	Standard construction		

Notes:
 DO NOT SCALE DRAWING
 Dimensions provided are indicative only, and should be confirmed and read in conjunction with the Architect's construction drawings at such times as they are available, and/or from site measurement.
 All setting out to be in accordance with the Architect's drawings, any ambiguities to be raised prior to construction.
 1. This drawing is to be read in conjunction with all other relevant Engineering details.
 2. All dimensions are in metres unless otherwise stated.
 3. The Engineer shall be notified immediately, in writing, should any errors or discrepancies be found prior to the commencement or continuation of any works.

- Area 1 - Hardstanding
Attenuation Tank 1
Plan Area = 1095m²
- Area 2 - Lower Roof
Attenuation Tank 1
Plan Area = 852m²
- Area 3 - Upper Roof (Green Roof Area Included)
Attenuation Tank 2
Plan Area = 869m²
- Area 4 - Green Roof Area
Plan Area = 275m²



PRELIMINARY

P1 MSK Preliminary Issue 23.08.18
 Rev By Details Date
 (P=Preliminary, T=Tender, C=Construction, R=Record)

Client:
Stoford Developments

Project:
**Metaswitch (Office Development)
 Genotin Road, Enfield**

Drawing Title:
Drainage Areas

CONSULTING CIVIL & STRUCTURAL ENGINEERS
 CHAWFORD LODGE
 ROCK HILL
 BROMSGROVE
 WORCS B61 7JH
 TEL: +44 (0)1527 832307
 FAX: +44 (0)1527 832711
 E-mail: cdp@cdp-partnership.co.uk

COMPLETE DESIGN
 PARTNERSHIP LTD

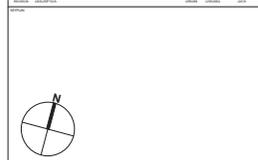
Date: 23.08.18 Scale: 1:200@A1 Drawn: MSK Check: JB	Drawing No. <div style="text-align: center; font-weight: bold; font-size: large;">16-6912-sk005</div> Issue Rev. <div style="text-align: center; font-weight: bold; font-size: large;">P 1</div>
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 - THE CDM DESIGN ISSUES REGISTER
 - THE BOP RISK REGISTER OF DRAWINGS
 - THE PROJECT CDM RISK REGISTER

NOTES

Blank area for notes.

Issue No.	Description	Date	By	For
PT	Issued for Planning	14.05.2018	MD	RM
PE	Check Planning Issue	14.05.2018	MD	RM
PS	Check Planning Issue	14.05.2018	MD	RM
PR	Issued for Review	14.05.2018	MD	RM
PP	Issued following final coordinator exercise	14.05.2018	MD	RM
PI	Issued for Information	14.05.2018	MD	RM
PE	Issued for Planning Application	14.05.2018	MD	RM



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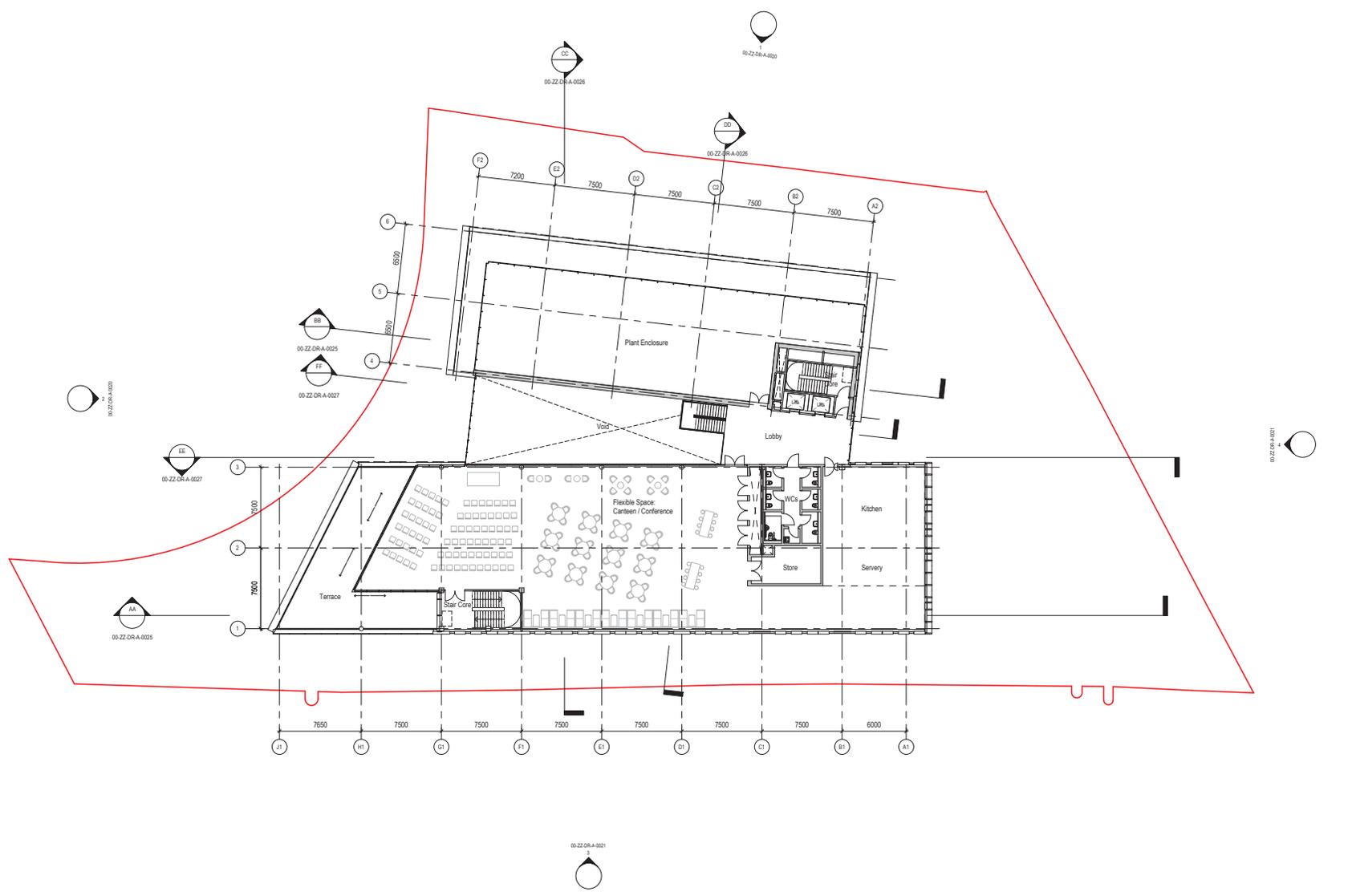
Metaswitch, Genotin Road

P2007486 Public Use

Proposed Fourth Floor GA Plan

Scale 1:200
 Date 24/04/18

7486-BDP-00-04-DR-A-0014 S2 P7



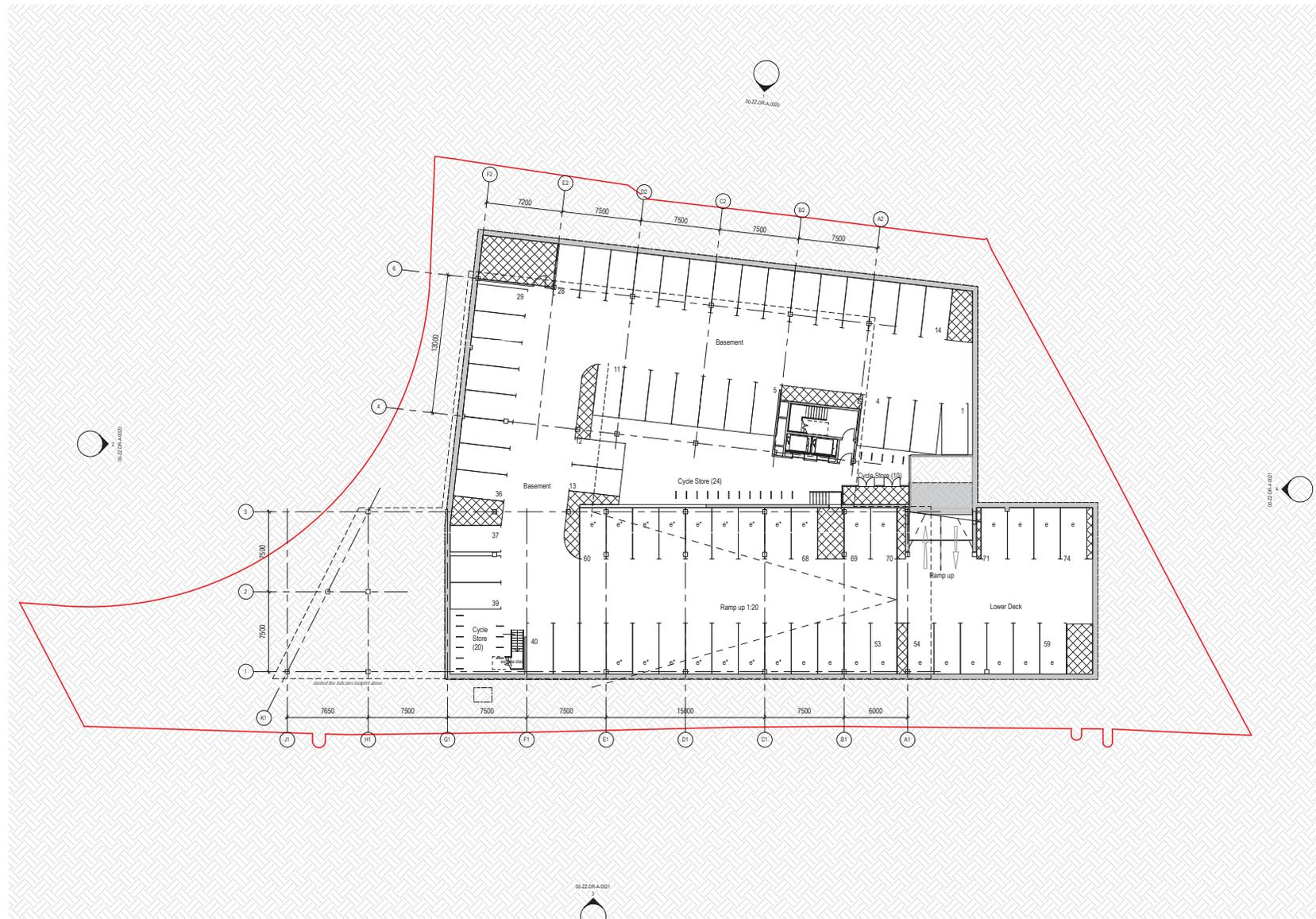
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 - THE BDDR RISK REGISTER
 - THE PROJECT CDW RISK REGISTER

