

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 23rd November 2010

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
Mrs S.L. Davidson Tel: 020 8379
3841

Ward: Ponders
End

Application Number : TP/10/1215

Category: General
Industry/Storage/Warehousing

LOCATION: 4, (formaly known a Visteon UK) MORSON ROAD, ENFIELD, EN3 4NQ

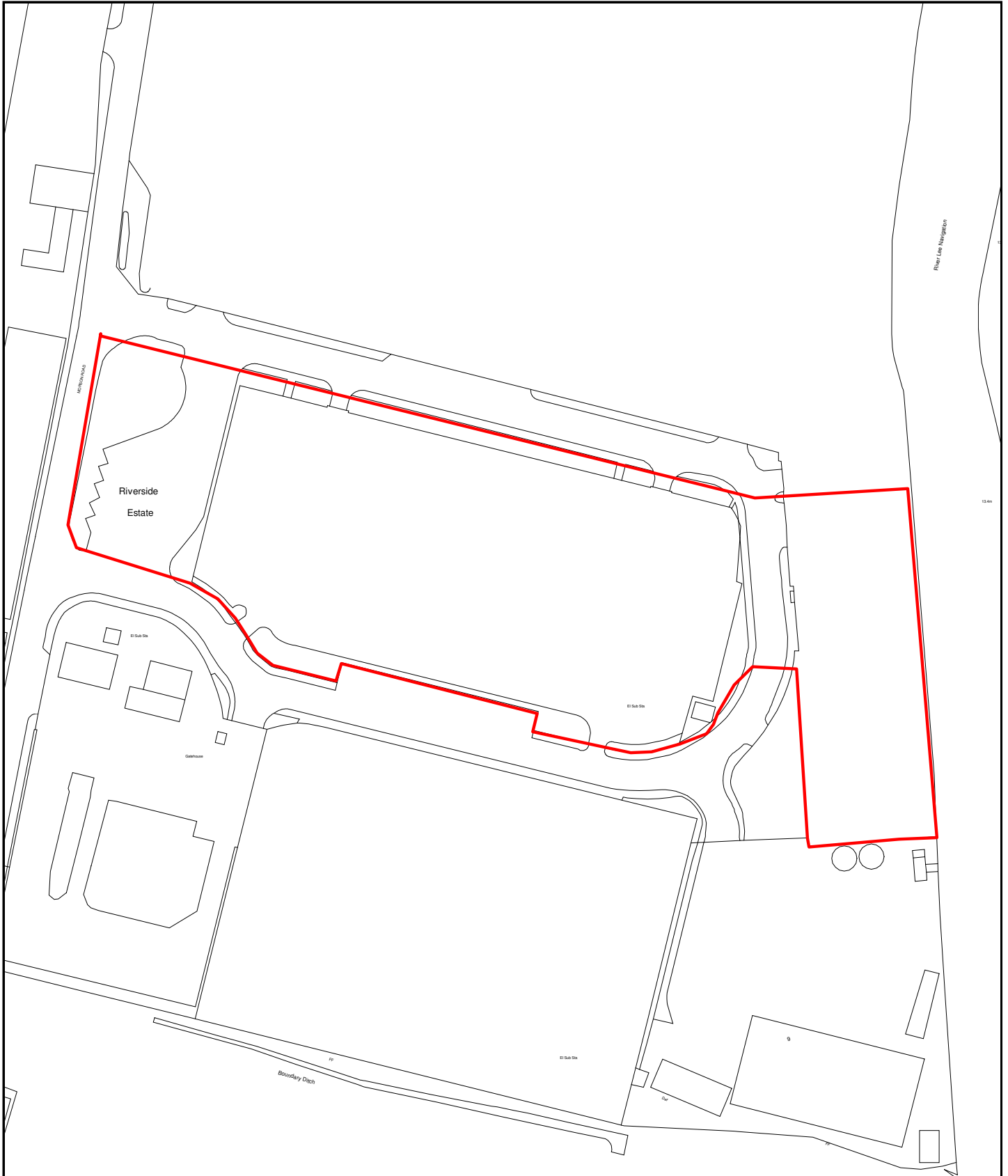
PROPOSAL: Erection of 3,511 sqm warehouse/distribution building (Class B8) with ancillary office space, car/van/HGV parking, new access and associated landscaping.

