

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 20th November 2018

Report of

Executive Director - Place

Contact Officer:

Andy Higham
Tel No: 020 8379 3848

Ward: Enfield Town

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 (B1a), ground floor business café (B1a/A3) and conference space (B1a/D1), with basement level, ground floor car parking, 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:

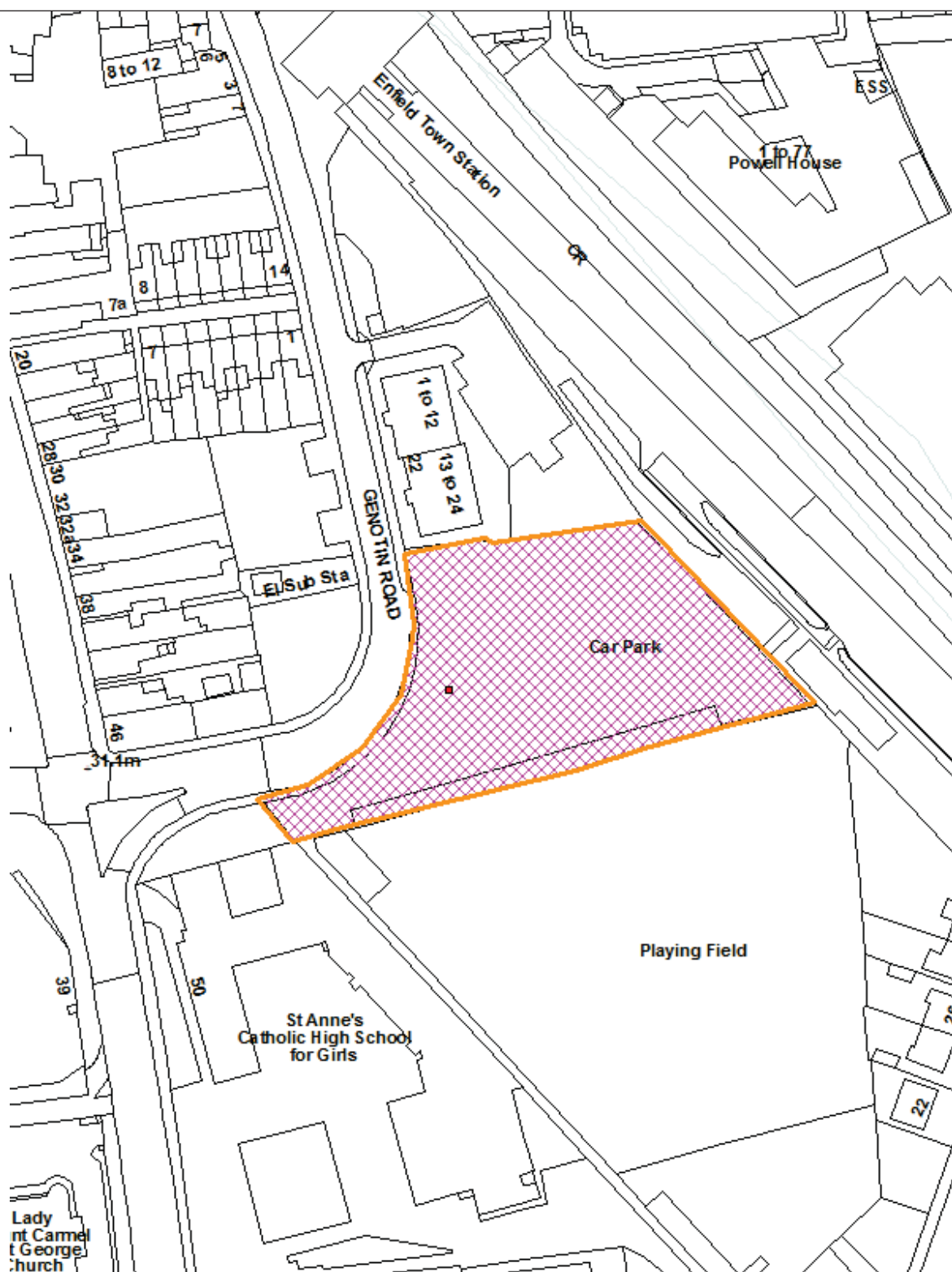
That subject to the completion of the S106 agreement the Head of Development Management be authorised to GRANT planning permission subject to the following conditions:

Note for Members

At Planning Committee on 25th September 2018, Members resolved to defer the application to enable officers to provide further clarification on a number of points and concerns raised at the meeting.

Revised plans and further information has now been received and the report has been updated in light of this in support of the recommendation to grant conditional planning permission

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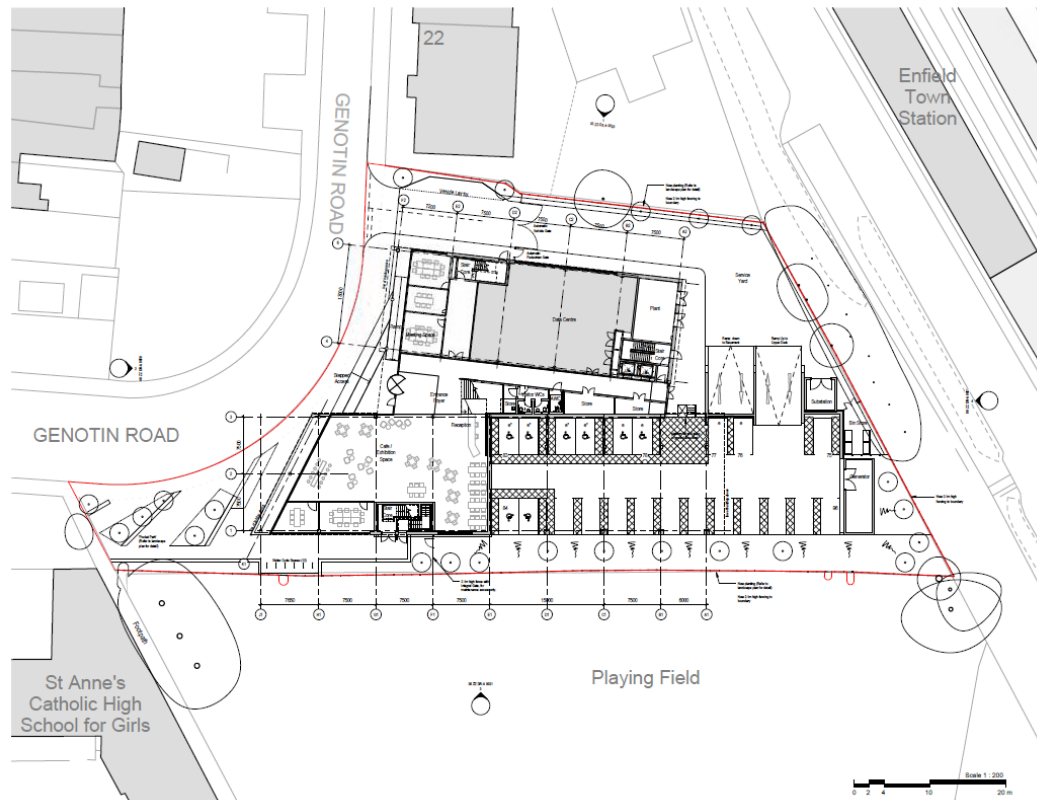
1. Executive Summary

- 1.1 The report seeks approval to a proposed office led mixed use development of the Genotin Road car park. Metaswitch are an existing local company employing 360 people (with a potential to increase to circa 500) who are wishing to consolidate a number of existing office locations across Enfield Town into a single location through this development and continue to grow their business.
- 1.2 The application is recommended for approval, for the following key reasons:
 1. it would make a positive contribution to increasing London's supply of offices and support Enfield Town Centre and the Outer London economy, and is consistent with policies in the London Plan, the Enfield Development Management Document 2014 and the Enfield Town Framework Masterplan 2018.
 2. due to its design, size, scale and siting, the proposed development responds appropriately to the character and appearance of the street scene and surrounding area
 3. the proposed development does not significantly impact on the existing amenities of the occupiers of nearby properties in terms of loss of light, outlook or privacy.
 4. the proposed development makes appropriate provision for servicing, access, parking, including cycle parking and visibility splays, and in this respect complies with adopted and emerging local, regional and national policy.
 5. The proposed development, will be BREEAM Excellent and will contribute to the mitigation of and adaptation to climate change, having regard to adopted local, regional and national policies.
- 1.3 There are differing opinions on the form and appearance of the proposed development but all support the principle of the development and its benefits to the town centre.
- 1.4 Revisions to the scheme have been made since its submission and following the meeting of the Planning Committee on 25th September. These revisions include:
 - i) the introduction of a café at ground floor level that offers opportunities for business networking and creates an active frontage to the street;
 - ii) the introduction within the 4th floor of a flexible space available for external meetings, and conferences;
 - iii) revision to the elevational treatment to the southern façade;
 - iv) enhancements to the sustainable drainage scheme;
 - v) enhancement to the secure by design strategy
- 1.5 These changes strengthen the design quality of the scheme. It remains the opinion that the proposed development is acceptable when considered against the various policies which promote development in town centres.
- 1.6 The main issues raised by this application which Members of the Planning Committee must consider are:
 - i) Principle of land use

- ii) Compatibility with Enfield Town Framework Masterplan and the ability of adjoining sites to come forward for redevelopment
- iii) Design and relationship to the Character and Appearance of the surrounding area;
- iv) The relationship of the development to neighbouring sites including 22 Genotin Road;
- v) Design and the relationship of the development to the Enfield Town Conservation Area;
- vi) Transport including parking and access
- vii) Landscaping & Trees
- viii) Sustainability, Energy and Ecology.

2. Site and Surroundings

- 2.1 The application site comprises the existing Council owned Genotin Road Car Park (126 spaces). It measures 0.37ha in size and is located within Enfield Town. The site lies within the Enfield Town Framework Masterplan area and is located on the edge of, but outside, Enfield Town Conservation Area which lies to the west. Access into the site is from Genotin Road.
- 2.2 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. The adjacent school shares a boundary with the playing fields, and also Genotin Road.
- 2.3 To the west on the opposite side of Genotin Road is an open, green space adjoining to the rear of properties on London Road which form part of the Enfield Town Conservation Area.
- 2.4 To the north of the application site is a residential building, 22 Genotin Road. This is occupied as 24 flats. The building is three storeys with a pitched roof, and 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.
- 2.5 Whilst there are a number of trees to the northern, southern and eastern boundaries, there are no Tree Preservation Orders on the site or on adjoining land.



3.0 Proposal

- 3.1 The development involves the redevelopment of the existing 122 space car park for a five-storey office led mixed use development incorporating café and conference / meeting space together with a ground and basement car park to accommodate 96 car parking spaces and cycle provision with associated works.
- 3.2 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. The front of the building would also include at ground floor, a café and exhibition space that will activate the street frontage. The ground floor reception and foyer areas will be 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. 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.
- 3.3 The central atrium that connects the two wings of the building together will be a strong feature allowing light to centrally spill down through the core. This feature will also create a legible entrance when viewed from Genotin Road. Vehicle and pedestrian accesses from Genotin Road, with servicing and cycle parking to the rear are also proposed. Amendments to the proposal have been secured during pre-application discussions with the applicant and subsequent to the Planning Committee meeting on 25th September. These improvements address the design and form of the building, external appearance, the use of high quality materials, vehicular and pedestrian access, the western buffer zone and SuDs.
- 3.4 The overall floor space provided within the development is 8,946 sqm (GEA). The building will have 4 office floors and a further level of mechanical plant on the roof, although the building varies in height to respond to the site and its surroundings. The maximum height however will be 23 metres with the building height stepping down to 20.5 metres at its northern elevation and 20 metres at its western elevation with Genotin Road.

- 3.5 The access to the site providing both vehicular and service access is from Genotin Road close to the boundary with No 22 Genotin Road. This is in approximately the same location as the current car park access.
- 3.6 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, and vertical fins and the accent use of materials found within the adjacent Conservation Area.
- 3.7 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.



The Applicant

- 3.8 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.
- 3.9 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.
- 3.10 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 local expenditure has been identified by the Applicant:
- 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 pays for employees to have regular eye-tests from opticians in Enfield.
- 3.11 In terms of recruitment and training Metaswitch work with schools, universities and professional bodies

- 3.12 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.

4.0 **Planning History**

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

5.0 **Summary of Key Reasons for Recommendation**

- i) The principle of this office led mixed use development is acceptable for this location;
- ii) The development would contribute to the vitality and viability of Enfield Town;
- iii) The development provides an acceptable level of car parking that meets both the needs of the applicant and the town centre;
- iv) The development is fully consistent with the objectives of the adopted Enfield Town Framework Masterplan;
- v) The proposal does not prejudice the ability of adjacent development sites identified in the Enfield Town Framework Masterplan to be developed;
- vi) The acceptability of the development in terms of its siting, scale and design relative to the character and appearance of the Enfield Town Conservation Area;
- vii) The development does not prejudice the amenities of the neighbouring residential properties at No 22 Genotin Road;
- viii) Issues of sustainability, energy and SuDs are controlled by condition.

6.0 **Consultation Responses**

Public

- 6.1 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 11 in support. These are summarised below:

6.2 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
- Strain of existing parking facilities
- 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 car park
- Unsightly
- The multi storey car parks would not accommodate for disabled persons

6.3 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.

6.4 Following the meeting of the Planning Committee on 25th September, revisions have been incorporated into the scheme:

- i) the introduction of a café at ground floor level that offers opportunities for business networking and creates an active frontage to the street;
- ii) the introduction within the 4th floor of a flexible space available for external meetings, and conferences;
- iii) revision to the elevational treatment to the southern façade;
- iv) enhancements to the sustainable drainage scheme;
- v) enhancement to the secure by design strategy

No further comments from residents have been received.

External

6.5 Metropolitan Police: there is no objection to the development based on its current design and use. Following discussions between the Metropolitan Police, Applicant and the Council, since the previous meeting, the Secure by Design Officer has confirmed that mitigation will be incorporated into the design relating to all the areas of concern we raised.

Officer Response: A standard condition is proposed to ensure the development achieves a Secure by Design accreditation - see Conditions 23 & 24

6.6 Enfield Town Conservation Area Study Group:

The Group are a non-statutory consultee but have been notified of the development due to its proximity relative to the Enfield Town Conservation Area.

From the Groups perspective the most important aspects are 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 which acts as a “gateway” to the Conservation Area.

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. The proposed north elevation in the opinion of the Group disappointingly shows an unbroken, bulky and flat facade towards the train station and Genotin Road. The Group feel this 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 Group are of the opinion that 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.

The Group does however consider the west elevation facing Genotin Road to be acceptable.

The Group also acknowledges that improvements to material and landscaping have been made and request a condition to ensure the quality of appearance / public realm is maintained.

Although not directly facing or affecting the setting of the Conservation Area, the Group considers the east elevation to be hugely important as it will be visible to those arriving to the Town by train and recommended that this elevation should be interesting and should not have any service elements visible. Similarly, the Group consider 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.

Careful consideration will also need to be given to the need for access to, proper maintenance and irrigation and drainage of, to ensure the appearance of the building is not harmed.

Officer Response: Revisions to the design of the scheme have emphasised the central atrium as a feature which creates articulation in the northern elevation to address the concern identified by the Group from this perspective. The positive comments on the western elevation are welcomed. Conditions 9, 10, 11, 12, & 13 deal with the approval of materials, external finishes and landscaping. The scheme does involve a green roof and the approach to its maintenance forms part of the strategy – see Condition 28

6.7 Network Rail for London (RfL):

Rail for London (RfL) has reviewed the application from an Infrastructure Protection perspective given the relationship of the site to the railway line. No objections are raised to the proposed development.