NOTES

Car Parking Legend

Standard Car Space	Disabled Car Space	additional notes
		• = Electric car charging point
		• = Future provision for electric car charging point
		XX = Space Number



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Rev	Description	By	Date
01	Issue for Planning	MD	23/02/18
02	Issue for Planning	MD	23/02/18
03	Issue for Planning	MD	11/03/18
04	Issue for Planning	MD	08/03/18
05	Issue for Planning	MD	25/03/18
06	Issue for Planning	MD	08/04/18
07	Issue for Information	MD	12/05/2018
08	Issue for Information	MD	14/05/2018
09	Issue for Planning Application	MD	24/06/2018

STOFORD
metaswitch

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Project Name	Metaswitch, Genotin Road
Project Number	P2007486
Project Type	Public Use
Scale	1 : 200
Issue Date	24/04/18
Sheet Number	7486-BDP-00-B1-DR-A-0009
Sheet Code	S2 P8

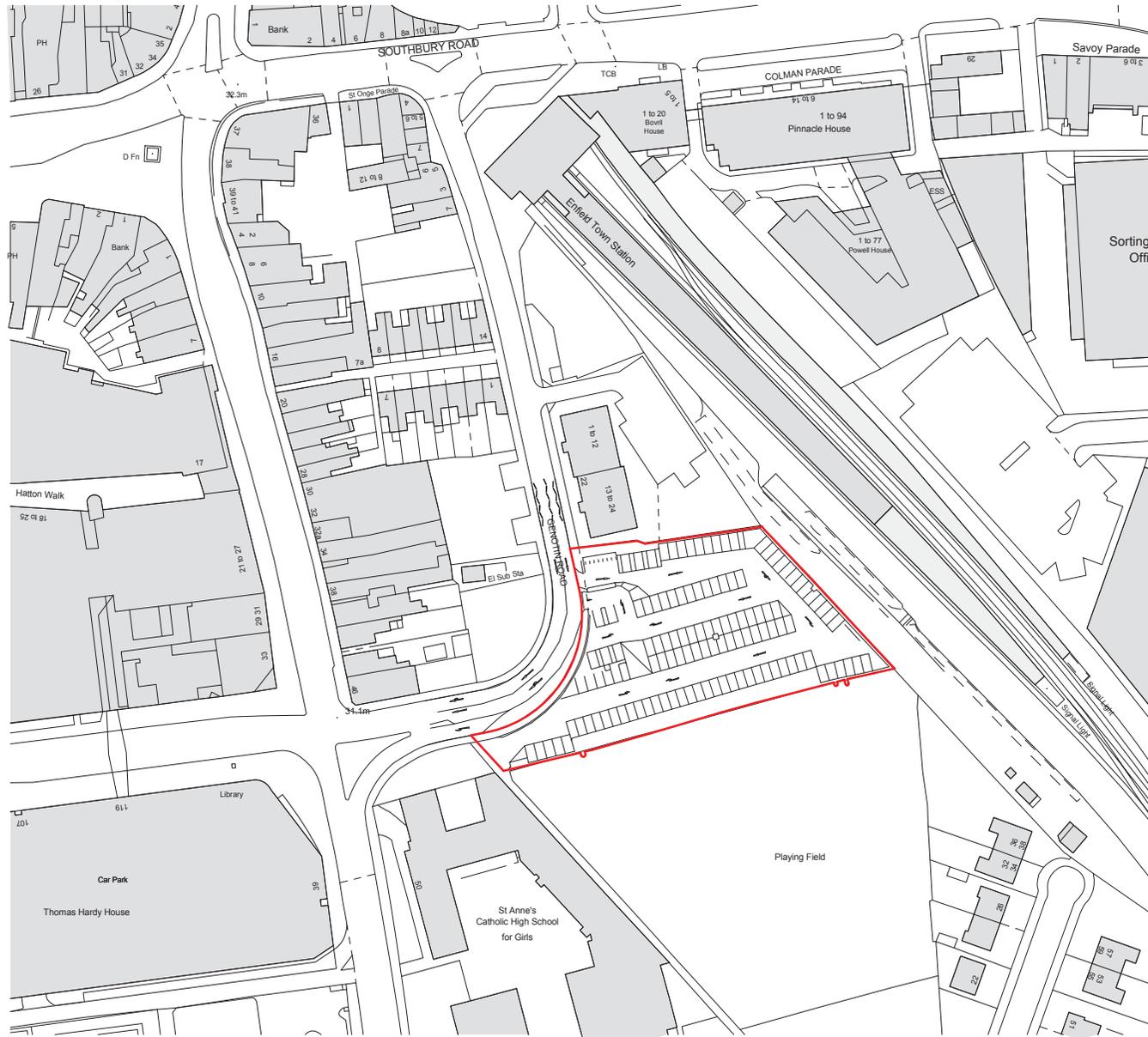


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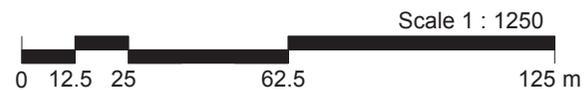
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- THE CDM DESIGN ISSUES REGISTER
- THE BDP RISK SERIES OF DRAWINGS
- THE PROJECT CDM RISK REGISTER



Site Location Plan

1:1250



NOTES

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
P3	Issued for Planning	MD	PM	27.07.2018
P2	Draft Planning Issue	MD	PM	11.07.2018
P1	Draft Planning Issue	MD	PM	06.07.2018
P0	Issued for Pre Planning Application	MD/HC	PM	24.04.2018

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PROJECT TITLE
Metaswitch, Genotin Road

BDP JOB NUMBER
P2007486

BDP 2000 CLASSIFICATION
Public Use

DRAWING TITLE
Existing Site Location Plan

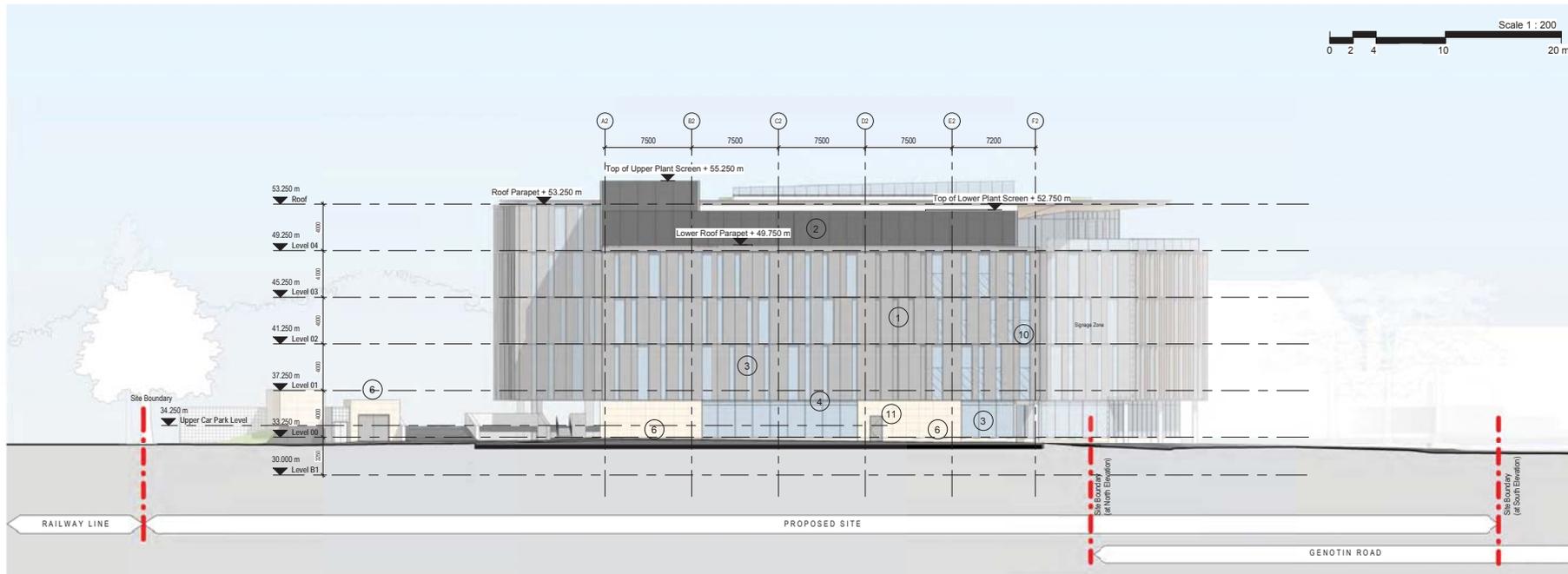
SCALE
**@ A3
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DATE FIRST ISSUED
24/04/18