Applicant Name & Address:
SEGRO
234, Bath Road,
Slough,
AL1 4EF

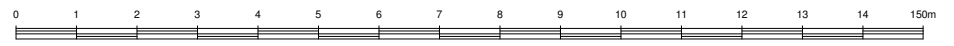
Agent Name & Address:
Helen Farrow,
Nathaniel Lichfield and Partners
14, Regents Wharf
All Saints Street
London
N1 9RL

RECOMMENDATION:

That officers be afforded delegated powers to approve the application subject to conditions, subject to the applicant overcoming the Environment Agency's outstanding objection and the satisfactory completion of a S106 Agreement to include the head of terms referred to.



Development Control



Scale - 1:1250
Time of plot: 08:20

Date of plot: 12/11/2010

1 Site and Surroundings

- 1.1 The application site is situated to the east of the A1055 Meridian Way and approximately 4 km south west of Enfield town centre. The application site comprises approximately 1.2 hectares of industrial land, formerly the car park for the Visteon UK Ltd manufacturing facility located within the Primary Industrial Area at the southern end of the Navigation Business Park at the southern end of Brimsdown Industrial Area, which is part of the Meridian Business Park. It adjoins existing industrial development to the north, south and west and the River Lee Navigation to the east. The eastern boundary of the site forms the boundary with the Green Belt, the Lea Valley Regional Park and the Area of Special Character. The King George's Reservoir also lies to the east, designated as a Site of Special Scientific Interest (SSSI). Direct access to the site is currently from Morson Road. This then links to Meridian Way via two junctions located at the north west and south west of the business park.

2 Proposal

- 2.1 This application has been submitted in full and proposes to erect a 3,511 sqm warehouse/distribution building within class B8 (warehousing) including ancillary office space, car/van/HGV parking, new access and associated landscaping. The company which intends to occupy the building provides postal and international courier services throughout the UK and Europe.

- 2.2 The applicant advises that:

“This proposal provides the opportunity to regenerate a previously developed, vacant employment site with a high quality bespoke building for an identified occupier. The proposed occupier, Geopost UK Ltd is a company that provides postal and international courier services throughout the UK and Europe.

“It is considered that, with Geopost looking to locate its operation at the site within the near future, this is a real opportunity to secure inward investment and generate new jobs quickly. The proposals will create approximately 89 new permanent full time jobs and additional construction employment spanning a range of occupations and skill levels. It is considered that this development will help to generate greater optimism in what has been a challenging market for industrial land and premises and is likely to act as a catalyst to attract further inward investment into the Navigation Park and the wider industrial area”.

- 2.3 The buildings would have a maximum height of 9.5 metres and will be constructed utilising metal cladding for the main warehouse element with curtain walling and feature glazing for the office element. The colour scheme will be varied to break up the panels into smaller components.
- 2.4 Fifty car parking spaces are proposed to accommodate the staff and 51 van spaces and 7 HGV bays are also provided. The employee car parking area has been separated from the main site to ensure operational security.
- 2.5 The Environment Agency require an 8 metre buffer zone between the River Lea Navigation and the site and the proposal incorporates this within the

scheme. The 8 metre strip will include a shared cycle/footpath along the western river bank and access will be provided for both employees of the site as well as members of the public to this previously inaccessible area of river bank. Landscaping including tree planting on this buffer zone is also proposed.

3 Relevant Planning Decisions

- 3.1 The site has an extensive planning history of planning permissions for a range of industrial and storage and distribution uses dating back to the 1950's. Most of these consents relate to the previous use of the site by Visteon UK Ltd.
- 3.2 The most recent planning permission (TP/97)0578) for substantive development of the site was granted in 1997 for a new manufacturing facility of 8,075 sq m with associated works including the widening of the embankment of the River Lea Navigation. This permission included the development of the existing car parking to which this planning application relates.
- 3.3 The applicant secured a stopping up order for part of Morson Road that dissected the former Visteon manufacturing plant to create a less constrained site for development.