Standard conditions have been requested to safeguard the network infrastructure during construction and these will cover , the submission and approval of a management plan, risk assessment and method statement for construction work and in particular, should specify that cranes should not be erected or dismantled until RfL's approval has been obtained, a that adequate measures will be introduced to ensure that the debris/equipment cannot fall or be blown onto the railway and that the development is designed to militate against operational noise and vibration from an existing railway.

Officer Response: The items identified by RfL are addressed at Conditions 4, 5 & 6

6.8 Transport for London (TfL):

Transport for London raises no objection. TfL note current and emerging policy but based on the circumstances of the applicant and the relationship to the viability of the town centre, has confirmed the redevelopment of the car park and re-provision of 96 spaces for the use of the Applicant and the public during evenings and weekends is acceptable..

TfL understands that 54 long stay spaces and 12 short stay cycle spaces are to be provided; these meet the standards of the draft London plan which TfL welcome. TfL recommend sufficient signage should be provided for the short stay cycle spaces for visitors and welcomes the provision of shower and locker facilities

TfL consider the measures to promote sustainable travel are acceptable but request a Travel Plan to manage this process. Conditions are also requested to cover the provision

and the technical specification for the agreed cycle parking, a Construction Logistics Plan, A Delivery and Servicing Plan and a requirement to commit to a Considerate Contractor Scheme

Officer Response: the items identified by TfL in support of their confirmation of no objection to the development are covered in the legal agreement (Travel Plan) and at Conditions 19 & 20.

Internal Consultation

6.9 Environmental Health Officer:

No objection raised as there are no perceived environmental impacts. In particular there are no concerns regarding air quality or contaminated land.

There is however a need for a condition as the acoustic report submitted as part of the application was unable to assess plant noise impact on local residents because the specification for the plant to be used has not been selected.

Response: The requirement for an acoustic report is set out at Condition 28

6.10 Public Health Officer:

From a public health perspective, alternatives to the provision of car parking spaces would be welcome as it is felt, there are significant benefits to air quality and public health by encouraging model shift. If this level of parking is needed, measures should be put in place through the travel plan to reduce reliance. Home working could form part of this approach.

Officer Response: A Travel Plan is to be secured by the S106 agreement which will encourage model shift towards non-car modes.

6.11 Urban Design Officer:

The benefits of circa 500 jobs in the town centre are acknowledged. However, the site has potential for a greater mix of uses and ideally the scheme would have less parking. The circumstances of the Applicant are acknowledged and the public use of the parking area at evenings/weekends can offset this. There is concern over the proportion of the ground floor taken up with parking as this could present an inactive and unattractive façade to the playing fields (especially as parking is included at ground and above ground level).

The proposal ensures that the north-south access route to the St Anne's development site (proposed in the Enfield Town Masterplan) is protected and an adequate width would be available upon the development of the adjoining land.

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

The inclusion of an atrium is supported as a positive enhancement of the building's design. Furthermore, although the building will be positioned in close proximity to existing windows of 22 Genotin Road, mitigation of any overlooking can if necessary be managed through the façade treatment (by using obscured glazing opposite the residential windows).

Landscaping to the front of the building will enhance the public realm and will enable the frontage landscaping to be altered to accommodate an access to the St Anne's site as shown in the recently adopted Enfield Town Masterplan.

Response: The level of car parking is considered appropriate given the requirements and circumstances of the applicant and the public use secured in support of the viability of the town centre. The visual relationship to the playing field will be addressed through landscaping along this southern boundary and the introduction of a café addresses the concern around a lack of mixed use.

6.12 Traffic and Transportation Officer:

Following discussions with the Applicant, the Traffic & Transportation officer confirms that the proposal in terms of the overall parking provision, the design and layout of the car park together with servicing arrangements, is acceptable. The following elements are also considered to be 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).
- 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 by way of legal agreement:

- 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.

6.13 SuDS Officer:

No objection to the revised planning application. Further to the Planning Committee meeting on 25th September, the SuDs officer has confirmed that discussions with the Applicant have resulted in amendments to the scheme which means that the development is fully compliant with the Council's adopted SuDs policy. An off-site financial contribution is no longer required.

Response: A condition securing the implementation of the agreed SuDs strategy is included – see Conditions 7 & 8

6.14 Tree Officer

No objection. There are no significant tree constraints or trees covered by a tree preservation order within or adjacent to the proposed development site.

There are several large trees located off-site in the School playing field to the south and the development proposes to remove some of these trees to facilitate the development. No planning consent is required for their removal because they are not subject to any protective designation but is considered necessary to remove them due to the proximity of the building and the fact there will be continual issues with regard to shade, seasonal debris and tree and building maintenance. It should also be noted that these trees would have to be removed to facilitate the development identified in the adopted Master Plan

There is limited opportunity for landscaping within the development but the landscaped areas are considered adequate. The proposed landscape corridor on the south of the site will also provide an opportunity for landscaping.

Response: the landscaping condition is set out at Condition 13

6.15 Conservation Advisory Group

The Conservation Advisory Group comment that they are unanimously supportive of the proposed development and although they recognise elements of the design could be improved on balance, the design and scale is considered acceptable as are the benefits of the development to the wider town centre. No objection is therefore raised.

However, the Group do request that 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)

The Group also wish to be consulted on materials / external finishes as the design develops.

Response: The development incorporates appropriate screening to the roof top plant. The approval of materials is covered by Condition 9 & 10

6.16 Conservation Officer

No objection on heritage grounds is raised. The proposals will conserve the setting of the Enfield Town Conservation Area. If minded to approve, it is advised conditions to confirm the quality and specification of materials, external finishes and other external details should be imposed. In addition, to safeguard archaeological interests, a condition requiring a watching brief during construction is recommended.

Response: The conditions referred to are Conditions 9, 10, 11, 12 & 13 of the schedule of Conditions at Section 14.

6.17 Place & Design Review Panel

The Panel an independent advisory body, reviewed the application in June 2018.

The Panel recognised the importance of Metaswitch to Enfield Town and strongly supported their desire to remain in Enfield as a critical business and employer for the town.

The opportunity for this project to form the first phase of the wider Enfield Town Framework Master Plan was acknowledged as an exciting prospect.

However, the Panel had a number of comments regarding the proposed development:

- 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.

Officer Response: The Panel did not object to the principle of development recognising the benefits for Enfield Town Centre. Since the Panel's consideration of the scheme, there have been amendments to the proposed development with revisions to the use, materials, building design and landscaping. The revised proposal will result in well designed scheme that relates appropriately to its setting and the wider town centre. In addition, it is confirmed additional height could be added if circumstances permit in the future. It is recognised there are differing opinions on the scheme, but the benefits in terms of employment and the wider town centre outweigh these points.

7.0 Pre-Submission Consultation

- 7.1 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

- 7.2 Four meetings with officers were held to discuss the principles of the planning application the initial two of which were outside of the formal pre application process. The first was held in May 2017. The principle of development was supported by officers albeit with strong preference expressed for the proposal to include a mix of uses, including residential development and for the building to be taller overall. The clear brief from Metaswitch is for a building that is fit for purpose as a company headquarters, without compromising their business strategy, their on-site security or overall design. Furthermore, Metaswitch and their representatives are of the opinion contends that at 4-5 commercial storeys high, the building is sufficiently significant in height, given its edge of Conservation Area location. The Applicants also points to feedback from local residents which echoed this view.
- 7.3 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, comments were raised relating to the level of car parking with officers requesting a reduction in the level of provision. 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). In recognition of this concern however, the number of car parking spaces for staff has been reduced to 96 from the 126 originally proposed. Other detailed comments relating to sustainable urban drainage and energy efficiency were also raised by officers.

Meetings with adjacent landowners

- 7.4 Stoford Developments (who are retained to construct the development) 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.
- 7.5 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 the future development proposed in the Enfield Town Framework Masterplan (EFM). None of the adjacent landowners were able to advise on any timescales for the redevelopment of their sites.
- 7.6 It has been indicated by Stofords that the meeting with Chalkwell Park Residents Association was positive.
- 7.7 A meeting with St Anne's school and the Diocese of Westminster raised key concerns about pupil safety which were addressed at the meeting. 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.

Public Consultation Event

- 7.8 Stoford Developments held a public consultation event 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.
- 7.9 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. The key issue raised by those concerned was the loss of the surface car park.

8.0 Relevant Policy

- 8.1 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:

8.2 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

8.3 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

8.4 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

8.5 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)

- 8.6 The Masterplan is the area action plan referenced in the Core Strategy for Enfield Town and has recently been adopted. 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
 - 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
- 8.7 The Masterplan advises on the form of development which could prove acceptable:
- High density development is appropriate, with taller buildings potentially being acceptable 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;
 - 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 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.
- 8.8 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

- 8.9 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

- 8.10 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.
- 8.11 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.
- 8.12 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'.
- 8.13 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'.
- 8.14 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'.
- 8.15 The Framework, at paragraph 104 advises that Planning Policies 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'.
- 8.16 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).
- 8.17 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

9. Planning Analysis

- 9.1 The main issues raised by this application which Members of the Planning Committee must consider are:
- i) Principle of land use

- ii) Compatibility with Enfield Town Framework Masterplan and the ability of adjoining sites to come forward for redevelopment
- iii) Design and relationship to the Character and Appearance of the surrounding area;
- iv) The relationship of the development to neighbouring sites including 22 Genotin Road;
- v) Design and the relationship of the development to the Enfield Town Conservation Area;
- vi) Transport including parking and access
- vii) Landscaping & Trees
- viii) Sustainability, Energy and Ecology

Principle of Development

- 9.2 Adopted planning policy at national, London and local levels all support the principle of an office led mixed use development incorporating café / meeting space facilities on this town centre site.
- 9.3 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”.
- 9.4 Core Policies 17 and 19 accept that Enfield Town (along with the Boroughs other town centres) should be the main destination for office development. The proposal complies with this policy as the development would retain a key employer within the Borough, consistent with the Council’s local plan policies.

Enfield Town Framework Master Plan

- 9.5 The Enfield Town Framework Master plan was adopted in March 2018 and supersedes previous iterations of area based policies for Enfield Town. As a Supplementary Planning Document it seeks to provide a framework for a strong and deliverable vision for the town whilst not being overly prescriptive to accommodate the necessary flexibility to adapt to emerging pressures and opportunities.
- 9.6 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.
- 9.7 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.



- 9.8 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.

9.9 Against these broad objectives, it is considered:

- The development has been carefully designed to be sympathetic to and safeguard the Conservation Area;
- The development would make a positive contribution to the town centre;
- The development has been carefully designed to not prejudice the ability of other sites to developed
- Sufficient alternative parking is available to the town centre
- The height of the building is appropriate having regard to the Conservation Area and No 22 Genotin Road.
- The development facilitates the future pedestrian link to the east and the potential for Enfield Town station to be relocated

9.10 The proposed 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, delivers economic benefit 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).

9.11 The focus of current policy is on the optimisation of development especially in town centres with emphasis on maximising height where appropriate. The mix of uses and current height is appropriate due to the relationship to the Conservation Area and No 22 Genotin Road. The absence of any residential component is not a reason for refusal in itself and 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. This would fulfil the objective of the Enfield Town Framework Masterplan to make a positive contribution to the town centre and to ensure the height of the building is appropriate having regard to the Conservation Area and No 22 Genotin Road.

9.12 The Applicant has confirmed that additional floors could structurally be provided which enables future residential development 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.

- 9.13 The Enfield Town Framework Masterplan states that redevelopment of the car park site should only proceed once alternative public parking arrangements are confirmed and in place. The loss of the existing well used car park is obviously a key consideration but the development provides 96 spaces for public use during evening and weekend periods. Analysis done to support the Enfield Town Framework Masterplan demonstrates that the number of available parking spaces to serve the town is adequate.
- 9.14 Taking the above factors into account, it is considered that the underlying principle of the development and its compatibility with the objectives of the Enfield Town Framework Masterplan is acceptable.

Character and Appearance

- 9.15 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. The Masterplan highlights the site as an opportunity to introduce a landmark building whilst respecting the setting of the Conservation Area and the surrounding area.

Height

- 9.16 Current and emerging policy encourages the optimisation of development on town centre sites. This has been reflected in the comments of officers and was also highlighted in the comments from the Council's Place & Design Review Panel. The intent of the Applicant is to create a single headquarters building primarily, for its sole purpose. The quantum of development therefore reflects this requirement. The proposed 4-5 storey building is built to commercial standards and thus is equivalent to a 6-7 metre high residential block. The option for an additional 3 floors to be constructed in the future has been confirmed, a building of this height is not unacceptable and would respect both the conservation area, the Dugdale Centre and the height of No 22 Genotin Road.
- 9.17 It is also recognised that the proposed height provides a more integrated relationship to the existing site circumstances and particularly, the 3 storey form of 22 Genotin Road. Accordingly, the height of the current development is considered acceptable.

Design / Form / Massing

- 9.18 The objective of the NPPF and adopted policy is to achieve high quality design in all developments with schemes being design led from the outset. The proposed development has sought to respond to the opportunities and constraints of this site. The comments of the Place & Design Review Panel and the Applicants response are attached as Appendix 1 to this report. Design changes have occurred to the scheme in response to these comments however, the specific requirements of the Applicant have precluded significant revision. However, importantly, the width of the future pedestrian link along the southern boundary has been increased from 3.45 metres to 5 metres along its entire length. This involved significant internal redesign / reconfiguration to meet this key masterplan objective. As a result, the development now provides 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.
- 9.19 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 operational requirement for large internal office floor plates to support Metaswitch's preference for an open plan / close working environment. It is this client side requirement that has largely dictated the form of the proposed development.

- 9.20 The proposed building is divided into three main elements that relate to the intended internal functions of the building: two office elements linked by a glazed atrium. This latter feature is predominantly glazed so as to activate the building and both “office” elements contain substantial glazing to allow views into the active ground floor uses, the atrium and rooftop café.
- 9.21 The building is designed with a “floating” roof element which projects over the atrium and extends forwards over the main entrance to the building.. This accentuates the entrance and provides greater visual interest.
- 9.22 In response to the curve in Genotin Road, the proposed building steps out on the southern edge. In so doing, the built form responds to the road layout and provides greater articular and interest for the building.
- 9.23 A 5 metre wide strip along the southern boundary has now 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 minimum 10 metre wide pedestrian east / west link between the Town and land to the east of the railway identified as a potential development site i.e. the Tesco site.
- 9.24 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, the development is of good quality and the use of high quality materials and finishes (to be secured by Conditions 9 & 10) would enable the buildings to blend effectively with and enhance the appearance of the area. In conclusion, the design of the scheme is such that it has significant merit and the proposal is considered to accord with the design guidelines set out with the Enfield Town Framework Masterplan and complies with London Plan policies 7.4 and 7.6 and with DMD Policy 37.

Relationship to the railway

- 9.25 The application site shares the eastern boundary with land owned by Network Rail/Transport for London. The existing boundary treatment will be unaffected by the proposal.
- 9.26 The building will be visible by those entering Enfield Town Station by train and the building design has improved in response to officer’s guidance with the submission of revised plans to ensure that the eastern elevation is strong and interesting. Moreover, with the use of glazing and solid panels, this elevation would have visual interest.
- 9.27 RfL guidelines have also informed the approach to ground levels within the site and the areas where excavation to form the basement car parking level, could occur to ensure surface water and ground water do not run off and affect the railway.