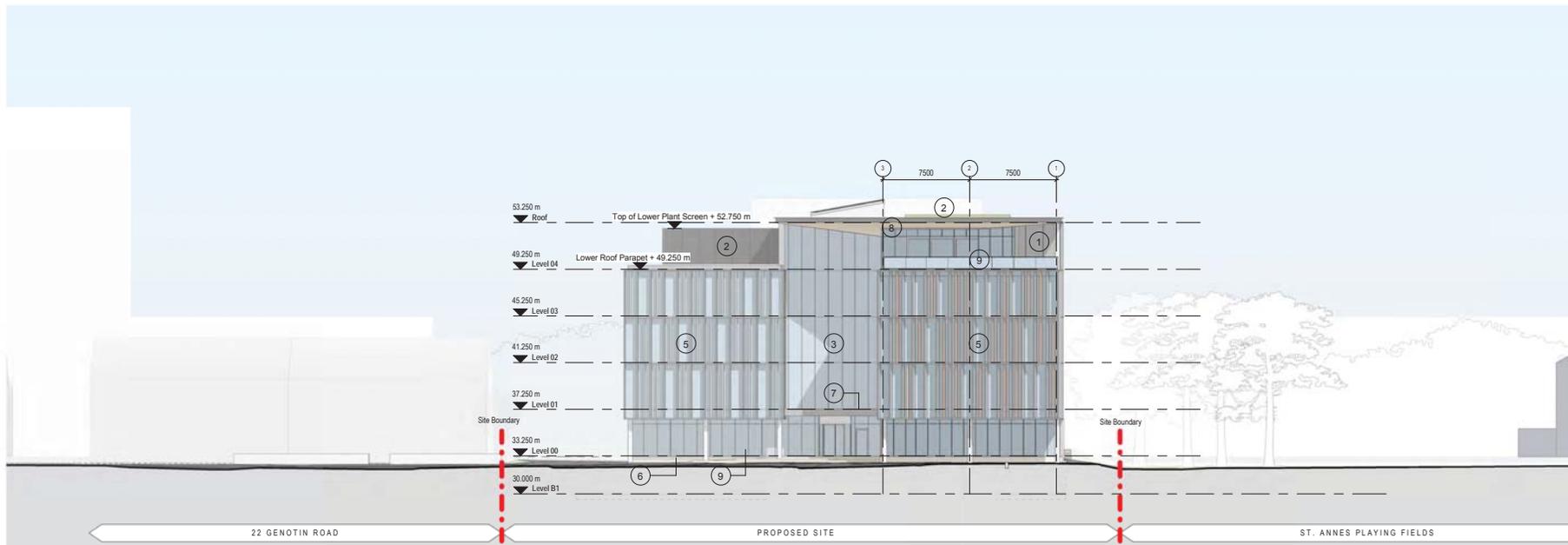
DRAWING NO.
7486-BDP -00-XX-DR-A-0001

SUBMITTAL
S2

REVISION
P3



1 GA Elevation - North
1:200



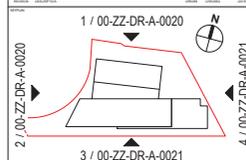
2 GA Elevation - West
1:200

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- THE CDW DESIGN ISSUES REGISTER
- THE BDF RISK REGISTER OF CHANGES
- THE PROJECT CDW RISK REGISTER

NOTES

- Materials (subject to planning approval)
- Cladding - Curtain Wall System - Solid Panel
PPC/Anodised Aluminium
Varying Thicknesses
Colour - Silver/Grey
 - Plant Screen
PPC/Anodised Aluminium Louvers
Colour - Silver/Grey
 - Cladding - Curtain Wall System
Glazed Panel - Clear glazing with colour matched back-painted glass spandrel panel at head of window Mullion colour - Silver/Grey.
 - Cladding - Curtain Wall System
Louvered Panel - PPC/Anodised Aluminium
Colour - Silver/Grey
 - Cladding - Curtain Wall System with Brise Soleil
PPC/Anodised Aluminium.
Mixture of Silver/Grey, Dark Grey & Bronze colours.
 - Plinth / Entrance Ramp / Steps / Ground Floor Walls
Reconstructed stone/ stone cladding with matching pavers.
Sandstone or similar colour.
 - Entrance Canopy
Reconstructed Stone/ Stone Cladding to match plinth.
Sandstone or similar colour
 - Roof Soffit - Metal Cladding, Colour TBC
 - External Balustrade
Glazed with Stainless Steel hand rail
 - Opaque/Frosted Glazing
 - External Doors - Solid / Glazed
PPC/Anodised Aluminium Finish
Colour - Silver/Grey

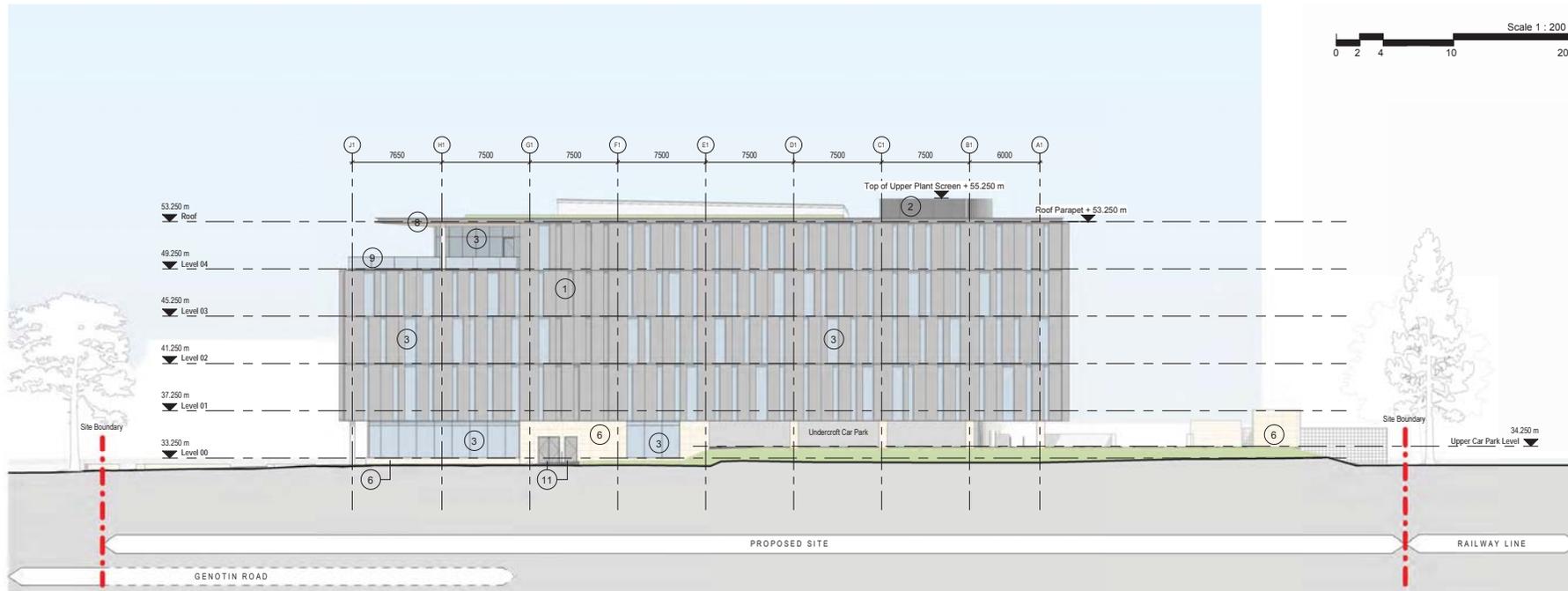
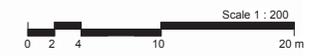
Rev	Description	By	Date
PS	Planning Issue - Elevations updated	MD	16.05.2018
PT	Cost Issue - Additional stone above B ground floor level elevation	MD	16.05.2018
PS	Issued for Planning	MD	27.07.2018
PS	Cost Planning Issue	MD	11.08.2018
PS	Cost Planning Issue	MD	05.09.2018
PS	Issued for Review	MD/HC	29.09.2018
PS	Issued following issue coordination meeting	MD/HC	16.08.2018
PI	Issued for Information	HC	14.05.2018
PS	Issued for Planning Application	MD/HC	24.08.2018



Project Name	Metaswitch, Genotin Road
Project Ref	P2007486
Project Use	Public Use
Proposed GA Elevations Sheet 1	As @A1 indicated
Issue Date	24/04/18
Project Ref	7486-BDP-00-ZZ-DR-A-0020
Sheet	S2 / P8

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 - THE CDW DESIGN ISSUES REGISTER
 - THE BDF RISK REGISTER OF DRAWINGS
 - THE PROJECT CDW RISK REGISTER