4 Consultation

4.1 Statutory and non-statutory consultees

4.1.1 British Waterways

British Waterways do not consider that the layout of the site has made the most of its potential for an enhanced waterside environment, and are particularly concerned about the proposed use and ongoing maintenance of the waterside area. British Waterways are always keen for waterside development to enhance the character and appearance of our waterways and encourage integration with the waterway wherever possible. Where an industrial use such as this is proposed, with more limited opportunities for an active use that can animate the Navigation they would suggest that the waterside be utilised as a private, managed, landscaped amenity area. In this case, they accept that the proposed use is not a great neighbour to the Navigation, and would consider that the waterside be screened from the proposed car parking by landscaping as far as possible, and be used by employees of the site as a pleasant amenity space, offering some respite from the industrial nature of the site.

They understand from Segro (the applicant) that the Council are keen to create a new public walkway along the waterside here, with the aim to connect with the adjacent site, once developed, although this would not connect with the main road due to the adjacent site to the north, out of Segro's ownership. Where a formal towpath exists, British Waterways generally resists the creation of additional walkways on the offside (non-towpath side) as these can increase their maintenance burden from collection of litter into the water etc, and anti-social behaviour, and reduce opportunities for biodiversity and secure moorings. Segro also advised them that if a public

walkway was created, they would wish the area to be completely secure from their own site, which would create a barrier and prevent any successful integration between the site and the waterside. They state they would also not maintain the area if it was separated off, and while they said the Council have offered to undertake this work, British Waterways are concerned that this could become an additional burden for the Council and the area could become untended and uninviting. They feel that if the site was retained as private amenity space for the development, it would be better integrated within the existing site, and the site management would be required to maintain it.

British waterways have raised the suggestion with the applicant for the potential of the waterside to be used for private residential moorings – the strip alongside the site is too long and wide enough, and with the adjacent bridge access to the car park could be an ideal moorings opportunity . There is a chronic shortage of residential moorings in London , so additional berths here would help meet this need, as well as enliven this stretch of waterside, and link with the waterbased sports and leisure uses proposed for this area of Ponders End. Conditions are recommended on landscaping , feasibility of freight by water, a risk assessment and method statement outlining all works to be carried out adjacent to the water and the submission of a survey of the condition of the waterway wall

4.1.2 Lea Valley Regional Park Authority

The Authority raises a material consideration requesting that conditions be added to any approval to ensure that the trees and hedges proposed for the car park and landscape buffer areas are at least 1.5 metres high when planted, for them to be planted within 2 planting seasons of commencement of development, and for the landscaped areas to be maintained as approved.

4.1.3 Thames Water

Thames Water raises no objection to the development in terms of impact on sewerage or water infrastructure.

4.1.4 Traffic and Transportation

Traffic and Transportation note:

- The site is the former car park that served a Visteon UK manufacturing plant and a former disused bus depot.
- Access is currently from the loop section of Morson Road. Both the loop section of Morson Road and Morson Road itself are public adopted highway.
- The proposed access will also be from the loop section of Morson Road, but it will only be from the South side. The northern part of the loop section will 'Stopped Up' ie a Stopping Up Order will be applied which will stop the land being highway land, and revert the ownership back to the owners of the subsoil.
- PTAL of the site is 1a which is low.

- The site will employ 89 staff, comprised of 53 drivers, 7 management sales/customer support and 29 operational loading / unloading staff in the warehouse.
- Fifty car parking spaces, 7 HGV spaces, and 8 covered cycle spaces will be provided.
- Pedestrian access to the west of the site
- The predicted trip generation has been calculated from comparing the site with similar Visteon sites and used to demonstrate that the trip generation will not result in an unacceptable level of traffic generation.

Parking Provision

The proposed use is B8 storage. The London Plan standards state that a parking provision of 1 space per 100sqm– 600sqm should be sought in areas with a low PTAL. The provision of 50 spaces for 3511sqm works out at 1 per 70sqm which is although slightly above the standards is still considered an acceptable level. (The Draft London Plan 2009 advises 1 space per 50-100 sqm). Cycle parking provision of 8 spaces is low but can be conditioned. HGV provision is acceptable and the tracking plans submitted with the application show that access and manoeuvring space for these vehicles is acceptable.

Access / Servicing

The main concern with the access is not the proposed new access but the stopping up of the existing northern side of the loop road. This would require a stopping up order –it should be noted that this has already been considered acceptable and although this still requires further consultation, there are no objections from Traffic & Transportation with the principal of the stopping up of the highway. The entrance from the south side of the loop is acceptable and presents no safety concerns. Pedestrian access is acceptable but the site also offers scope for the public footpath adjacent to River Lea Navigation to be opened up to the public should it be connected to the northern part of the site, although this needs to be coordinated over the whole of the site redevelopment.