Materials

- 9.28 In response to comments on the specification for materials, officers have been in discussions to ensure the materials uses are appropriate. As a result, a palette of materials has been identified which will deliver a contemporary building whilst respecting relationship with the adjacent Conservation Area.
- 9.29 Condition 10 secures the approval of samples to be viewed on site.

Secure by Design

- 9.30 In response to concerns raised by Members at the last meeting, the Applicant has met with Secure by Design Officer at the Metropolitan Police and provided additional information and clarification regarding the mitigation to be incorporated into the design. In the light of this, the Secure by Design officer has confirmed there is no objection on this ground subject to a condition confirming the attainment of a Secured by Design accreditation
- 9.31 Conditions 22 & 23 in the schedule of conditions are Section 14 addresses this requirement.

Relationship to 22 Genotin Road

- 9.32 The side elevation of 22 Genotin Road has 12 windows across three floors. These windows are mainly non-habitable rooms. However, where they do serve a habitable room e.g. a living room, the window is secondary and not the main light source. The internal layout of the proposed development has been revised to reduce the amount of glazing on the northern elevation facing 22 Genotin Road by locating the stairwell (used principally for escape in a fire) and meeting rooms opposite the side elevation of No 22. This means that the use of the internal areas limits the degree to which overlooking could occur. These arrangements will acceptably minimise the any impact for the occupiers living at 22 Genotin Road.
- 9.33 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. The acceptability of this relationship is supported by a Daylight and Sunlight Analysis which concludes outlook and light levels are appropriate. In respect of outlook from No 22 Genotin Road the proposal demonstrates a very high degree of compliance. and in terms of the VSC (Vertical Sky Component), only 6 of the 12 windows facing the site fell below the guidelines and of these, 4 serve small kitchens, which can be given less weight in accordance with BRE guidelines.
- 9.34 The APSH (Annual Probable Sunlight Hours) assessment shows that 16 out of the 20 windows meet the BRE guidance. In terms of the 4 windows which fall below the guidance the relevant kitchens have other windows that supplement the sunlight level received by the properties to produce results that exceed the BRE guidelines.
- 9.35 The other neighbouring sites, 2 Genotin Terrace, 40-46 London Road, St Anne's Catholic High School given their distance from the development, also meet the required guidelines based on the summaries set out the applicant's daylight and sunlight report.
- 9.36 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

- 9.37 The elevation is separated from the rear of properties on Chalkwell Park Avenue by the playing fields used by St Anne's School. The properties on Chalkwell Park Avenue are also circa 90 metres away. No impact on residential amenity is considered to arise.

Heritage Considerations

Statutory background

- 9.38 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 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 character and appearance of a conservation area, it must give that harm “considerable importance and weight”.

National Guidance

- 9.39 Section 16 of the revised 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” (paras.189/190). The “Framework” advises that 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 195. 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 196).
- 9.40 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.
- 9.41 The heritage assets upon which the impact of the development should be considered against are the Enfield Town Conservation Area. What must therefore be determined is whether any of the elements proposed will harm the significance of the Conservation Area having regard to the statutory requirement to give special attention to the desirability of preserving or enhancing its character or appearance. 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.200 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, 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.

Analysis

- 9.42 The site lies outside of but immediately adjacent to the boundary with Enfield Town Conservation Area. The nearest buildings are those located at the southern end of London Road. These are identified as making a positive contribution to the character of the conservation area. However, the proposed development faces to the rear of these properties, the elevations of which are of less quality. They are also 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.

- 9.43 Taking into account therefore 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 to the proposed development which outweigh this less than substantial harm.

SuDS

- 9.44 Revised details have now been submitted and considered by the SuDS team. As result, the SuDS officer has confirmed there is no objection and that the proposals now comply with the Council's policy in terms of addressing surface water run off within the application site.

Condition 7 & 8 require the agreed strategy to be implemented.

9.45 **Transport**

Loss of Existing Surface Car Park

- 9.46 While the development would result in the loss of the existing 122 space open car park , the proposal involves the re-provision of 96 spaces. Other multi storey car parks are still available within the town centre and the Council's own analysis show they meet expected demand levels. In addition, the town centres benefits from good accessibility to a range of public transport options (PTAL 5). It should also be noted that car parking spaces would still be available to the public during evening and weekend periods. As a result, it is considered there would be no adverse impact on the vitality and viability of the town centre

Proposed Re-provision / Level of Car Parking

- 9.47 Parking provision would consist of 96 spaces of which 22 spaces would be located on ground level and 74 located at basement level.
- 9.48 This equates to 31 car parking spaces more than would normally be considered necessary in accordance with London Plan policy. However, TfL have confirmed that have no objection to this level of provision in light of their policy. Consequently taking an overall perspective, it is considered there are exceptional and specific circumstances in this case to justify the policy exception. In particular, the amalgamation of existing offices within the town centre is noted and weight has been given to the current levels of car use within the existing workforce which the applicant identifies as being important to the retention of key staff. Furthermore, Metaswitch have provided details of commuting methods by staff within their existing offices and concluded the number of spaces proposed as a minimum requirement to retain those staff.
- 9.49 It should also be noted that Policy T6.2 of the emerging London Plan accepts that within outer London's boroughs, more generous standards can be applied where this can be justified and where future measures through a travel plan seek to limit the use of car parking. A Travel Plan forms part of the package of measures including cycle parking and electric charging points is proposed by the Applicant and no additional car parking is proposed when the number of employees expands. It should also be noted that should be appropriate at some point in the future, the car park area could be converted into alternative commercial / leisure uses.

- 9.50 Eight disabled spaces have been proposed at ground level (which is 3 more than required by policy , with disability lift access. In addition, 20 electric vehicle charging points from the outset would be provided and a further 10 bays will be provided
- 9.51 On balance it is considered the approach to car parking is appropriate.

Cycle Provision

- 9.52 Fifty four cycle spaces have been proposed across two separate levels . The cycle storage within the basement is secure and will provide a safe environment with direct lift access to the showers and changing facilities within the offices.
- 9.53 For cyclists who choose not to use the basement car park ramps – lift accesses are provided from the secondary entrance at the rear.

Highways and servicing

- 9.54 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. A Delivery and Services Strategy is recommended as a planning condition – see Condition 19 in the schedule of conditions at Section 14.
- 9.55 For emergency services, adequate turning would be available for a fire engine to turn and move in a forward gear direction. Internal details would need to meet the requirements of Building Control standards which include sprinklers but this is a separate process which would follow the approval of any planning scheme. No condition is necessary.

Sustainable Construction & Energy

- 9.56 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 and will comply with relevant policies.
- 9.57 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.’
- 9.58 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.
- 9.59 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

- 9.60 The trees sited on the southern elevation sited on the neighbouring site of the playing fields, do not have a Tree Preservation Order nor are they within the Conservation Area. No consent is therefore required for their removal. It should also be noted the playing field

is also identified as a development site. Consequently, no objection is raised on this ground.

- 9.61 Opportunities for landscaping within the site and along the southern boundary have been maximised including proposals to improve the public realm. As a result the scheme is considered acceptable on this ground.

10. Environmental Impact Assessment

- 10.1 Having considered the proposed development within the context of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, it is considered that the planning application is not an 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.

11.0 Planning Obligations

- 11.1 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
 - 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

12.0 Community Infrastructure Levy (CIL)

- 12.1 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 6,552 sqm of new commercial floor space.
- 12.2 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.

13.0 Conclusion

- 13.1 The application proposal requires an evaluation of the impact of the net reduction of 26 in car parking spaces and availability within Enfield Town, and the introduction of a significant built mass on the edge of a conservation area against the positives of retaining a significant local employer within the town and creating a modern office facility for Enfield Town Centre within a contemporary building that helps to complete the built fabric that is consistent with the growth agenda.

13.2 Officers have given significant weight to:

- i) the economic benefits to the local economy linked to the retention of Metaswitch in the town centre;
- ii) the provision of an appropriate level of car parking that meets both the needs of the applicant and the town centre;
- iii) the compatibility of the proposed mixed use scheme with the objectives of the Enfield Town Framework Masterplan;
- iv) the scheme not prejudicing the ability of adjacent development sites identified in the Enfield Town Framework Masterplan from coming forward at some future date;
- v) the acceptability of the development in terms of its siting, scale and design relative to the character and appearance of the Enfield Town Conservation Area;
- vi) the acceptability of the development in terms of its siting, scale and design to safeguard the amenities of the properties in the adjacent residential block of 22 Genotin Road.

13.3 It must be acknowledged that there are differing opinions on this scheme but it is important to balance all planning considerations when determining its acceptability. It is considered that in this case any dis-benefits are outweighed by the positives and with this in mind, Members should note:

- i) The principle of this office led mixed use development is acceptable for this location;
- ii) The development would contribute to the vitality and viability of Enfield Town;
- iii) The development provides an acceptable level of car parking that meets both the needs of the applicant and the town centre;
- iv) The development is fully consistent with the objectives of the adopted Enfield Town Framework Masterplan;
- v) The proposal does not prejudice the ability of adjacent development sites identified in the Enfield Town Framework Masterplan to be developed;
- vi) The acceptability of the development in terms of its siting, scale and design relative to the character and appearance of the Enfield Town Conservation Area;
- vii) The development does not prejudice the amenities of the neighbouring residential properties at No 22 Genotin Road;
- viii) Issues of sustainability, energy and SuDs are controlled by condition.

13.4 Having regard to all of the above, on balance, it is considered that the proposal constitutes a well designed regeneration scheme with significant benefits for the town centre and wider Borough:

14.0 **Recommendation**

14.1 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:

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 shall not commence until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:
- Arrangements for wheel cleaning;
 - Arrangements for the storage of materials;
 - Hours of work;
 - Arrangements for the securing of the site during construction;
 - 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, 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 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 the erection or dismantling of any cranes and other lifting equipment required during the construction of the development, details shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a crane /lifting management plan including crane base design (and certification), Risk Assessment and Method Statement for siting, erection, lifting arrangements, operational procedure (including any radio communications), jacking up and/or, 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 Notwithstanding the details set out in the submitted Preliminary Drainage Strategy (Drawings A2071-1500 – 1503 P3, and A2071-1504 P1), September 2016, prior to the commencement of any construction work, completion of the building frame, details of the Sustainable Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority and must conform with the Landscaping Strategy. The details shall include:

- a) Sizes, storage volumes, cross-sections, long-sections (where appropriate) and specifications of all the source control SuDS measures including, green roofs, swale and permeable paving;
- b) Final sizes, storage volumes, invert levels, cross-sections and specifications of all site control SuDS measures including underground tanks.
- c) Include calculations demonstrating functionality where relevant
- d) Demonstration that the system is designed to allow for flows that exceed the design capacity to be stored on site or conveyed off-site with minimum impact
- e) A management plan for future maintenance

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 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:
- a. As built drawings of the sustainable drainage systems;
 - b. Level surveys of completed works;
 - c. Photographs of the completed sustainable drainage systems;
 - d. Any relevant certificates from manufacturers/ suppliers of any drainage features;
 - e. 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 completion of the building frame, detailed drawings to a scale of 1:20 to confirm the detailed design and materials of the:
- a. Schedule and sample of materials used in all elevations;
 - b. 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;

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.

Public Realm

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. The development hereby approved shall be constructed in accordance with the approved detailed 'Energy Statement' and relevant SAP calculations dated July 2018.

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 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 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. The measures approved in the approved Travel Plan (July 2018) shall be implemented within 3 months of occupation of the commercial use hereby permitted 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, conference facility (D1) and café (A3) 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 the development.

Reason: To ensure that the development protects community safety.

23. The building shall obtain a 'Secured by Design' accreditation within three months of occupation. This accreditation certificate shall be copied to the local planning authority and the development shall only be carried out in accordance with the approved details and maintained permanently thereafter.

Reason: To ensure that the development protects community safety.

24. Prior to the public use of the car park area hereby permitted, the car park will retain a Park Mark accreditation, and;

Reason: To ensure that the development protects community safety.

Car Park Management Plan

25. A Car Park Management Plan shall be submitted to and approved in writing by the Local Authority

Reason: To ensure that the development protects community safety.

External Lighting

26. Prior to the completion of the external building works 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

27. Prior to the completion of the external building works, 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

28. 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 completion of the building frame 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 completion of the building frame 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 the completion of the building frame 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.

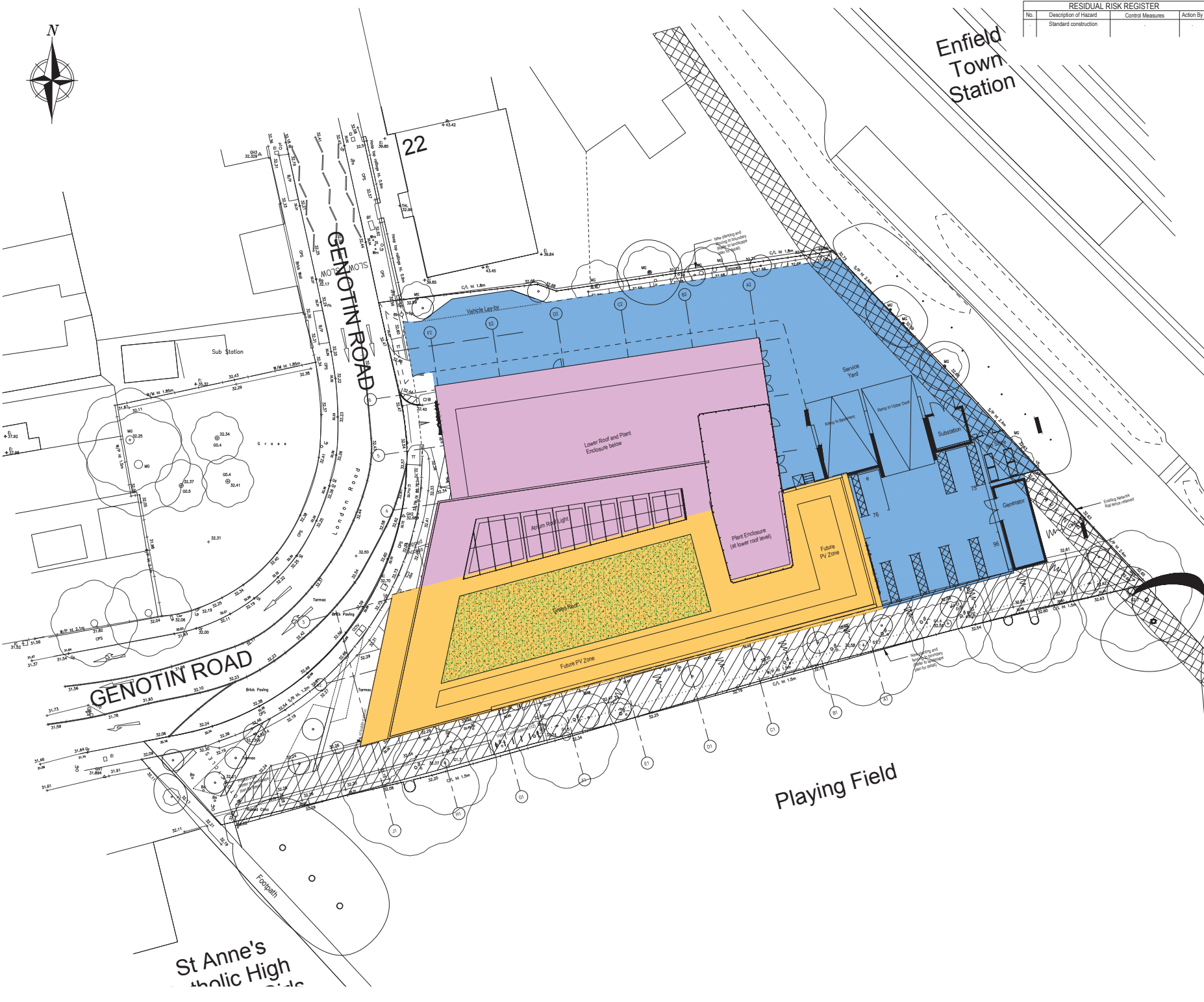
Details for communal satellite dish / TV antenna provision

34. Prior to the completion of the building frame, 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.

35. No demolition or development shall take place until a methodology for a archaeological watching brief has been submitted to and approved by the local planning authority in writing to include the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

Reason: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF.