3 GA Elevation - South
1:200

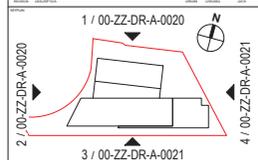


4 GA Elevation - East
1:200

NOTES

- Materials (subject to planning approval)
- Cladding - Curtain Wall System - Solid Panel
PPC/Anodised Aluminium
Varying Thicknesses
Colour - Silver/Grey
 - Plant Screen
PPC/Anodised Aluminium Louvres
Colour - Silver/Grey
 - Cladding - Curtain Wall System
Glazed Panel - Clear glazing with colour matched back-painted glass spandrel panel at head of window
Mullion colour - Silver/Grey.
 - Cladding - Curtain Wall System
Louvre Panel - PPC/Anodised Aluminium
Colour - Silver/Grey
 - Cladding - Curtain Wall System with Brise Soleil
PPC/Anodised Aluminium
Mixture of Silver/Grey, Dark Grey & Bronze colours.
 - Plinth / Entrance Ramp / Steps / Ground Floor Walls
Reconstructed stone/ stone cladding with matching pavers.
Sandstone or similar colour.
 - Entrance Canopy
Reconstructed Stone/ Stone Cladding to match plinth.
Sandstone or similar colour
 - Roof Soffit - Metal Cladding, Colour TBC
 - External Balustrade
Glazed with Stainless Steel hand rail
 - Opaque/Frosted Glazing
 - External Doors - Solid / Glazed
PPC/Anodised Aluminium Finish
Colour - Silver/Grey

NO.	DESCRIPTION	DATE	BY	CHECKED
PS	Planning Issue - Elevations updated	16/08/2018	MD	PM
PT	Client Issue - Additional stone shown to ground floor level	06/09/2018	MD	PM
PS	Issued for Planning	27/07/2018	MD	PM
PS	Client Planning Issue	11/08/2018	MD	PM
PS	Client Planning Issue	05/09/2018	MD	PM
PS	Issued for Review	28/08/2018	MD/HC	MD
PS	Issued following issue coordination session	18/08/2018	MD/HC	MD
PI	Issued for Information	14/05/2018	HC	MD
PS	Issued for Planning Application	24/08/2018	MD/HC	PM



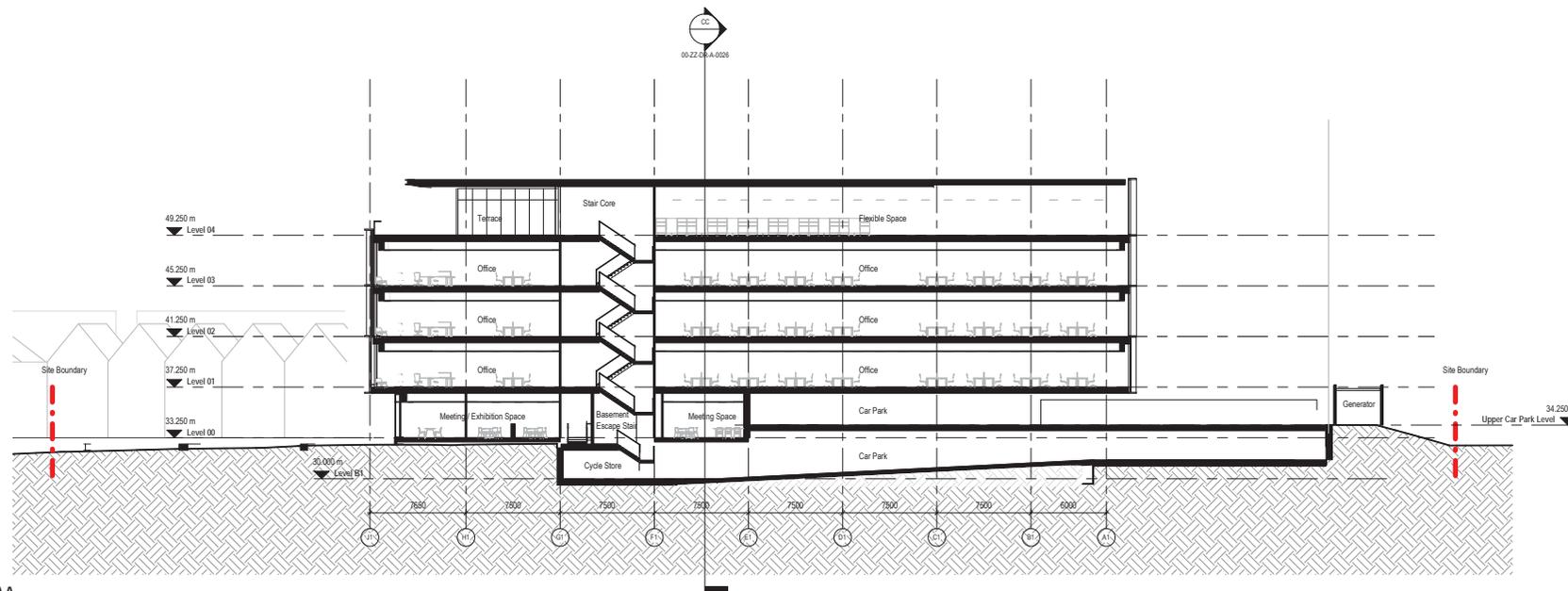
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Metaswitch, Genotin Road	
Project Ref: P2007486	Project Name: Public Use
Proposed GA Elevations Sheet 2	As @ A1 indicated
7486-BDP-00-ZZ-DR-A-0021	24/04/18
	S2 P8

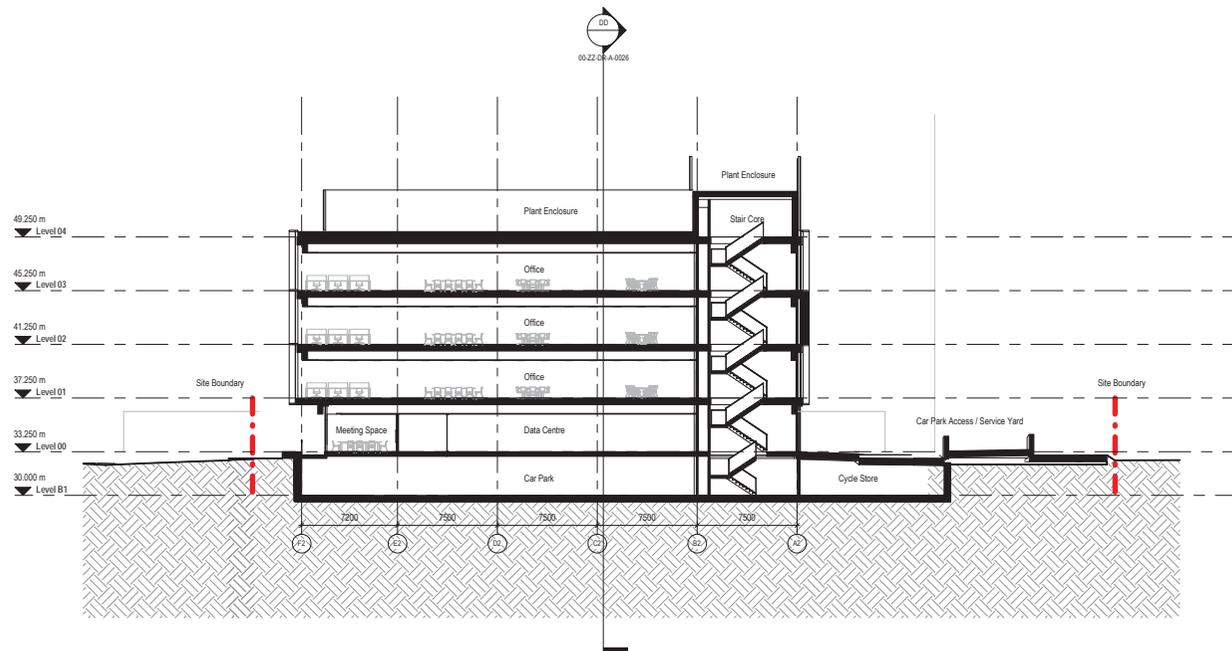
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NOTES



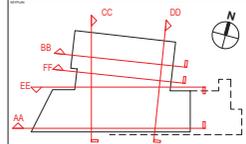
GA Section AA
1:200



GA Section BB
1:200

Page 11

R4	Issued for Planning	MD	RM	27/07/2015
P3	Draft Planning Issue	MD	RM	11/07/2015
P2	Draft Planning Issue	MD	RM	18/02/2015
P1	Issued for Review	MD/HC	MD	29/06/2014
PR	Issued for Pre-Planning Application	MD/HC	RM	24/08/2013



