

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 25th September 2018

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
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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.

External

4.4 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

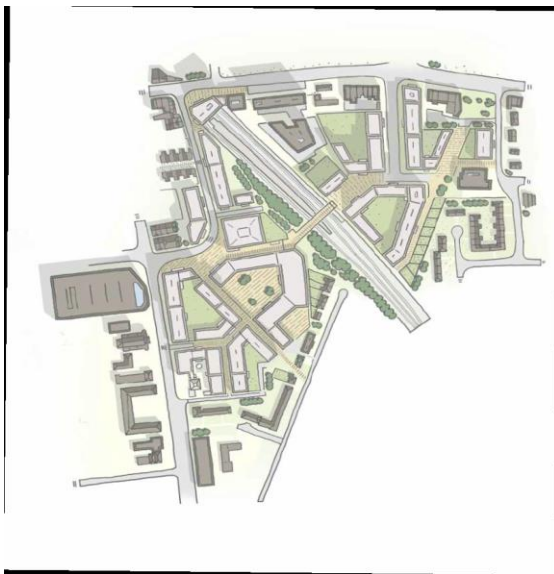
Principle

- 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

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.