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

Notes:

DO NOT SCALE DRAWING

Dimensions provided are indicative only, and should be confirmed and read in conjunction with the Architect's construction drawings at such times as they are available, and/or from site measurement.

All setting out to be in accordance with the Architect's drawings, any ambiguities to be raised prior to construction.

- This drawing is to be read in conjunction with all other relevant Engineering details.
- All dimensions are in metres unless otherwise stated.
- The Engineer shall be notified immediately, in writing, should any errors or discrepancies be found prior to the commencement or continuation of any works.

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

PRELIMINARY

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

Client:
Stoford Developments

Project:
Metaswitch (Office Development)
Genotin Road, Enfield

Drawing Title:
Drainage Areas



COMPLETE DESIGN PARTNERSHIP LTD

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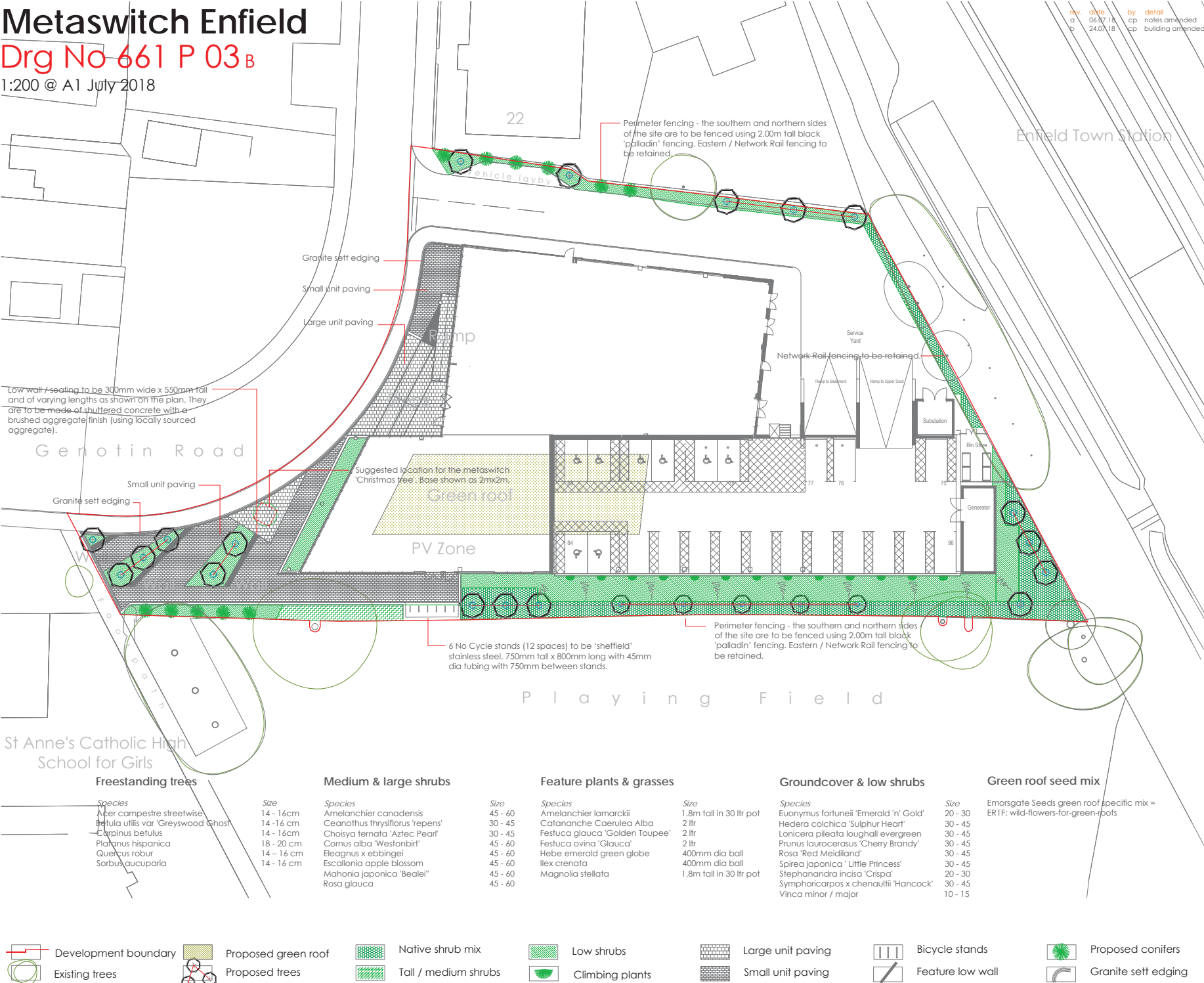
Date: 23.08.18	Drawing No. 16-6912-sk005	Issue Rev. P 1
Scale: 1:200@A1		
Drawn: MSK		
Check: JB		

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Metaswitch Enfield

Drng No 661 P 03_B

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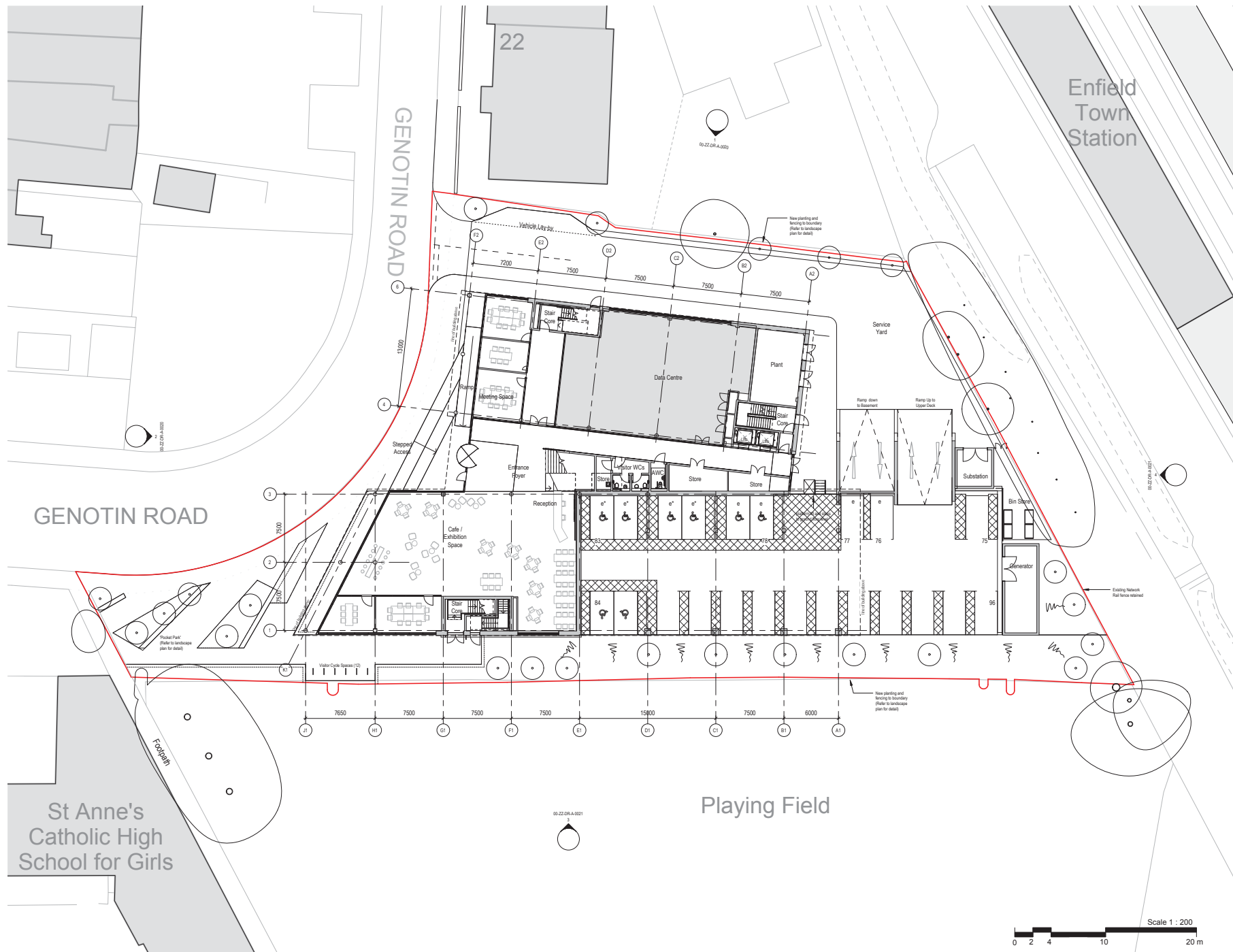


- rev. date by detail notes amended building amended
- 1:200
- ### Outline Specification notes
- TOPSOIL:** To be supplied / spread by main contractor. Depths to be 900 mm where possible to shrub planted areas (absolute minimum 500mm) and 150mm to seeded areas.
- PREPARATION OF PLANTING BEDS:** Apply approved contact herbicide to eradicate any weed growth. Do not commence cultivation until debris is complete.
- CULTIVATION:** Break up compacted ground to full depth of topsoil. DO NOT turn up subsoil. Cultivate by approved mechanical means and / or by hand and reduce to a 10mm. Remove all stones and clay balls exceeding 50mm dia. weed, roots of perennial weeds, tufts of grass and any other foreign matter.
- LOW MAINTENANCE / WILDFLOWER GRASS SEEDING - EMORSGATE MIXES:** These areas must not be 'improved' through the addition of fertiliser or conditioner. Site clearance / weed control and seed bed cultivation must be carried out in line with guidance given by Emorsgate.
- CONDITIONER / COMPOST:** Spread conditioner evenly over all planting areas at 10 litres/m² and spread 25mm depth approved Spent Mushroom Compost evenly over all planting areas and work into topsoil during cultivation. Do not spread any fertiliser or conditioner on any areas to be seeded. Mushroom compost must not contain peat.
- FERTILISER:** Spread evenly over all planting areas at rate of 100 grams/m² and work into topsoil during cultivation.
- WATER STORING POLYMER:** Spread evenly over all planting areas at a rate of 100gms/m² and work into topsoil during cultivation.
- MANUFACTURERS RECOMMENDATIONS:** To be strictly followed for storage, handling and application of fertilisers, herbicides and all other chemicals. Remove containers from site.
- TREE PITS:** Excavate as follows - Extra heavy standard 1.4m x 1.0m deep Selected standard 1.0m x 1.0m deep All other standard 1.0m x 1.0m deep Feathered trees 750mm x 450mm deep Break up bottom of pits to a minimum depth of 300mm and roughen sides. Ensure that pits are free draining and initial land drain if required (100mm diameter PVC perforated pipe). Excavated topsoil to be mixed thoroughly with the following (bulk up with additional topsoil as required)
- IRRIGATION TUBING:** For selected standard trees (and bigger), install 50mm dia irrigation tubing to each tree.
- TREES, SHRUBS & OTHER PLANTS:** All plants to comply with the relevant BS and be obtained from approved sources. They will be good, well-formed, healthy specimens, free from disease and damage to stems, branches, roots and foliage and have a vigorous root system with a reasonable proportion of fine fibrous roots. Comply with Code of Practice for Plant Handling, during lifting, packaging, transportation to site and while on site until final planting.
- DELIVERY OF PLANTS:** Carefully lift, pack and protect plant material to survive transport to site without damage. Carefully prune any roots, branches or shoots that are slightly damaged. Damaged plants will be rejected.
- SUITABLE PLANTING CONDITIONS:** will be taken to mean mild and damp weather when the ground is moist and workable. Do not plant in persistent cold or drying winds or if the soil is frost bound, waterlogged or excessively dry.
- TEMPORARY STORAGE ON SITE:** Where planting must be delayed Plants to be thoroughly heeled in topsoil or a suitable moisture retentive medium. All plant bundles to be opened and plants loosely distributed within the medium. Container grown plants to be stood closely together, upright, on well drained, weed free ground. Adequately support all trees and other large stock. Water plants as necessary to prevent drying out.
- PLANTING TREES:** Upright and in the centre of the pit, at the same depth and in the same direction to the prevailing wind as when grown in the nursery. Bare root trees - place burlap material in 150 - 200mm lower, shaking tree to ensure close contact with fully spread roots and elimination of air pockets. Firm the soil as backfilling proceeds taking care not to damage any roots. Heel in firmly around root collar. Root balled / Container grown trees: firm burlap material around root ball in 150mm layers taking care not to disturb roots. Prune broken or damaged branches. Water thoroughly immediately after backfilling.
- STAKES FOR TREES:** Pressure impregnated 3W (post creosote or tar), round, straight, pointed, free from projections and painted at one end. Use a single short stake per tree for 10-12cm with stakes at 45 degrees and two stakes with cross bar for larger trees. Tie with appropriate tree tie.
- PLANTING GENERALLY:** Set out plants evenly spaced and in an informal manner avoiding straight line. Plant upright or well balanced with best side to the front. Carefully excavated topsoil, packing around evenly spread roots or root ball and heel well in. finished soil level to be at original soil mark on plants and 50mm above surrounding level to allow for settlement. Immediately after planting carefully cut back any damaged, dead or diseased branches and remove any weak, thin, or malformed growth. Where specified cut back species to encourage growth. After planting fork or rake soil to a fine tilth. Water plants thoroughly immediately after planting.
- SHRUBS:** Excavate planting holes 150mm wider & deeper than root spread and plant to the correct depth.
- BARK MULCH:** After watering spread 50mm of softwood bark mulch over of plant beds. Nominal particle size shall be 5 - 75mm with no more than 1.0% below 10mm.
- All freestanding trees in grass areas to have a 1m bark mulch circle.
- MAINTENANCE:** To include fertilising, watering, cutting, pruning, firming, adjusting stakes/ties/guards, applying approved chemicals, keeping plant beds clear of weeds, and removal of all rubbish. Adjacent roadways and pavements should be kept clear of bark mulch and soil. Maintenance of planted areas for 12 months from date of practical completion unless specified otherwise. The defect liability period will also run concurrently for 12 months from the date of practical completion. Establishment and ongoing aftercare of grass areas must follow guidance given by Emorsgate Seeds.