Traffic Generation

The predicted trip generation through using comparisons with other sites is considered a valid approach and there are no objections to the predicted traffic generation in terms of accuracy or the level of traffic.

4.1.5 Environmental Protection and Regulation

No response at the time of writing this report

4.1.6 Biodiversity Officer

The Biodiversity Officer is satisfied with the proposals for the location of the bat boxes and the biodiversity corridor.

4.1.6 Environment Agency

Originally two objections were forwarded by the Environment Agency firstly on the acceptability of the submitted Flood Risk Assessment and secondly on the Agency's concern that the proposed development fails to restore the

ecological value of the river Lea Navigation. Further drainage information was submitted by the applicant which has overcome the Agency's first objection however the second objection on the river restoration still stands.

4.1.7 National Grid

No reply at the time of writing this report

4.1.8 English Heritage

English Heritage state that the site lies in an area where heritage assets of archaeological interest can be anticipated. The geotechnical and archaeological work undertaken to date shows that there is the potential for archaeological and environmental remains from early prehistory through the medieval periods on the site. There is a palaeo-channel running along the eastern boundary of the site, along with peat and alluvial deposits that suggest the potential for riverside activity as well as preserved wooden and other waterlogged remains. English Heritage have received a copy of the method statement for an archaeological evaluation at the above site prepared by Oxford Archaeology. This accords with English Heritage guidelines and they would be pleased to monitor the works on behalf of the borough. Should significant archaeological assets be revealed during the evaluation, further field or analytical work may be required to mitigate the impact of development or otherwise protect archaeological interest. Following completion of the fieldwork, the results will be assessed and a report produced. English Heritage therefore recommend that the conditions will not have been satisfied until all works are complete and any programme of analysis leading to publication has been agreed.

4.1.9 Natural England

Natural England acknowledges that the applicant has recognised the proximity of the Lea Valley Site of Interest for Nature Conservation (SINC). The Design and Access Statement – paragraph 5.5 Landscape and Biodiversity refers to opportunities for enhancements and naturalisation of the river and this is to be encouraged. Natural England would recommend contact with the Environment Agency to discuss the naturalisation of the river, especially with regards to the proposed 8m Canal corridor. The proposed Canal corridor has the potential to provide a wildlife/green corridor which is to be encouraged and the application should give consideration to an appropriate lighting strategy for the scheme, especially in respect of the proposed provision of bat boxes. Subject to the above comments Natural England has no objections to the proposed application.

4.1.10 EDF energy

No reply at the time of writing this report

4.1.11 Enfield Disablement Association

No reply at the time of writing this report

4.1.12 Metropolitan Police

No reply at the time of writing this report

4.1.13 Meridian Business Park

No reply at the time of writing this report

4.2 **Public Response**

Letters have been sent to the occupiers of 4 nearby properties. In addition notices have been displayed on site and in the local press. No responses have been received.

5 **Relevant Policy**

5.1 National Policy

PPS1 Delivering sustainable development
PPS4 Planning for sustainable economic growth
PPS9 Biodiversity and Geological Conservation
PPS22 Renewable Energy
PPS25 Development and Flood Risk
PPG13 Transport

5.2 London Plan

3B.1 Developing London's Economy
3B.4 Industrial locations
3C.1 Integrating transport and development
3C.21 Improving conditions for walking
3C.22 Improving conditions for cycling
3C.23 Parking strategy
3D.14 Biodiversity and nature conservation
4A.1 Tackling climate change
4A.2 Mitigating climate change
4A.3 Sustainable design and construction
4A.4 Energy Assessment
4A.5 Provision of heating and cooling networks
4A.6 Decentralised Energy: Heating, cooling and power
4A.7 Renewable energy
4A.9 Adaption to climate change
4.A.10 Overheating
4.A.11 Living roofs and walls
4A.12 Flooding
4A.13 Flood risk management
4A.14 Sustainable drainage
4B.1 Design principles for a compact city
4B.2 Promoting world class architecture and design
4B.3 Enhancing the quality of the public realm
4B.5 Creating an inclusive environment
4B.8 Respect local context and communities
4B.15 Archaeology
4C.21 The strategic importance of the Blue Ribbon Network
4C.2 Context of sustainable growth
4C.3 The natural value of the Blue Ribbon Network
4C.4 Natural landscape
4C.6 Sustainable growth priorities of the Blue Ribbon Network