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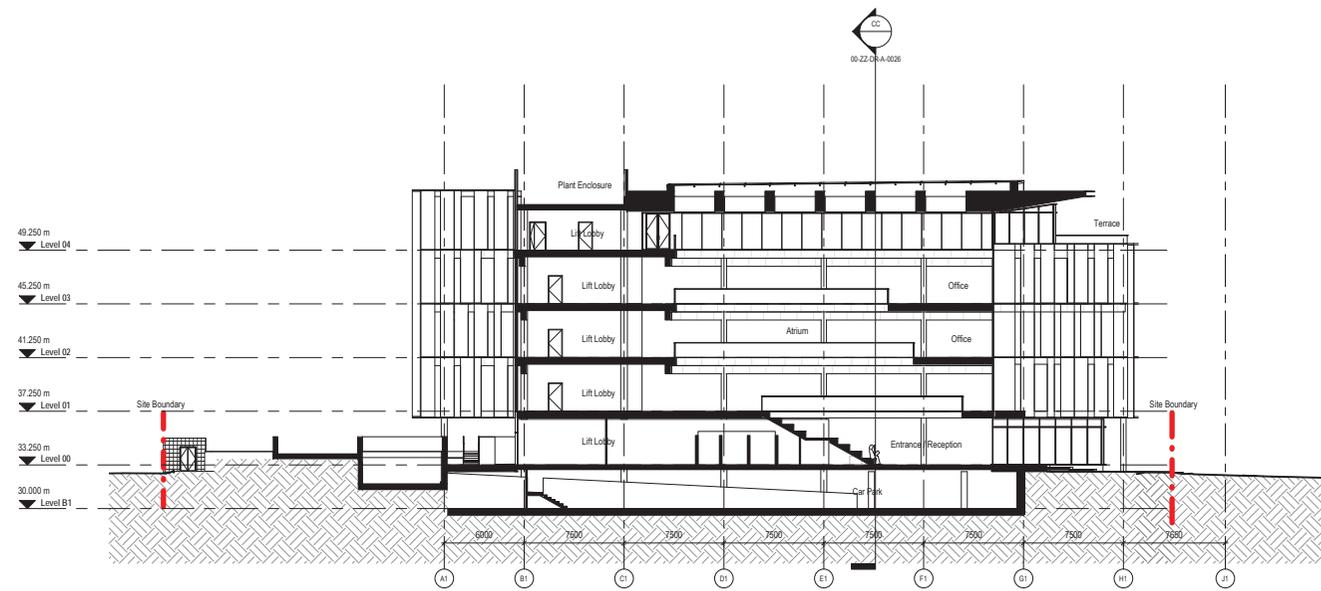
Proposed GA Sections
 Sheet 1

As @ A1 indicated
 24/04/18

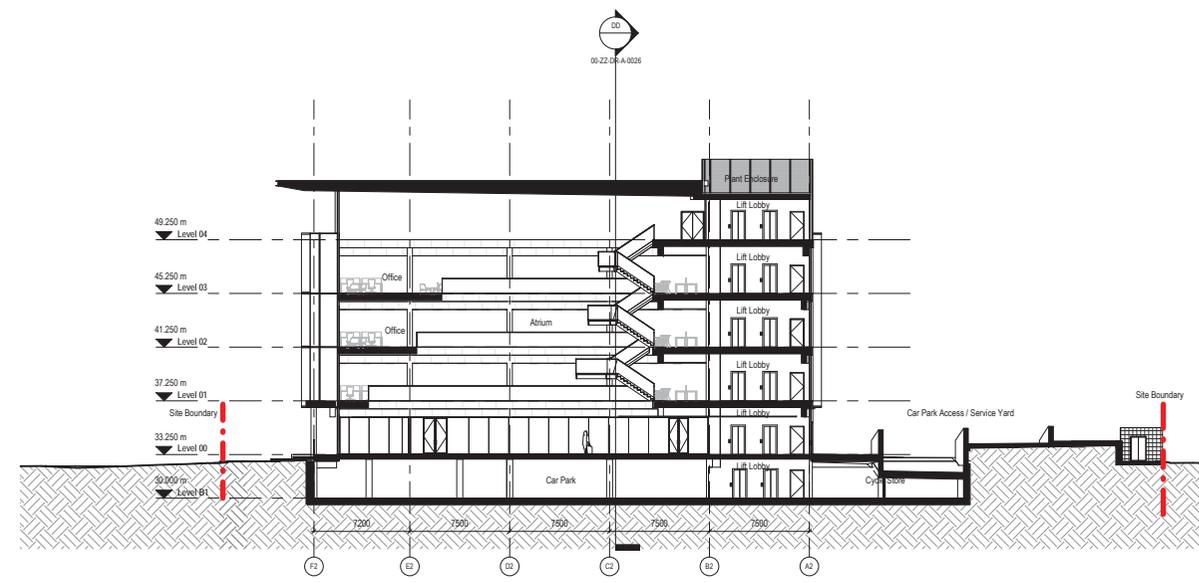
7486-BDP-00-ZZ-DR-A-0025 S2 P4

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 - THE BOP RISK REGISTER OF DRAWINGS
 - THE PROJECT CDM RISK REGISTER

NOTES



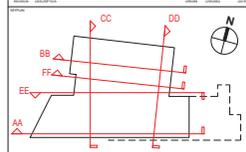
EE GA Section EE
 1:200



FF GA Section FF
 1:200

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P3	Issued for Planning	MD	PM	27.07.2018
P2	2018 Planning Issue	MD	PM	11.03.2017
P1	Draft Planning Issue	MD	PM	09.07.2016
PR	Issued for Review	MD/CH	MD	25.08.2015



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P2007486 Public Use

Proposed GA Sections

As @ A1 indicated

06/12/18

7486-BDP-00-ZZ-DR-A-0027 S2 P3



Tree Constraints Plan

(Existing Layout)



Photo 1



Photo 2



Photo 3

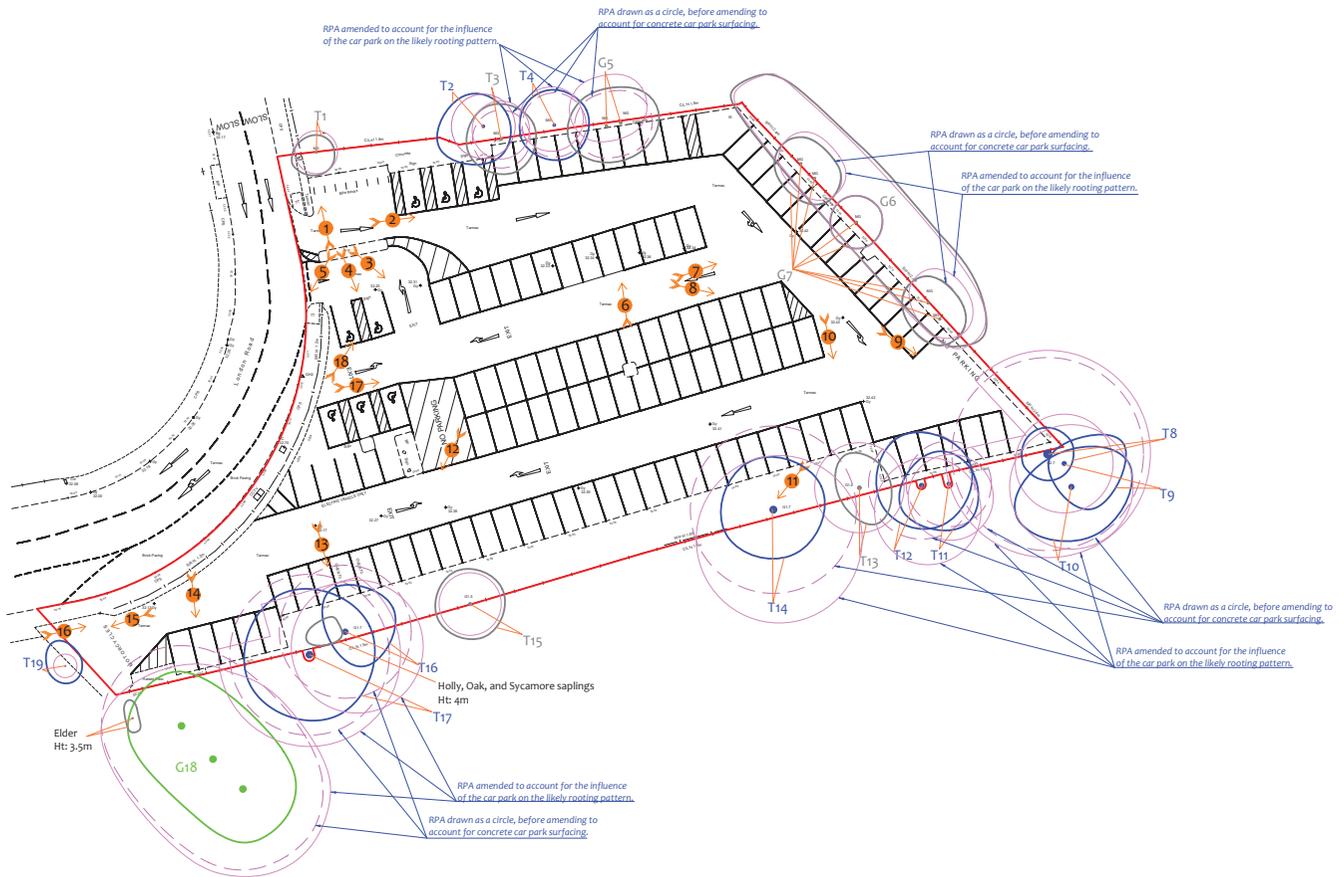


Photo 4



Photo 5

See the accompanying report for more photographs



Drawing No: CCL 10003 / TCP Rev 2
 Title: Tree Constraints Plan (Existing Layout)
 Site: Genesis Car Park (E12.0400)
 Scale: 1:500
 Paper Size: A1



Tree Retention Categories
 System B Categories shown

- Category A tree
- Category B tree
- Category C tree
- Category U tree

Trees of high quality with an estimated life expectancy of 40+ years, locally high trees with significant presence or smaller trees with excellent form, retention of these trees is highly desirable.