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client
Stoford Developments
project
Metaswitch Enfield
drawing title
Landscape Schematic
job no. date drawn by
661 July 2018 CP
drg. no. scale rev. date by
P03 1:200 @ A1 B 24.07.2018 CP

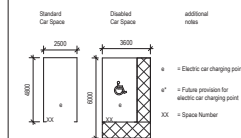
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NOTES

Car Parking Legend



Ref	Description	MD	PM	Date
P8	Planning Issue - Revised vehicle cycle parking location, additional future provision charging spaces shown	MD	PM	16/05/2018
P7	Issued for Planning	MD	PM	22/02/2018
P6	Issued for Planning	MD	PM	11/07/2018
P5	Issued for Planning	MD	PM	08/07/2018
P4	Issued for Planning	MD	PM	25/06/2018
P3	Issued following final coordinator meeting	MD	PM	06/06/2018
P2	Issued for Information	MD	PM	22/05/2018
P1	Issued for Information	MD	PM	14/05/2018
P0	Issued for Pre Planning Application	MD	PM	24/04/2018



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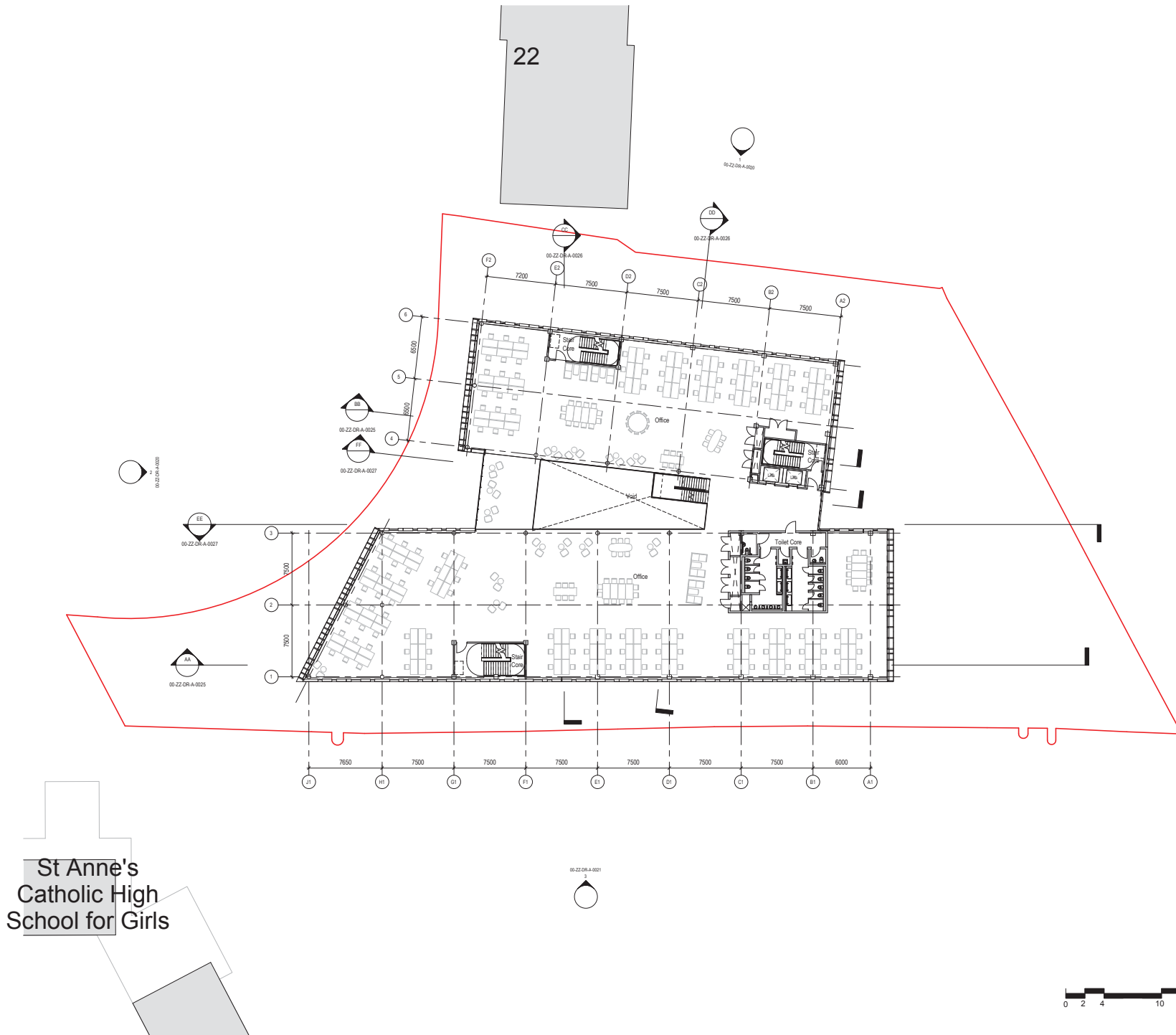
Metaswitch, Genotin Road

P2007486 Public Use

Proposed Ground Floor GA Plan

Scale 1:200
Date 24/04/18

7486-BDP-00-00-DR-A-0010 S2 P8



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• THE PROJECT CONSTRUCTION REGISTER

NOTES

PT	Issued for Planning	MD	PM	22/02/2018
PE	Draft Planning Issue	MD	PM	11/07/2018
PS	Draft Planning Issue	MD	PM	08/07/2018
PA	Issued for Planning	MD	PM	25/06/2018
PP	Issued following final coordination meeting	MD	PM	08/06/2018
PP	Issued for Information	MD	PM	22/02/2018
PI	Issued for Information	MD	PM	14/05/2018
PI	Issued for Planning Application	MD	PM	24/04/2018



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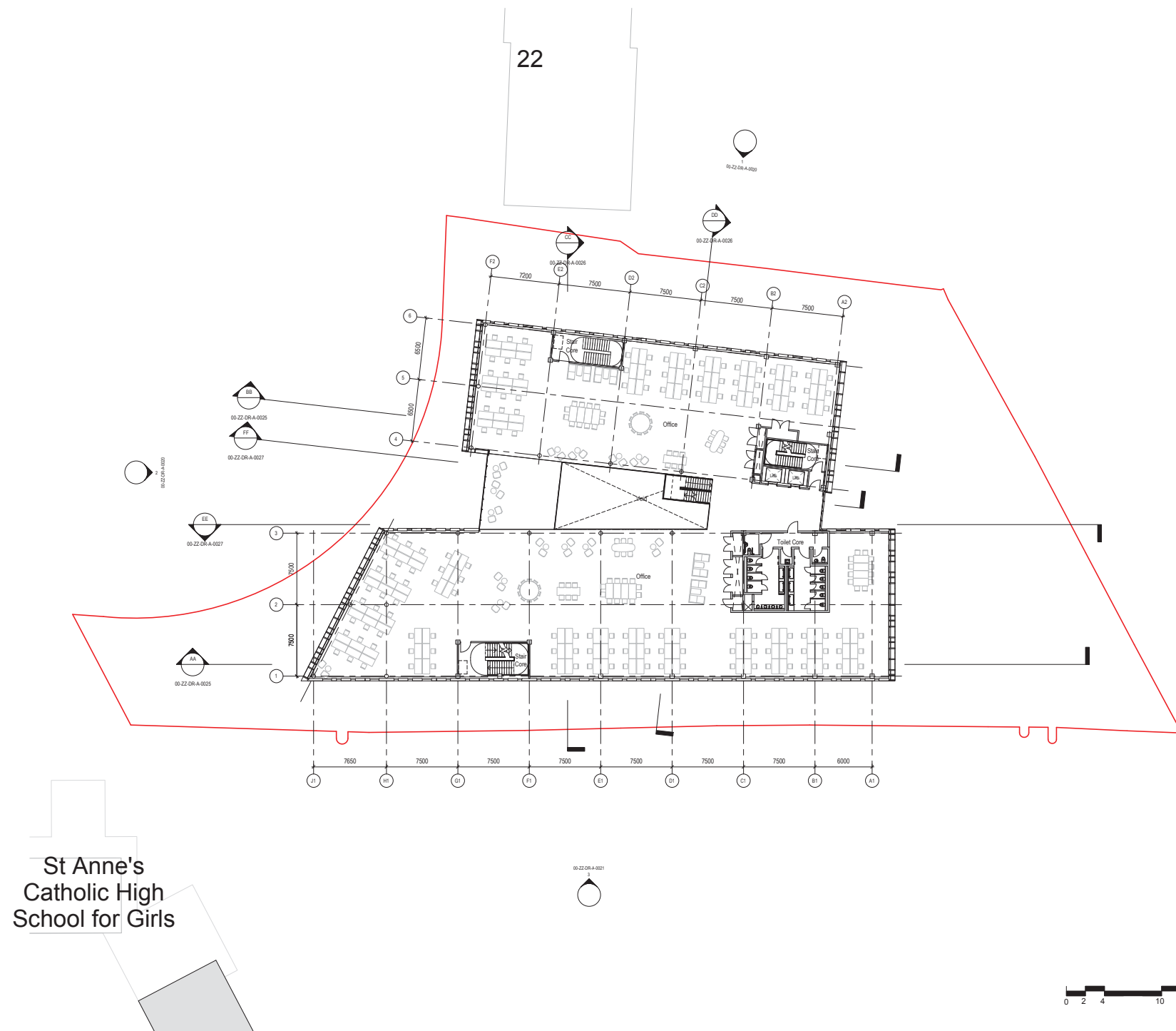
Proposed Second Floor GA Plan

Scale 1:200
24/04/18

7486-BDP-00-02-DR-A-0012

@A1
1:200
24/04/18
S2 P7

Scale 1:200
0 2 4 10 20 m



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

NOTES

P7	Issued for Planning				MD	PM		27.07.20	
P6	Draft Planning Issue				MD	PAI		11.07.20	
P5	Draft Planning Issue				MD	PIA		08.07.20	
I4	Issued for Review				MCHC			29.06.20	
P3	Issued following final coordination exercise				PWMC			04.06.20	
I2	Issued for information				PHB			22.05.20	
P1	Issued for Information				HG	MO		14.05.20	
P0	Issued for PIA Planning Application				MCHC	PM		24.04.20	

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PROJECT TITLE

Metaswitch, Genotin Road

DOI NUMBER	NO. 2100 CLASSIFICATION
P2007486	Public Use

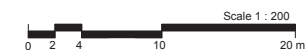
Proposed Third Floor GA Plan

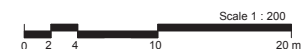
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1 - 200	

DATE FIRST ISSUED
24/04/18

7486-BDP-00-03-DR-A-0013

	S2	P7
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DOI NUMBER	DOI CLASSIFICATION
P2007486	Public Use

PROPOSED TITLE

Proposed Fourth Floor GA Plan

NAME	@A1
1 - 200	

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

	SATISFACTORY	REVISION
	S2	P7

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P7	Issued for Planning	MD	PM	27.07.20
P6	Draft Planning Issue	MD	PM	11.07.20
P5	Draft Planning Issue	MD	PM	06.07.20
P4	Issued for Review	MDHC	MD	29.06.20
P3	Issued following trial coordination exercise	PWMC	MD	04.06.20
P2	Issued for information	PW	MD	22.05.20
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P0	Issued for Pre Planning Application	MDHC	PM	24.04.20



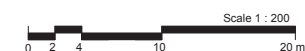
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DATE FIRST ISSUED
24/04/18

	SATISFACTORY	REVISION
	S2	P7



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- THE PROJECT CDM RISK REGISTER

P6	Planning Issue - Revised millage rates parking location, additional future provider charging codes shown	MD	PM	06/29/17	
F8	Issued for Planning	MD	PM	27/07/17	
F8	Draft Planning Issue	MD	PM	11/07/17	
F8	Draft Planning Issue	MD	PM	06/07/17	
I4	Issued for Review	MCHC	MO	26/06/17	
F3	Issued Internal final coordination exercise	PHHC	MO	04/06/17	
F2	Issued for Information	PHH	MO	22/05/17	
F1	Issued for Information	HG	MC	14/05/17	
F0	Issued for PIA Planning Application	MCHC	MO	24/04/17	



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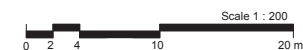
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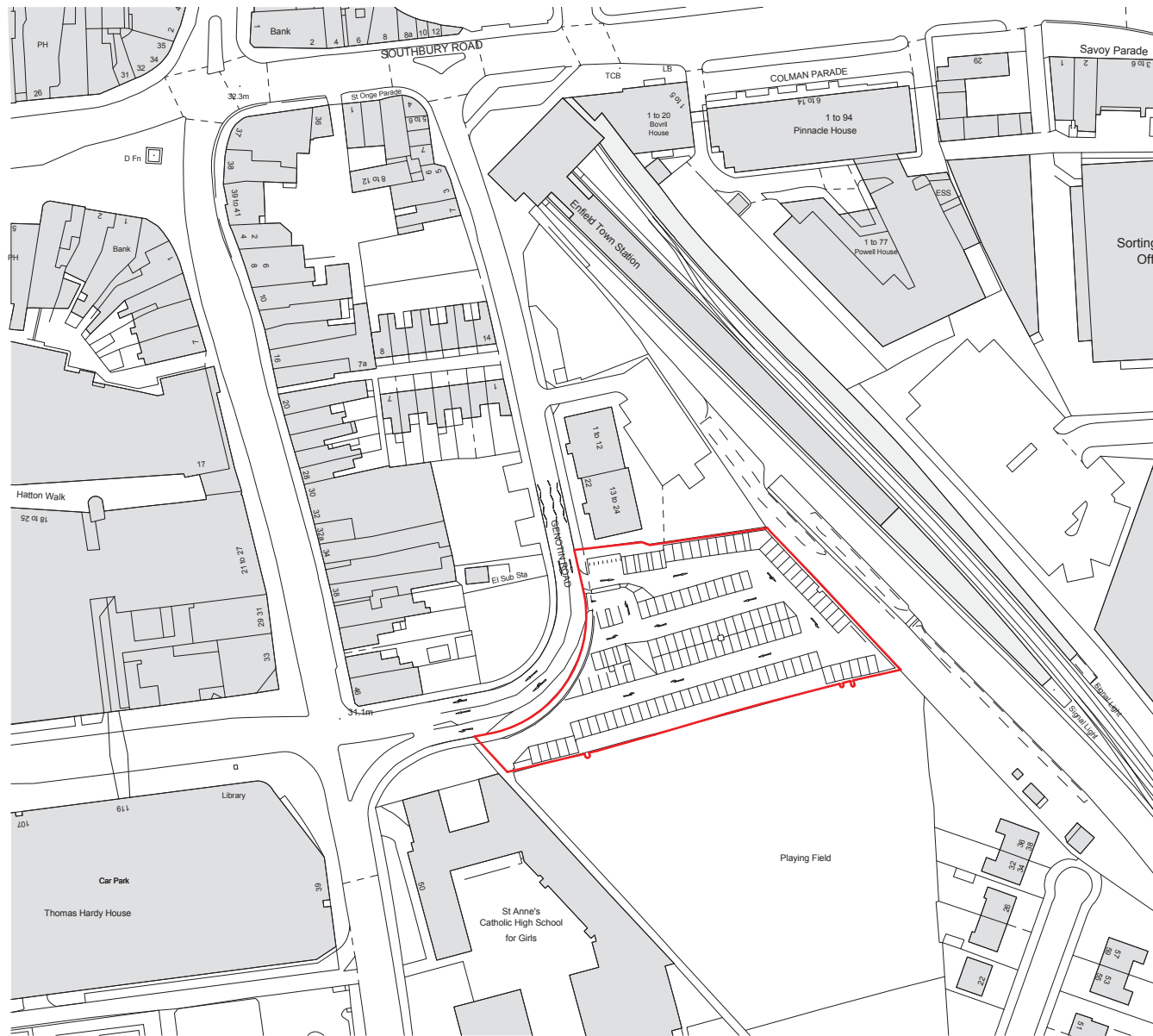
REP. JOURNAL P2007486	(S) 2007 CLASSIFICATION Public Use
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Proposed Basement GA Plan

1:200
DATE FIRST ISSUED
24/04/18

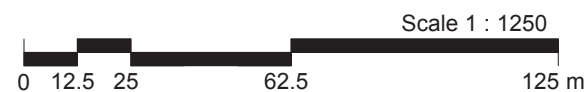
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Site Location Plan