- 4C.8 Freight uses on the Blue Ribbon Network
- 4C.11 Increasing access alongside and to the Blue Ribbon Network
- 4C.20 Development adjacent to canals
- 4C.22 Rivers, brooks and streams

5.2 Unitary Development Plan

- (II)GD3 Design
- (II)GD6 Traffic implications
- (II)GD8 Access and servicing
- (II)T13 Access onto public highway

5.3 Local Development Framework

5.3.1 The Planning Inspector has found that the Core Strategy provides an appropriate basis for the planning of the Borough over the next 15 years, and makes no recommendations for changes to the Core Strategy related to its soundness. The Planning Inspector has endorsed the Council's 'proposed minor changes' and 'further minor changes' as suggested in response to points raised by participants or for purposes of clarity, factual correction, consistency, correcting typographical errors or to improve referencing/signposting within the document. The formal adoption of the Core Strategy took place at a full Council meeting on 10th November 2010,

5.3.2 The following policies from the Core Strategy are considered of relevance to the consideration of this application:

Strategy Objectives

- SO1 Enabling and focusing change
- SO2 Environmental sustainability Core Policy 13 Promoting economic prosperity
- SO6 Maximising economic potential
- SO7 Employment and skills
- SO8 Transportation and accessibility
- SO9 Natural environment
- SO10 Built environment

Core Policies

- Core Policy 14 Safeguarding Industrial Locations
- Core Policy 16 Taking part in economic success and improving skills
- Core Policy 20 Sustainable energy use and energy infrastructure
- Core Policy 21 Delivering sustainable water supply, drainage and sewerage infrastructure
- Core Policy 24 The Road Network
- Core Policy 25 Pedestrians and Cyclists
- Core Policy 27 Freight
- Core Policy 28 Managing Flood risk through development
- Core Policy 29 Flood management infrastructure
- Core Policy 30 Maintaining and improving the quality of the built and open environment
- Core Policy 32 Pollution
- Core Policy 36 Biodiversity
- Core Policy 40 North East Enfield

Core Policy 46 Infrastructure Contributions

- 5.3.3 The North East Action Plan Issues and Options report, which identified the key issues facing North East Enfield and a range of possible options to address these issues, was published in February 2008. The closing date for comments was Friday 4th April 2008. The results of the Issues and Options consultation helped to inform the preferred options report. Consultation on the preferred options report commenced on Friday 27th February and closed on Tuesday 14th April 2009.

6 Analysis

Principle

- 6.1 The site is located within a Strategic Employment Area and within the Strategic Industrial Land (SIL) in the London Plan wherein B8 uses such as that proposed are encouraged to locate. The London Plan highlights the importance of Strategic Industrial Land and these objectives are echoed in the London SPG on Industrial capacity which identifies Enfield as a Borough which should have 'limited transfer of industrial sites' to other uses and as the application brings a vacant industrial land back into employment use the proposal meets these objectives. The proposed occupier Geopost has advised that the proposal are likely to create 89 direct full time jobs that will span a range of occupations and skill levels.

Access, Traffic and Parking

- 6.2 Access into the site will continue to be provided via the established route from the south side Morson road. A Transport Impact Assessment was submitted to accompany the application which states that the existing signalised junction of the A1055 Meridian Way with Morson Road will continue to operate within capacity following the completion of the development and the applicant argues therefore that no enhancement works are required to this junction.
- 6.3 The employee car parking area has been separated from the HGV and mini van parking area for security purposes and is located on the eastern periphery of site closest to the River Lea Navigation. 50 staff car parking spaces are proposed to accommodate the staff working at the development. Parking standards within the London Plan provide for a range of non-operational (B1) uses. For outer London the ratio of 1 per 100-600 square metres. The London Plan states that standards for B2 and B8 employment uses should have regard to the B1 standards although a degree of flexibility may be required to reflect different trip generation characteristics associated with B2 and B8 employment uses. The applicant argues that whilst the provision of 50 car parking spaces is less than the 89 members of staff which would be employed, it reflects the shift working patterns of the proposed Geopost facility. The applicant also states that the future occupier of the site will also enter into a Travel Plan which will mean that unnecessary car journeys will be actively discouraged.
- 6.4 As part of the application submission an Interim Travel Plan was submitted and it is proposed that a full Travel Plan will be worked up at a later stage and will form part of the future tenants occupancy agreement. The proposed measures within the Interim Travel Plan include promoting local public transport, cycling and walking links to Navigation Park via tenant notice