Trees of moderate quality with a life expectancy of 20-40 years, locally medium trees, or smaller trees with good form, retention of these trees is desirable though less than Category A trees.

Acceptable trees of low quality and trees, individual specimens are not considered to be a material planning consideration.

Trees unsuitable for retention due to their very poor condition.

Tree Constraints Plan

RS (R2) Root Protection Area (radius = 0.5 x stem diameter)
 Root Protection Area needing amendment due to site conditions, e.g. presence of existing road or building.
 Root Protection Area having been amended to account for the site conditions.

T1 - Tree No 1 G2 - Group No 2 H3 - Hedge No 3



MIN = Measured North
 Compass readings are sometimes measured to an approximate N defined by site features. Other more accurate, especially where rows of trees are not aligned N or E-W.

Tree Ref.	Species	Height(m)	Radius(m)	Root Protection Area
T1	Bycamore	4	2.4	18
T2	Norway Maple	4	3.6	41
T3	Bycamore	6	3.2	33
T4	Norway Maple	6	3.6	41
G5	Norway Maple	7	3.6	41
G6	Bycamore And Ash	5	1.8	10
G7	Bycamore And Ash	7	3.0	28
T8	Lombardy Poplar	20	10.8	86
T9	Oak	9	4.5	36
T10	Ash	12	7.0	52
T11	Ash	10	4.8	32
T12	Bycamore	10	6.0	41
T13	Bycamore	10	6.0	41
T14	Bycamore	12	6.4	41
T15	Bycamore	7	3.5	38
T16	Oak	12	7.4	52
T17	Bycamore	15	9.0	64
G18	Conical Pine	15	9.0	64
T19	Elder Birch	5	1.3	5

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Excerpts from the Arboricultural Impact Assessment

Overview
It is proposed to construct a multi-storey office building with associated car parking as indicated on the plans in Appendix C. The existing layout is indicated in black and the footprint of the proposed layout is indicated in pale green.
The table below summarises the potential impact on trees due to various activities.

Activity	Trees Potentially Affected
Tree Removal- Retention Category A	None
Tree Removal- Retention Category B	T1, T10, T14, T16, T17
Tree Removal- Retention Category C	T1, T1, G5, G6, T10, T15
Tree Removal- Retention Category U	None
Tree Pruning	G6
RPA Building Foundations	G6
RPA New Hard Surface	None
RPA Existing Hard Surface	T1, T4, G6, G8
RPA Underground Services	None Anticipated
RPA Change of Ground Levels	None
RPA Soil Compaction	T1, T4, G6, G8 (prevented by installing tree protection measures)

Other potentially damaging activities include associated with construction site (excavation or the careless use of plant machinery, hazardous materials, or fire).
All of the above potential impacts are considered in detail throughout this section. Section 3 specifies the measures proposed to minimise all possible potential risks of damage to the retained trees.

Tree Removal
All trees to be removed are indicated on the Tree Removal Plan and are listed below:

- Retention Category A:** It is proposed to retain all Retention Category A trees.
- Retention Category B:** It is proposed to remove the following Retention Category B trees, T1, T10, T14, T16 and T17. These trees are located so close to the proposed new building that their retention is not possible.
- T1:** is an early mature specimen with isolated bark at ground level to its main stem fork, and also at 1cm above ground level to its secondary stem fork (see Photograph 11). Such isolated bark indicates structural integrity and as a consequence this tree is not considered to be a particularly good specimen.
- T14:** is an early mature oak with an unbalanced canopy and a significant lean to the east due to its growth being suppressed by the adjacent overstorey, T10 (see Photograph 13). Consequently, it is considered to be in a relatively poor structural condition and is not considered to be a particularly good specimen.
- T16:** and T17 are situated on third party land and grow within 1cm of the site boundary. It is proposed to remove these trees, subject to the consent of the owner. Otherwise, it is proposed to prune the overhanging branches back clear to the boundary.
- Retention Category C:** It is proposed to remove the following Retention Category C trees: T1, T4, G5, G6, T10 and T15.
- These are relatively small trees (maximum height 5m). Consequently they are not considered to have a particularly high amenity value and their removal shall not have a major impact on the visual amenity of the locality.
- Retention Category U:** Our survey did not identify any Retention Category U trees.

Mitigation Planning
Trees support the amenity planning to mitigate against tree loss. I understand that it is proposed to plant several new trees as part of a green development landscaping scheme within the site. Due to the limited space within the site, it is also proposed to enter into a Section 106 agreement with the local authority to enable additional planting within the locality.

Impact on Tree Canopies
It is proposed to prune back the branches of G6 that are growing towards the proposed building in order to create a clearance distance of 2m. This will require the removal of relatively small secondary branches which should be pruned back to the main stem. The pruning works should be undertaken sympathetically (referring to BS 3998: 1999 guidance). These works are specified within the Tree Works Schedule in Section 3.

It may also be required to trim the overhanging foliage of G6, back to the site boundary to allow a clearance distance of 2m from the building. However, this should be done on site before the start of any construction works. If any pruning is required, only the removal of relatively small secondary branches should be required. Such minimal pruning of Retention Category C trees is not considered to be a material planning consideration.

All other tree canopies shall be unaffected by the proposals.

Impact on Tree Roots

Foundations:
The foundations for the multi-storey office building and the car parking area do not extend into the RPA of any retained tree. Consequently no restrictions on foundation design or implementation are considered from an arboricultural perspective.

New Surface:
The Impact Assessment Plan indicates where it is proposed to replace the existing hard surface over the (overstorey Root Protection Area of T1, T4, G6 and G8 (over pedestrian surface and access road). However, these works are subject to approval in the area where excavation is proposed (currently above existing hard surfacing). This is because such beneath the existing impermeable hard surfacing are likely to be relatively dry, compacted and unventilated.

However, in order to minimise the impact on roots it is proposed to ensure no further than the existing hard surface and to sub-base. This will ensure that tree roots will not have a significant detrimental impact on these trees. Section 3.6 specifies the measures that will be implemented throughout the construction phase.

Underground Services:
No underground services should be installed through any Root Protection Area without consulting the appropriate authority and if necessary, getting approval from the local authority.

Changes in Ground Levels:
No changes of ground levels in excess of 100mm within Root Protection Areas shall be made without consulting the relevant authority and if necessary, getting approval from the local authority.

Demolition Activities
The tree protection measures specified within Section 3 should be installed prior to the commencement of all demolition activities (including soil stripping) to prevent any detrimental impact on the health. Where this is not practicable, demolition of structures within Construction Exclusion Zones shall be undertaken very early in the demolition phase and the protective barriers installed immediately thereafter.

Hazardous Materials
All hazardous materials (including cement and petroleuminous products) will need to be controlled according to COSHH regulations in order to ensure there is no detrimental impact on the health. However, it should be made to ensure that cement and cement runoff are contained outside of all Root Protection Areas.

Cables and Site Facilities
Consideration should be given to the location of any site welfare facilities in terms of potential impact on trees. Where it is proposed to install cabins or site facilities in Root Protection Areas, the appointed arborist should be consulted and approval obtained from the local authority.

On this site there is ample room for the siting of cables and storage of materials 10m from the construction phase without impacting on trees.

Boundary Treatments
Where it is proposed to amend any boundary features over RPA, the appointed arborist should be consulted and if necessary, approval obtained from the local authority.

Impact of Retained Trees on the Development
The foundations and any new surface should be designed to accommodate all potential impacts due to future tree rooting activity. These include potential vegetation related subsidence, vegetation related heave, and lifting of surfaces / light structures due to direct root pressure.

Summary
In order to facilitate the development, it is proposed to remove five Retention Category B trees along with six Retention Category C trees which are located internally to the site. Several new trees are to be planted to mitigate against tree removal.

G6 requires pruning back away from the proposed in order to create a clearance distance of 2m from the proposed building.

Pruning works are proposed within the RPAs of T1, T4, G5 and G6. However, there currently exists hard surfacing and so little rooting activity is anticipated where excavation is proposed and excavation should be undertaken sympathetically.

Foundations for the substation are proposed within the Root Protection Area of G6. However, the small extent of RPA affected shall ensure no detrimental impact on trees.

A suitable load spreading surface shall need to be maintained throughout the Retention Activity Zones A. Tree protection measures are specified throughout Section 3 that will ensure no negative impact on retained trees due to construction activity.

See Section 4 for a more detailed assessment

Drawing No: CCL 1003 / TRP Plan 4
Title: Tree Removal Plan (Existing Layout with Proposals Overlaid)
Site: Canelo Park, Epsom
Scale: 1:500 Paper Size: A1

Tree Retention Categories
 Retention Category A tree
 Retention Category B tree
 Retention Category C tree
 Retention Category U tree

Trees of high quality with an estimated life expectancy of 40 years, locally significant with significant presence or value for wildlife or flora. Retention of these trees is highly desirable.
 Trees of moderate quality with a life expectancy of 20 years. Locally important trees, or trees with good form. Retention of these trees is desirable though less than Category A trees.
 Low quality trees with a life expectancy of 10 years. Retention of these trees is not considered to be a material planning consideration.
 Trees unsuitable for retention due to their very poor condition.

BS 3998: 2013 Root Protection Area (circular - 150mm diameter)
 Root Protection Area needing amendment due to site conditions, e.g. presence of existing road or building.
 Root Protection Area having been amended to account for site conditions.