1 : 1250



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- THE PROJECT CDM RISK REGISTER

NOTES

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

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PROJECT TITLE
Metaswitch, Genotin Road

BDP JOB NUMBER
P2007486

BDP 2018 CLASSIFICATION
Public Use

DRAWING TITLE
Existing Site Location Plan

SCALE
@ A3
1 : 1250

DATE FIRST ISSUED
24/04/18

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

SUBMITTAL
S2

REVISION
P3

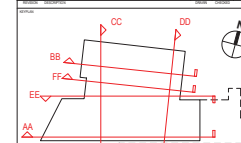


PROJECT TITLE Metaswitch, Genotin Road	
REF. NUMBER P2007486	REF. DATE / SUBSTITUTION Public Use
ISSUED TITLE Proposed GA Elevations Sheet 1	ASAP @ indicated REVISION DATES 24/04/17
	DRAWING NO. 7486-BDP-00-ZZ-DR-A-0020 COMMENTS S2 P

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- THE PROJECT CDM RISK REGISTER

P4	Issued for Planning		MD	PM	27.07.2
P3	Draft Planning Issues		MD	PM	11.07.2
P2	Draft Planning Issues		MD	PM	08.07.2
P1	Issued for Review		MCHC	MD	29.06.2
P0	Issued for PIs Planning Application		MCHC	PM	24.04.2



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		DATE FIRST BOARD	
		24/04/18	
DRAWING No.		SUBMITTY	REVISION
7486-BDP-00-ZZ-DR-A-0025		S2	P4





Tree Constraints Plan

(Existing Layout)



Photo 1



Photo 2



Photo 3

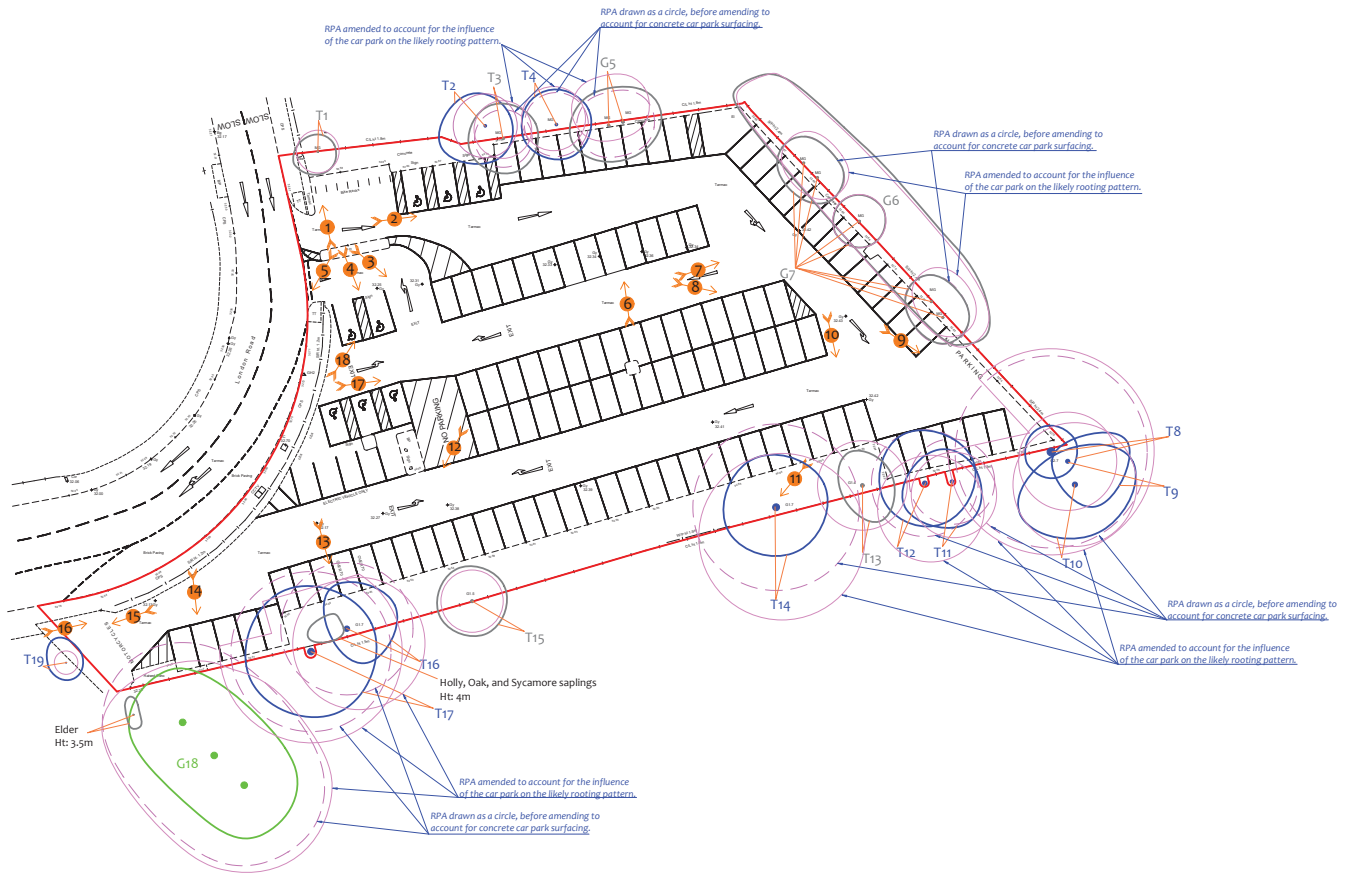


Photo 4



Photo 5

See the accompanying report for more photographs



Drawing No: CCL 10003 / TCP Rev: 3
Title: Tree Constraints Plan (Existing Layout)
Site: Camden Car Park (E10 1AB)
Scale: 1:250
Paper Size: A1



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




Trees of high quality with an estimated life expectancy of 50+ years, locally higher trees with significant presence or smaller trees with excellent form. Retention of these trees is highly desirable.

Trees of moderate quality with a life expectancy of 30+ years. Locally interesting trees, or smaller trees with good form. Retention of these trees is desirable though less than Category A trees.

Unimpressive trees of lower quality and/or form. Individual specimens are not considered to be a material planning consideration.

Trees unsuitable for retention due to their very poor condition.

Tree Constraints Plan

	R5 (R5) Root Protection Area (radius = crown diameter)
	Root Protection Area needing amendment due to site conditions, e.g. presence of existing road or building.
	Root Protection Area having been amended to account for site conditions
T1 - Tree No. 1	G2 - Group No. 2
	H3 - Hedge No. 3



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

Tree Ref.	Species	Height (m)	Root Protection Area (m)
T1	Banyan	4	2.4
T2	Norway Maple	4	3.6
T3	Banyan	6	3.2
T4	Norway Maple	6	3.6
G5	Norway Maple	7	3.6
G6	Banyan And Ash	5	1.8
G7	Banyan And Ash	7	3.0
T8	Lombardy Poplar	20	10.8
T9	Ash	9	4.5
T10	Ash	12	7.0
T11	Ash	10	4.8
T12	Banyan	10	6.0
T13	Banyan	10	6.0
T14	Banyan	12	6.4
T15	Banyan	7	3.5
T16	Oak	12	7.4
T17	Banyan	15	9.0
G18	Camelot Pine	15	10.0
T19	Banyan	5	1.3

Excerpts from the Arboricultural Method Statement

Section B: Restrictions on Activities – Specific Zones

Construction Exclusion Zones

Within Construction Exclusion Zones (shaded purple on the Tree Protection Plan) the following restrictions shall apply:

- Tree Protection Barriers shall be erected and maintained throughout the entire project as indicated on the Tree Protection Plan and specified in Section 2, Tree Protection Barriers.
- No construction activity whatsoever shall occur.
- No vehicles or plant machinery shall be driven or parked.
- No tree works, other than those specified in this report shall be undertaken.
- No alteration of ground levels or conditions.
- No chemicals or cement washings permitted.
- No excavation whatsoever shall occur.
- No temporary structures.
- No soil shall be stored.
- No fires shall be permitted.
- All hazardous materials (including non-essential cement products) shall be forbidden.
- Once the main construction phase is completed, the protection barriers may be removed and the area shall be treated the same as for Restricted Zone A.

Where hard surfaces are to be removed, this shall be done using hand tools or mechanical excavators operating from outside the Construction Exclusion Zone and managed by the appointed arborist. Any structures shall be removed manually and without mechanical excavation.

Restricted Activity Zone A

Within these zones (shaded on the Tree Protection Plan) trees roots are likely to be present. Access will be required to facilitate construction and some resurfacing works and a new pedestrian surfaced are proposed. The following restrictions shall apply:

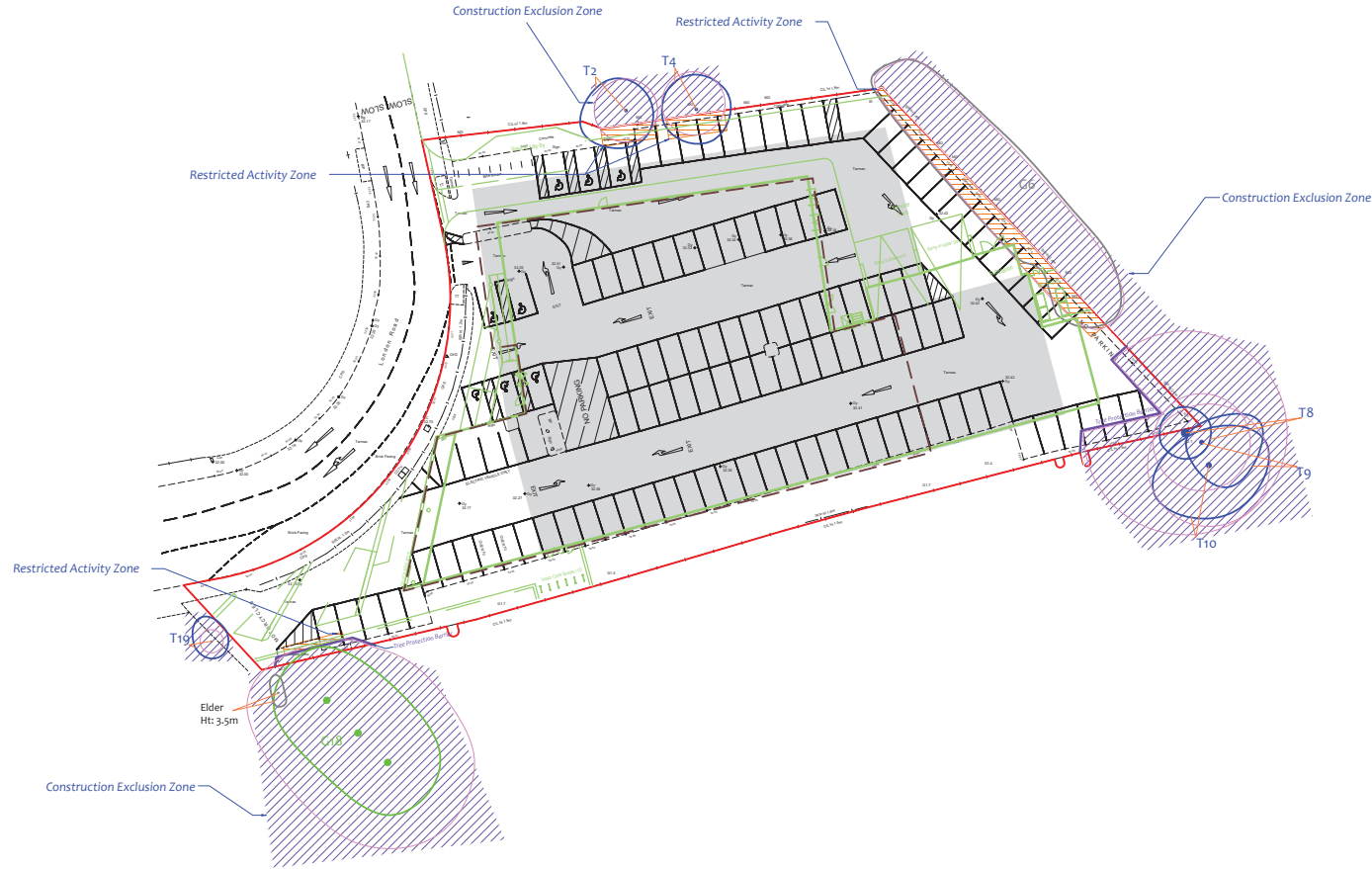
- A suitable load spreading surface shall be installed and/or maintained as specified in Section 9 – Load Spreading Measures. This shall remain in place throughout the entire construction phase.
- The removal of existing hard surfaces shall be undertaken using hand tools or a mechanical excavator operating from outside the Restricted Activity Zone and carefully marshalled by an appointed arborist.
- Where resurfacing of the existing hard surface is proposed over the RPA of T1, T4, G6 and G8, excavation shall not exceed beyond existing surface and its associated sub-base.
- No soil or materials shall be stored.
- No fires shall be permitted.
- All hazardous materials (including non-essential cement products) shall be forbidden.
- No machinery in excess of 2m tall shall pass through or operate in this zone unless carefully marshalled in order to avoid damage to branches.

See Section 5 for more restrictions that apply throughout the site

Proposed Basement Layout (Dashed Brown)





Proposed Ground Floor Layout (Pale Green)

Proposed First Floor Layout (Dashed Brown)

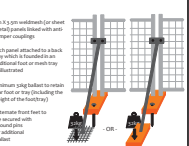


Tree Protection Plan

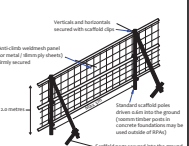
Tree Protection Barriers:

 Fixed protective barrier: The 'In-Ground System' or the 'Back Stay System'. To remain in place for all construction activity.	 Construction Exclusion Zone: Trees protected to a height of 2.0m with thick cloth & wire.
 Moveable protective barrier: The 'Back Stay System'. To remain in place except when approved works are being undertaken in the Restricted Zone.	 Orange Barrier Mesh: Fencing, 10m on, on steel fencing posts and wooden posts. To remain in place throughout all construction activity.

The 'Back Stay System'



The 'In-Ground' System



Construction Exclusion Zone

Within the zone the following restrictions shall apply:

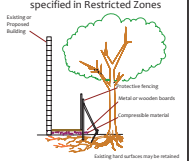
- No excavation or landscaping whatsoever.
- No storage of materials, debris, soil or plants.
- No tree works within the exclusion zone or within any of any tree canopy.
- No other activities within the exclusion zone.
- No storage of pollutants, waste, cement or chemicals of any kind.
- No use of any machinery, or storage of any material.
- No tree works without careful control.

Restricted Activity Zones

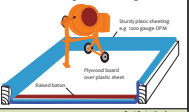
Restrictions are detailed within the accompanying Method Statement

Restricted Activity Zone

Ground Protection where specified in Restricted Zones



Dedicated Mixing and Cleaning Area



Tree Ref.	Species	Height (m)	Root Protection Area (m)
T1	Banyan	4	2.4
T2	Banyan	4	2.4
T3	Banyan	6	3.2
T4	Banyan	6	3.2
G6	Banyan	7	3.6
G8	Banyan	5	1.8
G18	Banyan	7	3.0
G19	Banyan	20	10.8
T8	Banyan	9	3.6
T9	Banyan	12	4.8
T10	Banyan	12	4.8
T11	Banyan	10	4.0
T12	Banyan	10	4.0
T13	Banyan	10	4.0
T14	Banyan	12	4.8
T15	Banyan	7	3.0
T16	Banyan	12	4.8
T17	Banyan	15	6.0
T18	Banyan	15	6.0
T19	Banyan	5	1.8

Drawing No: CCL 10003 / TPP Rev: 4

Title: Tree Protection Plan

Site: Garden City Park

Scale: 1:500

Page Size: A1



Tree Retention Categories

Terms & Categories shown

Category A tree

Category B tree

Category C tree

Category U tree

Trees of high quality with an estimated life expectancy of 50 years.