boards, car sharing schemes and 'travel awareness days' This Travel Plan can be secured within the S106 Agreement and once agreed by the Council the applicant states that a Travel Plan Co-ordinator will be appointed to manage its day to day implementation and planning.

6.5 The parking and access arrangements are considered acceptable and the site traffic generation will not have any detrimental impacts to the surrounding road network. Although the access is subject to a stopping up order, this process has already commenced and the Transport section did not make any objections. The scheme also offers an opportunity to link in the pathway next to the River Lea Navigation to Morson Road should it be continued throughout the whole site (both to the north and south), improving pedestrian access to the surrounding area. Subject to the legal agreements concerning the stopping up and the footpath being made public being completed, then the Authority's Traffic & Transportation section do not object to the application.

Impact on the character of the area

- 6.6 One of the important considerations to the scheme is the view from the tow path running along the River Lea Navigation to the east of the site. The proposed building whilst of some scale and bulk, would be sited over 80m back from the River Lea Navigation frontage and tree planting within the car park and within the 8 metre buffer zone will eventually, when mature, be effective in screening the building from pedestrians walking along the river Lea. The elevation facing the river Lea will comprise of a partly glazed section and a HGV docking bay. The building itself when viewed from the east would not appear incongruous due to its set back position.
- 6.7 The building will however be within 7 metres of the western boundary with Morson road and the west elevation will comprise of the gable end with a ridge height of 9.5 metres. The very narrow landscaping strip of approximately 1 metre between the access road which skirts this western elevation and Morson road will not allow significant tree planting to screen the western gable end. However, a condition shall be attached to any approval requiring some degree of vegetation planting along this western boundary. Notwithstanding this the gable end faces onto other industrial buildings within the industrial estate and would therefore not appear out of place. Different coloured sheeting along the western gable end would succeed in breaking up the scale of this elevation.
- 6.8 The building is very long due to its function with the southern and northern elevations comprising mostly of 13 HGV docking openings. However the building would be seen in the context of the industrial units to the north south and west and screened from the main public roads nearby. Consequently the design and scale of the buildings is acceptable in its location in the middle of the Navigation Business Park.

Sustainable Design and Construction

- 6.9 Policy 4A.1 "Tackling Climate Change" of the London Plan requires local authorities to encourage developments that achieve the highest possible environmental standards through mitigation of and adaption of climate change and minimising emissions of carbon dioxide. An energy strategy for the site

demonstrates that through the use of a range of active and passive energy efficiency measures and the use of renewables (air source heat pumps to provide under floor heating) the building's carbon dioxide generation can be reduced by 31% by energy efficient design and a further 20% carbon dioxide reduction from renewable technologies. The development is designed to achieve a BREEAM 'very good' rating. Conditions are recommended to secure Design Stage and Post Construction Stage Certification. The applicant has also agreed that the Section 106 agreement would also include an obligation to install a pipe from the building to the boundary of the land to facilitate the future connection to a district energy network.

Archaeology

- 6.10 An archaeological desk-based assessment has been undertaken for the site and identifies that there is potential for archaeological deposits from the prehistoric, Roman and medieval period. English Heritage have received a copy of the method statement for an archaeological evaluation which accords with their guidelines. Should significant archaeological assets be revealed during the evaluation, further field or analytical work may be required to mitigate the impact of development or otherwise protect archaeological interest. Following completion of the fieldwork, the results will be assessed and a report produced. English Heritage therefore have recommended that the conditions will not have been satisfied until all works are complete and any programme of analysis leading to publication has been agreed.