T1 - Tree No. 1
 G2 - Group No. 2
 H3 - Hedge No. 3

Tree to be removed to facilitate the proposal.
 Tree to be removed due to its low condition.
 Proposed pruning.

MIN - Measured Norths
 Compost spreads are sometimes measured for an approximate N defined by site features.
 Other more accurate, especially where trees of value are not aligned N-S or E-W.

T19
 T18
 T17
 T16
 T15
 T14
 T13
 T12
 T11
 T10
 T9
 T8

Elder
 Holly, Oak, and Sycamore saplings
 G8
 G6
 G5
 G4
 G3
 G2
 G1

Where the existing hard surface to be replaced with the access road and footpath, the excavation shall not exceed the existing surface and its sub-base to avoid impacting on trees.
 Small portion of the RPA of G6 affected by foundations for the substation. This impact is considered to be negligible. Consequently, no restrictions are considered necessary on its installation.
 It may be required to prune the canopies of G6 back to the site boundary to allow a clearance distance from the new substation and bin store. However, this should be checked on site before the start of any construction works.
 Proposed pruning to create an adequate clearance distance of 2m from the proposed building walls.

A pedestrian surface is proposed over the RPA of G8. Excavation shall not exceed the existing hard surface and its sub-base to avoid impacting on roots.

Proposed Basement Layout (Dashed Brown)
 Proposed Ground Floor Layout (Pale Green)
 Proposed First Floor Layout (Dashed Brown)



Impact Assessment Plan

(Existing Layout with Proposals Overlaid)

Tree Ref.	Species	Height(m)	Estimated Age	Root Protection Area
T1	Bryonopsis	4	2-4	18 x 4.3
T2	Norway Maple	4	3-6	41 x 6.4
T3	Bryonopsis	6	3-2	33 x 5.7
T4	Norway Maple	6	3-6	41 x 6.4
G6	Norway Maple	7	3-6	41 x 6.4
G8	Bryonopsis And Ash	5	1-8	10 x 3.2
G7	Bryonopsis And Ash	7	3.0	28 x 5.3
T8	Lombardy Poplar	20	10-8	366 x 19.1
T9	Oak	9	5-5	96 x 8.8
T10	Ash	12	7-9	152 x 12.3
T11	Ash	10	4-8	72 x 8.5
T12	Bryonopsis	10	6.0	113 x 10.8
T13	Bryonopsis	10	5.0	85 x 8.9
T14	Bryonopsis	12	9.4	275 x 16.6
T15	Bryonopsis	7	3.5	38 x 6.2
T16	Oak	12	2.4	174 x 13.2
T17	Bryonopsis	15	9.0	254 x 16.0
G18	Common Pear	15	0.0	254 x 16.0
T19	Elder Birch	5	1.3	5 x 2.3



Genotin Road, Enfield

ACCURATE VISUAL REPRESENTATIONS (AVR3)



Viewpoint A Existing











AVR Non Technical Methodology

Overview

The process of generating verified views (also referred to as accurate visual representations (AVR)) for the Proposed Development at Genotin Road, Enfield was carried out by Troopers Hill.

Troopers Hill use a methodology that is compliant with relevant sections of: The Landscape Institute/IEMA Guidelines for Landscape and Visual Impact Assessment (3rd edition 2013); The Landscape Institute Advice Note 01/11 Photography and Photomontage in Landscape and Visual Impact Assessment and The Revised SPG London View Management Framework (March 2012).

High quality/resolution photographs were taken from the agreed locations by Troopers Hill. An adequate number of visible features were subsequently surveyed, including the precise location and bearing of the camera. A development model was generated to correct geographical co-ordinates. With a known camera position and orientation, photographic and surveyed existing visible features, the development model was accurately aligned to the photograph.

The AVRs produced have an accuracy tolerance of +/-20cm.

For correct perspective viewing, the AVRs presented should be viewed at a distance of approximately 300mm when printed at A3.

Site visit

Troopers Hill visited the site on the 11th June 2018 to obtain viewpoint photography. The view positions were documented using photography of the exact positions (marked with paint) which were passed on to the surveyor who later visited the site to record the precise co-ordinates.

Photography

For each agreed photoviewpoint location, a high resolution photograph was taken with a 35mm (full frame) digital SLR camera. The location at which the photograph was taken was marked (where possible) with a nail and / or spray paint to allow the surveyor to record the precise location on a subsequent visit. The camera was levelled horizontally and laterally by means of a tripod mounted levelling base and two camera mounted spirit levels. A tilt/shift or perspective control lens was used to allow vertical rise while avoiding convergence of vertical elements.

Lens Selection Criteria

In order to capture the full extent of the proposed development and an appropriate amount of contextual built form, local townscape views were photographed using a 24mm perspective control lens, in landscape orientation (effective 76° horizontal field of view).

Equipment Used for Photography

- Canon 5DSR digital SLR camera (35mm) (50 million pixel)
- Canon TS-e 24mm f/3.5 LII
- Remote (cabled) shutter release
- Tripod indexed pan head
- Levelling base with bubble level
- Camera (hot shoe) mounted two axis spirit level
- Plumb bob
- Street marking paint
- Hilti nails

Post Production

Each base photograph has had a level of basic colour correction applied to it so that it best represents the impression of the scene as the photographer experienced it in person.

This processing is predominately done to the 16bit RAW file using Adobe Camera Raw and Photoshop. It includes, but is not limited to, adjustments in; colour temperature and tint; levels such as exposure and contrast; shadow and highlight recovery; sky recovery through the use of gradient corrections; and other post processing effects such as sharpening and noise reduction.

Survey

For each agreed photoviewpoint location an instructional document was released to the survey subcontractor. The surveyor was instructed (by means of a marked up photograph, map and tripod (in situ) photograph) to record a range of contextual reference points.

Survey Equipment Required

- Leica 1200 series GPS Smartnet enabled dual receiver (GPS and GLONASS)
- Leica Total Station (1201 or TS16) 1' accuracy with 1000m reflectorless laser

Field Survey Methodology

- Camera locations: where possible, the camera position will be used as a setup point for the total station, enabling the re-creation of the view as seen in the imagery and reducing the risk of wrong interpretation of detail. Connection is usually via GPS Smartnet derived control points in OSGB datum and grid. 3-4 control stations are used, to ensure long distance accuracies and to identify possible outliers.
- Reference points visible in the photography are measured with reflectorless means from the total station. If long distance views have suitable detail too far from the camera station, further setups are used closer to the detail. Common visible detail points are observed from different setup points to check and increase accuracy achieved.
- Accuracies of camera positions are to the low centimetre, while accuracies of surveyed detail will vary due to setup geometry and distance, but will be usually in the low centimetre but always below 30 centimetre (if views are over 5km).

Data Processing & Delivery

Data is processed using industry standard software (Leica GeoOffice and TerraModel) to create points listings. A3 verification plots or digital photos are marked up with the surveyed points to aid identification. All points are to OSGB36 grid and datum, to allow the use of common Ordnance Survey products and industry standard site surveys.

The Proposed Development

Troopers Hill imported a 3D model of the proposed development supplied by the project architect.

The resulting model was checked for accuracy against plans and elevations and subsequently aligned to the OSGB36 co-ordinate system.

The Verification Process

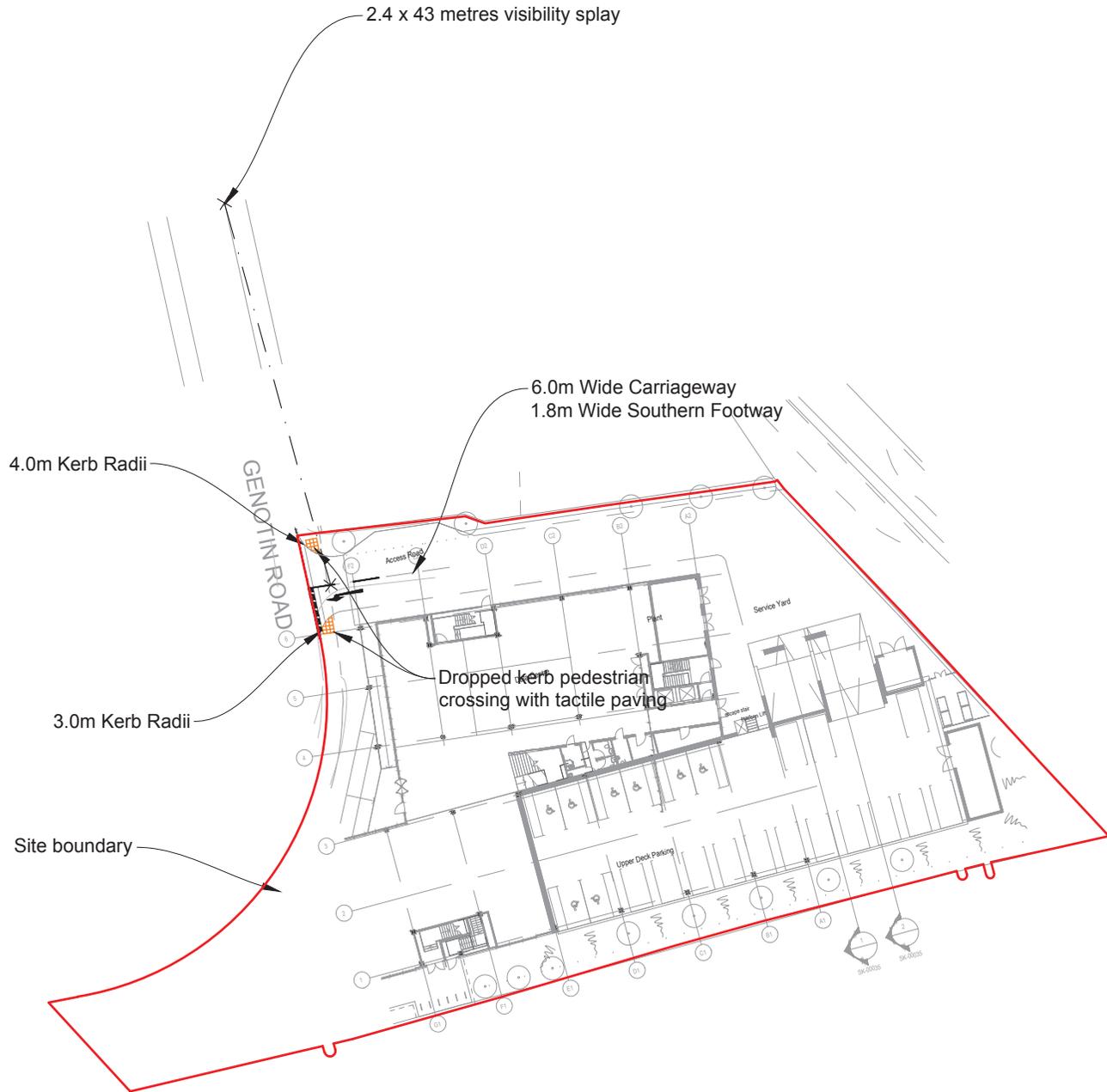
The collected survey reference point data and camera location data was imported into the 3D model environment from the delimited text file (relative to the OSGB36 co-ordinate system) by means of a proprietary script.