Trees of moderate quality with an estimated life expectancy of 20 years.




Trees of low quality with an estimated life expectancy of 10 years.

Trees of very low quality with an estimated life expectancy of 5 years.

Trees of negligible quality with an estimated life expectancy of 2 years.

Trees of negligible quality with an estimated life expectancy of 1 year.

Tree Protection Plan

	TPA - Tree No. 1
	G2 - Group No. 1
	H3 - Hedge No. 1

AN - Measured North:
Compass rose is sometimes measured to an approximate N or S or E or W.



Genotin Road, Enfield

ACCURATE VISUAL REPRESENTATIONS (AVR3)



Viewpoint A Existing



Viewpoint A Proposed





Viewpoint B Existing





Viewpoint B Proposed





AVR Non Technical Methodology

Overview

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

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

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

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

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

Site visit

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

Photography

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

Lens Selection Criteria

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

Equipment Used for Photography

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

Post Production

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

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

Survey

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

Survey Equipment Required

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

Field Survey Methodology

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

Data Processing & Delivery

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

The Proposed Development

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

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

The Verification Process

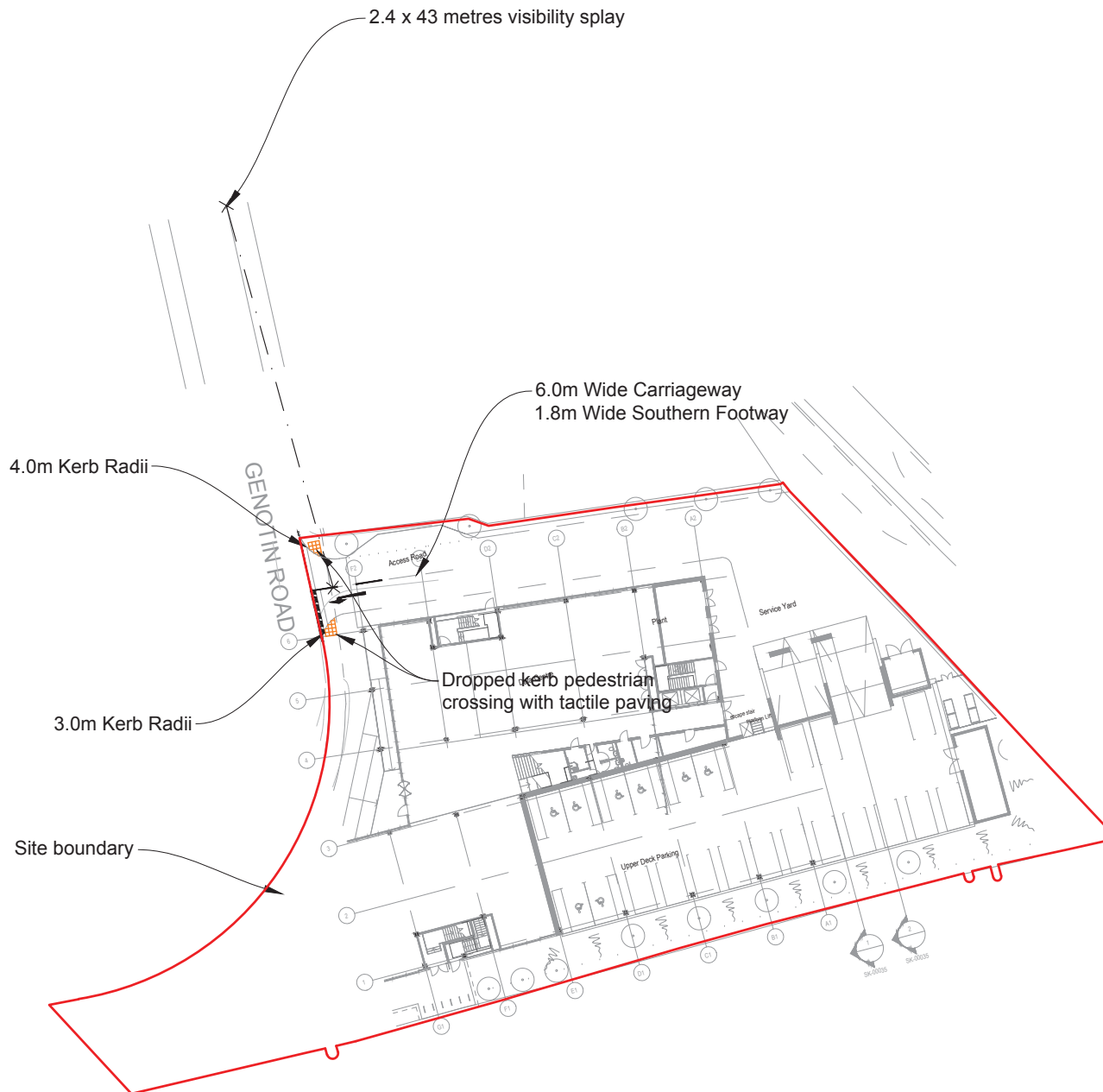
The collected survey reference point data and camera location data was imported into the 3D model environment from the delimited text file (relative to the OSGB36 co-ordinate system) by means of a proprietary script.

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

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

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

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



Notes

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

Key Plan

Legend

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

Issues & Revisions

BWB	<input type="checkbox"/> Birmingham 0121 233 3322
CONSULTANCY ENVIRONMENT	<input type="checkbox"/> Leeds 0113 233 8000
INFRASTRUCTURE BUILDINGS	<input type="checkbox"/> Manchester 0161 233 4260
	<input type="checkbox"/> Nottingham 0115 924 1100
	www.bwbconsulting.com

Client
Stoford Properties Ltd and Metaswitch

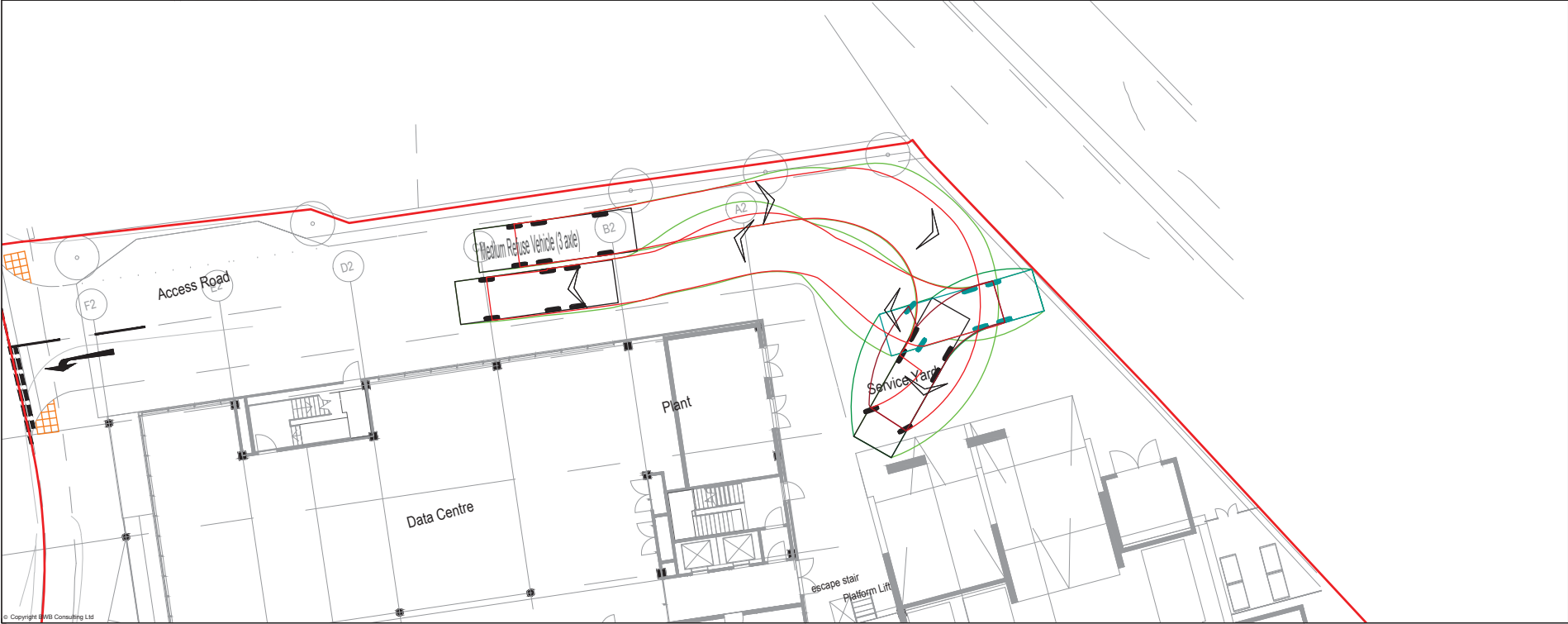
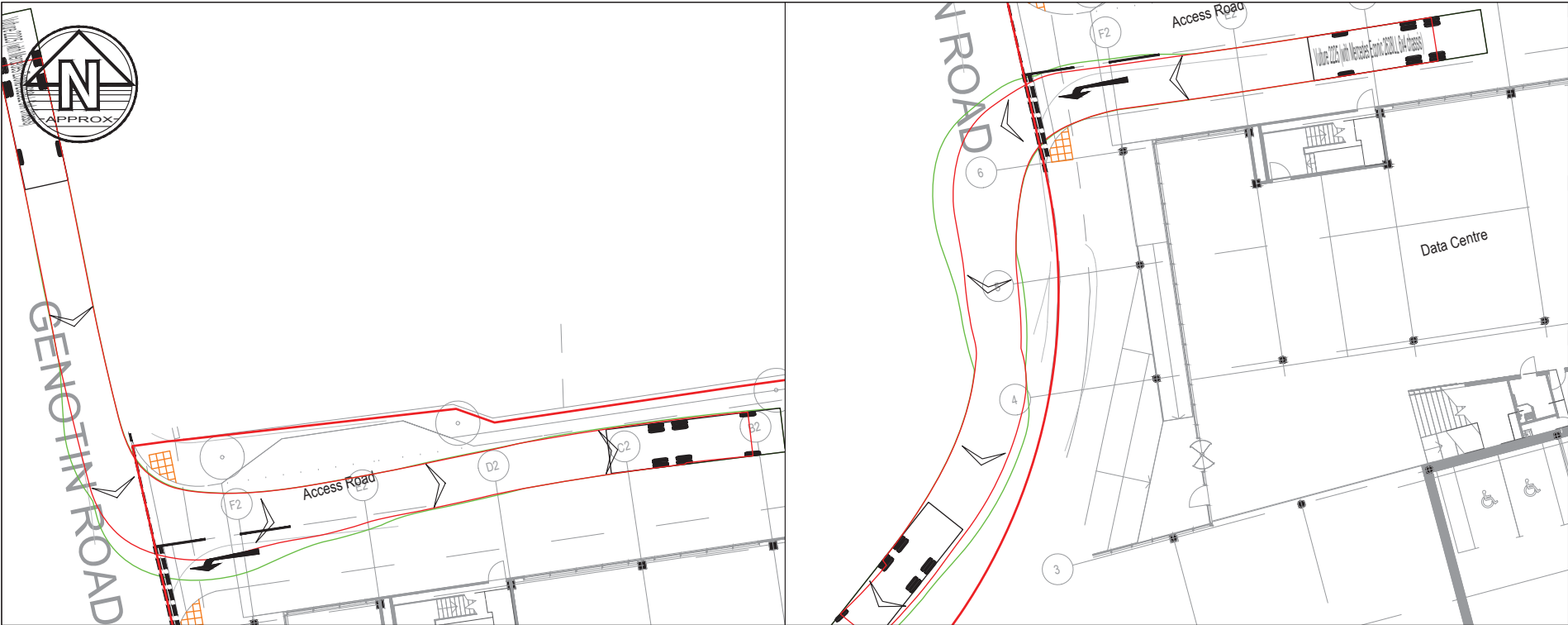
Project Title
Genotin Road, Enfield, London

Drawing Title
Proposed Junction General Arrangements

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

Drawing Status
For Information

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



Notes

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- Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan

Medium Refuse Vehicle (3 axle)

Overall Length	9.010m
Overall Width	2.450m
Overall Body Height	3.742m
Min Body Ground Clearance	0.262m
Track Width	2.450m
Lock-to-lock time	4.50s
Curb to Curb Turning Radius	8.200m

Vehicle Wheel Track

Vehicle Body Overhang

Legend

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

Issues & Revisions

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Client

Stoford Properties Ltd and Metaswitch

Project Title

Genotin Road, Enfield, London

Drawing Title

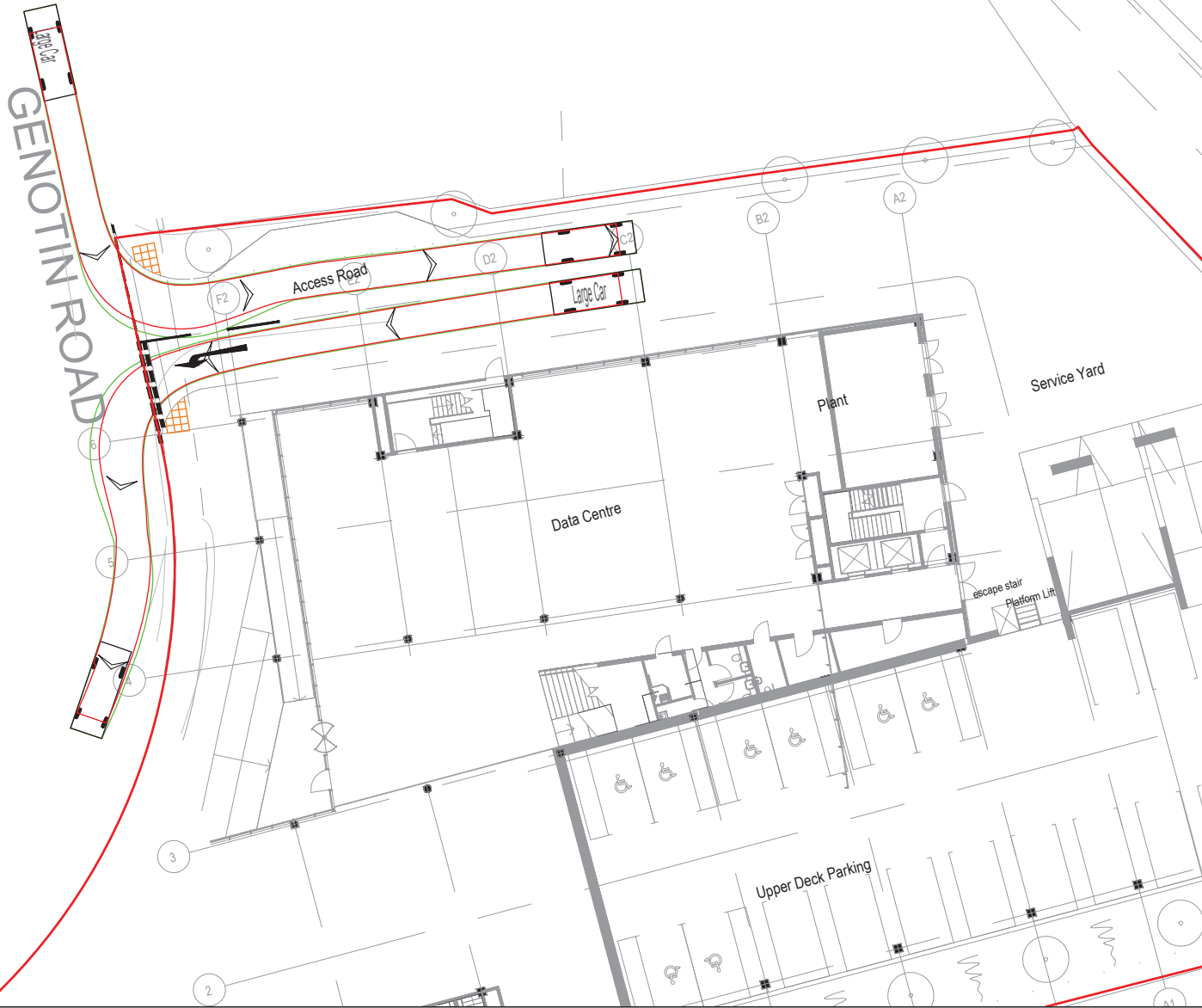
**Swept Path Analysis:
Refuse Vehicle Access & Egress**

Drawn:	AT, Hurrel	Reviewed:	M. Addison
BWB Ref:	BMT 2330	Date:	11.07.18
Drawing Status		Scale:	A3, 1:250

For Information

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

\\bwlondon\01\london\Data\BMT\BMT2330_Genotin Road, Enfield\02. Project Delivery\01. WIP\Drawings\GRE-BWB-GEN-01-DR-TR-100_Junction Arrangements + Swept Paths_S2-P4.dwg



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

A diagram showing a car on a platform. The car's length is labeled as 4.500. The platform's length is labeled as 2.50. The distance from the left edge of the platform to the left end of the car is labeled as 0.500.