Air Quality

- 6.11 The London Plan policy 4A.19 'Improving Air Quality' requires boroughs to ensure that air quality is taken into account at the planning application stage and that formal air quality assessments are undertaken where necessary, particularly in Air Quality Management Areas. An Air Quality Statement has been prepared and accompanied the planning application. The Air Quality Statement whilst noting that the site is located within an Air Quality Management Area, indicates that air quality monitoring data shows that background concentrations are below the air quality objectives. The comments of the Environmental Health department have not been received at the time of writing this report and will be relayed verbally to committee.

Flooding

- 6.12 There is a requirement for developments in areas of risk from flooding to demonstrate that there will be no increase risk of flooding or that flood prevention measures are proposed as part of a development scheme. This is in accordance with PPS25 which requires a Flood Risk Assessment to be submitted for the application site as it exceeds 1 hectare. Whilst the Environment Agency had concerns over the initially submitted Flood Risk Assessment additional drainage information was supplied by the applicant's agent and the Environment Agency are now satisfied subject to conditions limiting the surface water run-off generated by the 1 in 100 year critical storm event and provision of storage on site to attenuate all storm events up to and including the 1 in 100 year event, taking the effects of climate change into account.

Land Contamination

- 6.13 London Plan policy 4A.33 'Contaminated land' states that any land that may be affected by contamination will require measures to be put in place to prevent contamination being activated or spread when building takes place. Geo-environmental site investigations were undertaken at the site together with groundwater monitoring. The assessments did not determine any risk to human health from the contamination within the Geopost application site.

Biodiversity

- 6.14 Phase I Ecological Assessment, comprising a desk study and walkover survey, and a Bat Survey has previously been undertaken for the wider Navigation Park site and have been incorporated into the Ecological Assessment submitted with the application. The Ecological assessment confirms that no protected species were identified at the application site. Bat boxes are proposed to be located within the 8 metre buffer landscaped zone between the car park and the river Lea Navigation. This landscaped buffer zone is of significant benefit to biodiversity as it would include a strip of meadow grass along the river edge and significant planting of native trees .
- 6.15 As mentioned in the consultee section, the Environment Agency at the time of writing this report have maintained an objection on the basis it feels the development fails to restore the ecological value of the River Lea Navigation. The Agency seeks to restore and enhance watercourses to a more natural channel wherever possible as required under the Water Framework Directive. The banks are currently supported by large metal units and the Agency wishes that these are removed and replaced by a more natural treatment. Discussions are ongoing between the developer and the Environment Agency and a resolution appears to be possible either by riverbank biodiversity enhancement or via contributions to the Agency to fund water vole habitat creation along the river Lea if it is unfeasible to carry out enhancements to the current river bank. Were the application be deemed acceptable it would be prudent to delegate the decision to the department to resolve this outstanding issue and incorporate if needs be any contribution to the Section 106 head of terms.

Landscaping and Footpath link

- 6.16 The landscaping scheme as mentioned includes the creation of a public footpath along the western river bank within the 8 metre buffer strip. The department acknowledges the comments of British Waterways who have concerns that the footpath should be private rather than public and that the creation of a footpath on the opposite side of the bank be resisted because of maintenance issues and propensity to cause litter and anti social behaviour. The department feels however that the comments of British Waterways seem to conflict with its statutory functions which include the maintenance and enhancement of leisure, recreation for the general public. The proposed public footpath would be the first link to create another footpath leading from the current pedestrian access to the north along the western riverbank of the Lea Navigation to eventually connect with the Lea Valley Regional Park to the south. Agreements have already been reached with adjoining land owners except one in the extreme north of the Navigation Business Park. The department feels that the creation of this public footway would provide public access to a previously inaccessible area therefore enhancing both public access and the linkages to adjoining community facilities as well as providing

enhancements in biodiversity and promote urban regeneration. The maintenance issues still need to be addressed and the Council would not accept responsibility for maintenance without the provision of a commuted sum by the applicant. Discussions are on-going with the applicant and appropriate arrangements will need to be secured through the S106 Agreement. The department cannot accept British Waterways reservation about the creation of this public footpath as the proposal would considerably enhance the western banks of the Lea Navigation and maximise its social and environmental potential, an aim central to British Waterways remit as a public body to develop inland waterways in a sustainable manner. British Waterways suggestion that the canal bank can be utilised for residential moorings utilising the adjacent bridge access is supported but appears to contradict their previous argument that the footpath should be private, attached to the development, and not be a public access. In conclusion the department feels the concerns of British Waterways can not be supported and that the benefits of securing this footpath access outweighs any minor maintenance issues which might affect British Waterways.