At each photoviewpoint location a virtual camera was set up in the 3D software using the coordinates provided by the surveyor. The 3D coordinates of the survey reference points were used to create an accurate 'point cloud' model of the contextual surveyed parts of the scene. The scene was verified by matching the contextual surveyed points to the photograph. To do this, for each photoviewpoint, two renders* were made from the 3D model from the same virtual camera: one render showed only the development (in the chosen method of presentation); the other showed only the survey reference point data.

Using a photo editing package [Adobe Photoshop CC 2018], the photography, survey reference point render and proposed development render were aligned.

With the rendered proposals aligned to the photography, masks were applied to the image to hide features of the proposed development that would be occluded by existing features. This process was performed on all views.

* Rendering is the process of generating an image from a model (or models in what collectively could be called the 3D environment), by means of computer programs - specifically, in this case Chaos Group V-Ray 3.2 for Autodesk 3Ds Max 2015.



- Notes**
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan

Legend

Rev	Date	Details of issue / revision	Drawn	Reviewed
P4	24.07.18	Updated Masterplan	CC	MA
P3	11.07.18	For information: Amended Redline Boundary	ATH	MA
P2	05.07.18	For information	ATH	MA
P1	29.06.18	For information	ATH	MA

Issues & Revisions

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Client
Stoford Properties Ltd and Metaswitch

Project Title
Genotin Road, Enfield, London

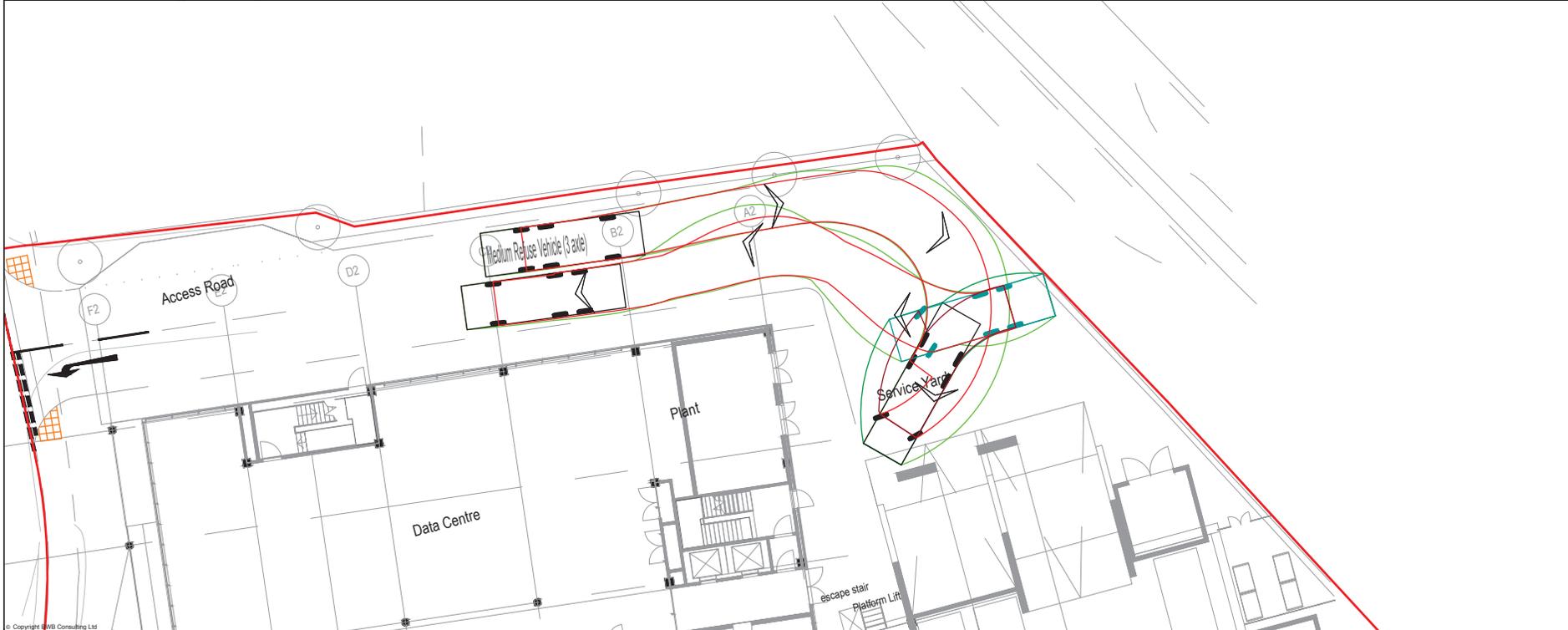
Drawing Title
Proposed Junction General Arrangements

Drawn:	AT. Huneidi	Reviewed:	M. Addison
BWB Ref:	BMT 2330	Date:	11.07.18
		Scale:	AS 1:250

Drawing Status

For Information

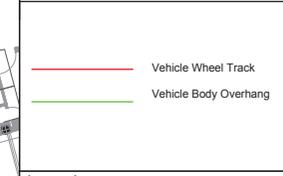
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
GRE-BWB-GEN-01-DR-TR-100	S2	P4



- Notes**
1. Do not scale this drawing. All dimensions must be checked/verified on site. If in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan

Medium Refuse Vehicle (3 axle)	9.010m
Overall Length	2.450m
Overall Width	3.742m
Overall Body Height	0.295m
Min Body Ground Clearance	2.450m
Track Width	4.500m
Lock-to-lock time	4.500m
Curb to Curb Turning Radius	8.200m



Legend

Pls	24.07.18	Updated Masterplan	CC	MA
D3	11.07.18	For Information: Amended Redline Boundary	ATH	MA
D2	05.07.18	For Information	ATH	MA
P1	29.06.18	For Information	ATH	MA
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

Pls	24.07.18	Updated Masterplan	CC	MA
D3	11.07.18	For Information: Amended Redline Boundary	ATH	MA
D2	05.07.18	For Information	ATH	MA
P1	29.06.18	For Information	ATH	MA
Rev	Date	Details of issue / revision	Drw	Rev

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Client
Stoford Properties Ltd and Metaswitch

Project Title
Genotin Road, Enfield, London

Drawing Title
Swept Path Analysis: Refuse Vehicle Access & Egress

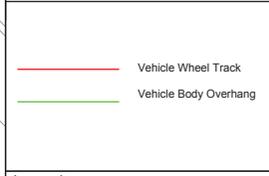
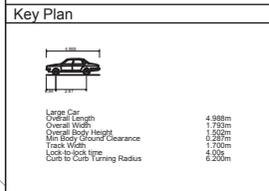
Drawn:	AT, Huneidi	Reviewed:	M, Addison
BWB Ref:	BMT 2330	Date:	11.07.18
Scale:	A3	Scale:	1:250

For Information

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
GRE-BWB-GEN-01-DR-TR-110	S2	P4



- Notes**
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 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.



Legend

Rev	Date	Details of issue / revision	Drawn	Rev
P6	24.07.18	Updated Masterplan	CC	MA
P3	11.07.18	For information: Amended Redline Boundary	ATH	MA
P2	05.07.18	For information	ATH	MA
P1	29.06.18	For information	ATH	MA

Issues & Revisions

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Client
Stoford Properties Ltd and Metaswitch

Project Title
Genotin Road, Enfield, London

Drawing Title
Swept Path Analysis: Large Car Two-way Movement

Drawn:	AT, Huneidi	Reviewed:	M. Addison
BWB Ref:	BMT 2330	Date:	11.07.18
Scale:	AS	Scale:	1:250

For Information

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
GRE-BWB-GEN-01-DR-TR-111	S2	P4

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