Large Car	
Overall Length	4.988m
Overall Width	1.793m
Overall Body Height	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.200m

Legend

P4	24.07.18	Updated Masterplan	CC	M
P3	11.07.18	For Information: Amended Redline Boundary	ATH	M
P2	05.07.18	For Information	ATH	M
P1	29.06.18	For Information	ATH	M
Rev	Date	Details of issue / revision	Drw	R

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Project Title
**Genotin Road, Enfield,
London**

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

For Information

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



GA Elevation - South



GA Elevation - East

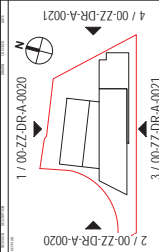
BUILDING DESIGNERS SHOULD BE AWARE OF THE FOLLOWING POINTS FOR AN EFFECTIVE
 OFFICE DOCUMENTATION UNIT THAT MATCHES THE REQUIREMENTS AND ISSUES.
 ALL INFORMATION SHOULD BE ORGANIZED.
 DO NOT SCALE FROM THE DRAWING.
 ANY CHANGE (ERROR OR MISUNDERSTANDING) SHOULD BE REPORTED TO THE
 ATTENDING BUILDING DESIGN PARTNER RIGHT AT THE ACCESS POINT
 BELOW
 DRAWINGS SHALL BE ORGANIZED TOGETHER WITH THE FOLLOWING BEFORE
 WORK COMMENCES.
 • THE CONCEPTS SHOULD BE
 • THE CONCEPTS SHOULD BE
 • THE PROJECT CONCEPTS SHOULD BE

NOTES

Materials (subject to planning approval)

- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|---|--------------|-------------------------------|---|---|----|--------------|-------------------------------|---|----|---|----|---|----|---|----|---|----|---|----|---|----|---|-----|---|-----|---|-----|---|
| 1. | Clauding - Curain Wall System - Solid/P and
PC/Anodised Aluminium
Varying Thicknesses
Colour - Silver/Grey | Plant Screen | PC/Anodised Aluminium Louvers | Clauding - Curain Wall System -
Solid/Grey | Clauding - Curain Wall System
Gated Panel - Clear glazing with colour matched
curtain panel at head of window
Mullion colour - Silver/Grey | 2. | Plant Screen | PC/Anodised Aluminium Louvers | Clauding - Curain Wall System
Gated Panel - Clear glazing with colour matched
curtain panel at head of window
Mullion colour - Silver/Grey | 3. | Clauding - Curain Wall System
Gated Panel - Clear glazing with colour matched
curtain panel at head of window
Mullion colour - Silver/Grey | 4. | Clauding - Curain Wall System
Gated Panel - Clear glazing with colour matched
curtain panel at head of window
Mullion colour - Silver/Grey | 5. | Clauding - Curain Wall System
Gated Panel - Clear glazing with colour matched
curtain panel at head of window
Mullion colour - Silver/Grey | 6. | Clauding - Curain Wall System
Gated Panel - Clear glazing with colour matched
curtain panel at head of window
Mullion colour - Silver/Grey | 7. | Clauding - Curain Wall System
Gated Panel - Clear glazing with colour matched
curtain panel at head of window
Mullion colour - Silver/Grey | 8. | Clauding - Curain Wall System
Gated Panel - Clear glazing with colour matched
curtain panel at head of window
Mullion colour - Silver/Grey | 9. | Clauding - Curain Wall System
Gated Panel - Clear glazing with colour matched
curtain panel at head of window
Mullion colour - Silver/Grey | 10. | Clauding - Curain Wall System
Gated Panel - Clear glazing with colour matched
curtain panel at head of window
Mullion colour - Silver/Grey | 11. | Clauding - Curain Wall System
Gated Panel - Clear glazing with colour matched
curtain panel at head of window
Mullion colour - Silver/Grey | 12. | Clauding - Curain Wall System
Gated Panel - Clear glazing with colour matched
curtain panel at head of window
Mullion colour - Silver/Grey |
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STOFORD



BDP:

und Street
am
ingdom
1121 212 3553
com

Metaswitch, Genotin Road

REF ID: A66863
P2007486
PUBLIC USE
EXCLUDED - CLASSIFICATION

PROPOSED GA ELEVATIONS

SHEET 2

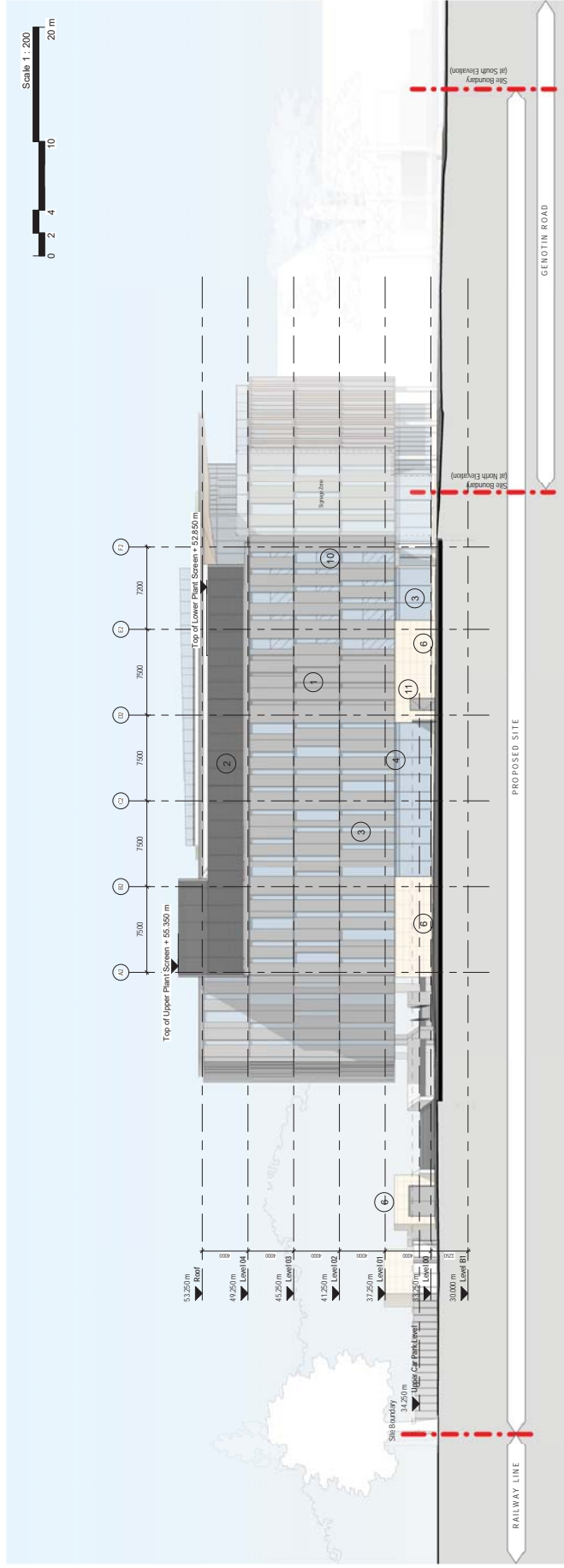
DATE

AS

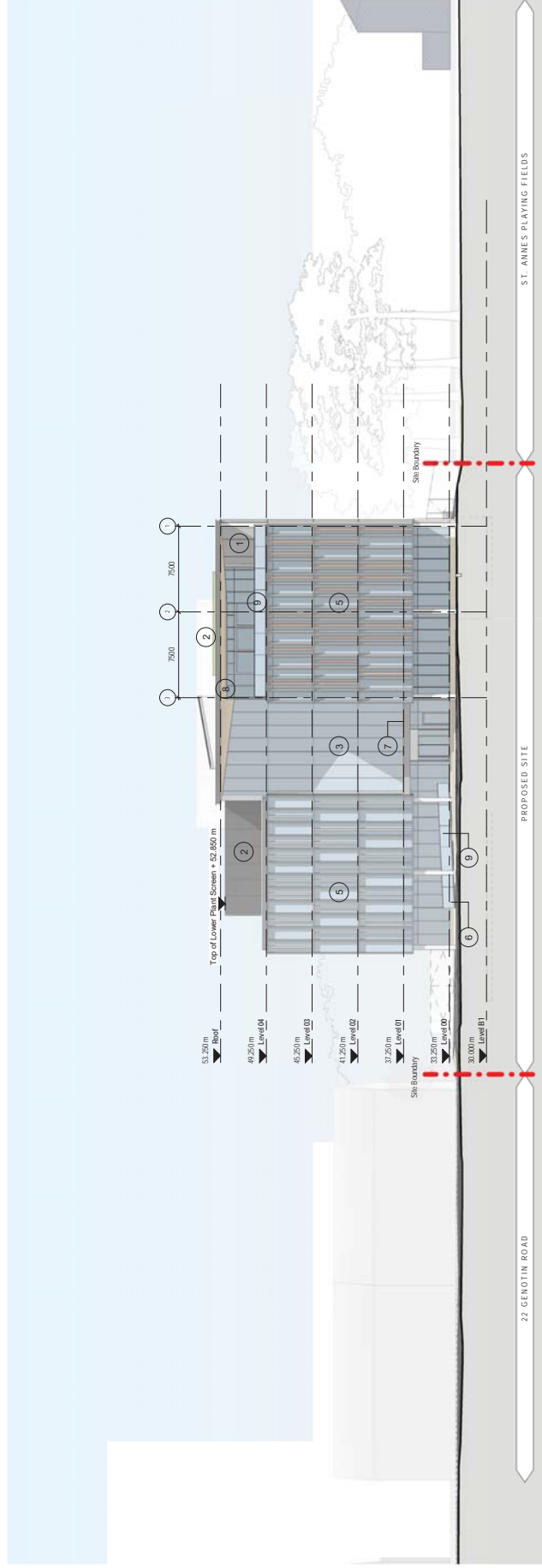
indica led

24/04/18

7486-BDP-00-ZZ-DR-A-0021	S2	P9
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GA Elevation - North



GA Elevation - West

ALL PARTIES CONCERNED MUST SIGN AND ACCEPT RESPONSIBILITY FOR ANY USE OF THE DOCUMENT OTHER THAN THAT FOR WHICH IT WAS PREPARED AND ISSUED.

ALL INFORMATION SHOULD BE CHECKED ON SITE.

DO NOT SCALE FROM THIS DRAWING.

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DESIGNERS SHALL BE RESPONSIBLE IN CONNECTION WITH THE FOLLOWING BEFORE WORK COMMENCES:

- THE CONSTRUCTION OF THE PROJECT
- THE PROJECT CONSTRUCTION
- THE PROJECT COMPLETION

NOTES

Materials (subject to planning approval)

- | | | |
|-----|---|---|
| 1. | Cladding - Curran Wall System - Solid Panel
PC/Aluminium
Varying Thickness
Colour - Silver/Grey | Cladding - Curran Wall System - Solid Panel
Colour - Silver/Grey |
| 2. | PC/Anodised Aluminium Loures
Colour - Silver/Grey | PC/Anodised Aluminium Loures
Colour - Silver/Grey |
| 3. | Cladding - Curran Wall System
Glazed Panel - Clear glazing with colour matched
PC/Aluminium SS spigots pins at head or window
Multi-lam Curran Wall System | Cladding - Curran Wall System
Glazed Panel - Clear glazing with colour matched
PC/Aluminium SS spigots pins at head or window
Multi-lam Curran Wall System |
| 4. | Cladding - Curran Wall System
PC/Aluminium
Colour - Silver/Grey | Cladding - Curran Wall System
PC/Aluminium
Colour - Silver/Grey |
| 5. | Cladding - Curran Wall System with Bronze Solid
panel
Mix of Silver/Grey, Dark Grey & Bronze colours. | Cladding - Curran Wall System with Bronze Solid
panel
Mix of Silver/Grey, Dark Grey & Bronze colours. |
| 6. | Plinth (External Dado / Skirt / Ground Floor High-
Rise)
Randomised stone/ stone cladding with matching
panels. | Plinth (External Dado / Skirt / Ground Floor High-
Rise)
Randomised stone/ stone cladding with matching
panels. |
| 7. | Entrance Canopy
Randomised Stone/ Stone Cladding to match plinth.
Randomised stone/ Stone Cladding to match plinth. | Entrance Canopy
Randomised Stone/ Stone Cladding to match plinth.
Randomised stone/ Stone Cladding to match plinth. |
| 8. | Roof Soffit - Metal Cladding Colour TBC | Roof Soffit - Metal Cladding Colour TBC |
| 9. | External Balconade
Glazed with Stainless Steel hand rail | External Balconade
Glazed with Stainless Steel hand rail |
| 10. | Opaque/ frosted Glazing | Opaque/ frosted Glazing |
| 11. | External Doors - Solid / Glazed
PC/Aluminium
PC/Aluminium
Colour - Silver/Grey | External Doors - Solid / Glazed
PC/Aluminium
PC/Aluminium
Colour - Silver/Grey |
| 12. | Cladding - Curran Wall System
Glazed Panel with Integral Solar Control - Clear glazing
with PC/Aluminium SS spigots pins at head or window
base of random Mullions | Cladding - Curran Wall System
Glazed Panel with Integral Solar Control - Clear glazing
with PC/Aluminium SS spigots pins at head or window
base of random Mullions |

[illegible]

2 3 / 00-ZZ-DR-A-0021

STOFORD

BDP:

158 Edmund Street
Birmingham
B3 2HB
United Kingdom
T +44 (0)121 212 355
www.bdb.com

Metaswitch, Genotm Road

SHEET NO. P2007486 PROJECT NAME Public Use	DRAWING TITLE Proposed GA Elevations Sheet 1	SCALE A S as indicated
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7486-BDP-00-77-DP-A-0020	52	8	DP
BRIDGING No.	UNIT NO. 1/2	8 BRIDGE	