S106 Agreement

- 6.17 In order to secure jobs for local people from the proposed development it is recommended that a S106 Agreement be entered into requiring the applicant to sign up to a local employment strategy. The applicant has confirmed a willingness to enter such an agreement and the detailed terms are currently under discussion. The S106 Agreement will also require the provision of public footpath and associated landscaping to the River frontage and for this to be maintained in perpetuity, in accordance with terms to be agreed and the submission for approval of a travel plan. The Head of terms would also include an obligation to install a pipe from the building to the boundary of the land to facilitate the future connection to a district energy network.

7 Conclusion

- 7.1 In conclusion the proposal allows for the bringing back into beneficial use of this redundant employment site, which has now stood vacant for a number of years, together with the opportunity to provide over 89 jobs on the site. This is to be welcomed and this land use is consistent with both local and regional policy. The design of the buildings and associated works are considered acceptable in the context of the area. The scheme includes considerable planning gain in respect of a footpath/cycleway and a biodiversity buffer zone between the site and the River Lea Navigation. There remain a number of outstanding issues regarding the maintenance of the biodiversity strip. However, it is considered that with the conditions and minor amendments to the Section 106 Head of Terms this is capable of resolution.
1. The proposed development will ensure a beneficial use for this significant site within the Prime Employment Area. In this respect the proposal complies with Policies (I)E1, (I)E2 and (II)E2 of the Unitary Development Plan.
 2. Subject to the S106 Agreement proposed and in view of the established use of the site, the traffic generated by the development is considered acceptable. In this respect the proposal complies with Policies (II)T13 and (II)GD6 of the Unitary Development Plan.
 3. Subject to the conditions of planning permission, it is considered that the proposed development has appropriate regard to its surroundings. In this

respect the proposal complies with Policies (I)GD1, (I)GD2 , (IIGD3 and (II)EN6 of the Unitary Development Plan.

- 8 Recommendation: That officers be afforded delegated powers to approve the application subject to conditions, subject to the applicant overcoming the Environment Agency's outstanding objection and the satisfactory completion of a S106 Agreement to include the head of terms referred to above.**

Conditions to follow.



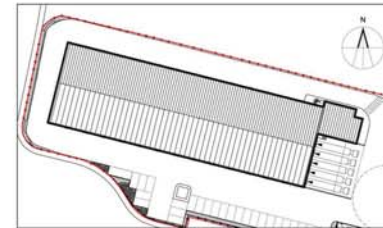
01
203 WEST ELEVATION
1:200



02
203 NORTH ELEVATION
1:200



03
203 EAST ELEVATION
1:200



05
203 SITE PLAN
1:1000



04
203 SOUTH ELEVATION
1:200

NOTES:
SUBJECT TO STATUTORY COMMENTS
SUBJECT TO SURVEY
BASED ON OS MAP REPRODUCED BY PERMISSION OF
CONTROLLER OF HM STATIONARY OFFICE (H) DRAWN
COPYRIGHT
COPYRIGHT RESERVED
DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO
DETERMINE DIMENSIONS UNLESS SPECIFICALLY
AUTHORISED BY MICHAEL SPARKS ASSOCIATES
IF USING AN ELECTRONIC VERSION OF THIS DRAWING
FIGURES DIMENSIONS TAKE PRECEDENCE AND NOTIFY
MICHAEL SPARKS ASSOCIATES OF ANY DISCREPANCIES

A	25/08/2010	NORTH ELEVATION AMENDED	FW	AC
-	21/07/2010	Issue for planning	NR	AC
REV	DATE	NOTE	DRAW	CHECK



MICHAEL
SPARKS
ASSOCIATES

CHARPENTIER ARCHITECTS
11 PLATO PLACE
11 DORSET ROAD
LONDON SW8 4TL

TELEPHONE 020 7706 8162
FAX 020 7706 3868
WWW.MSPARKS.CO.UK



SEGRO
SLOUGH ESTATES GROUP

TITLE
GEOPOST - NAVIGATION PARK
PONDERS END, ENFIELD

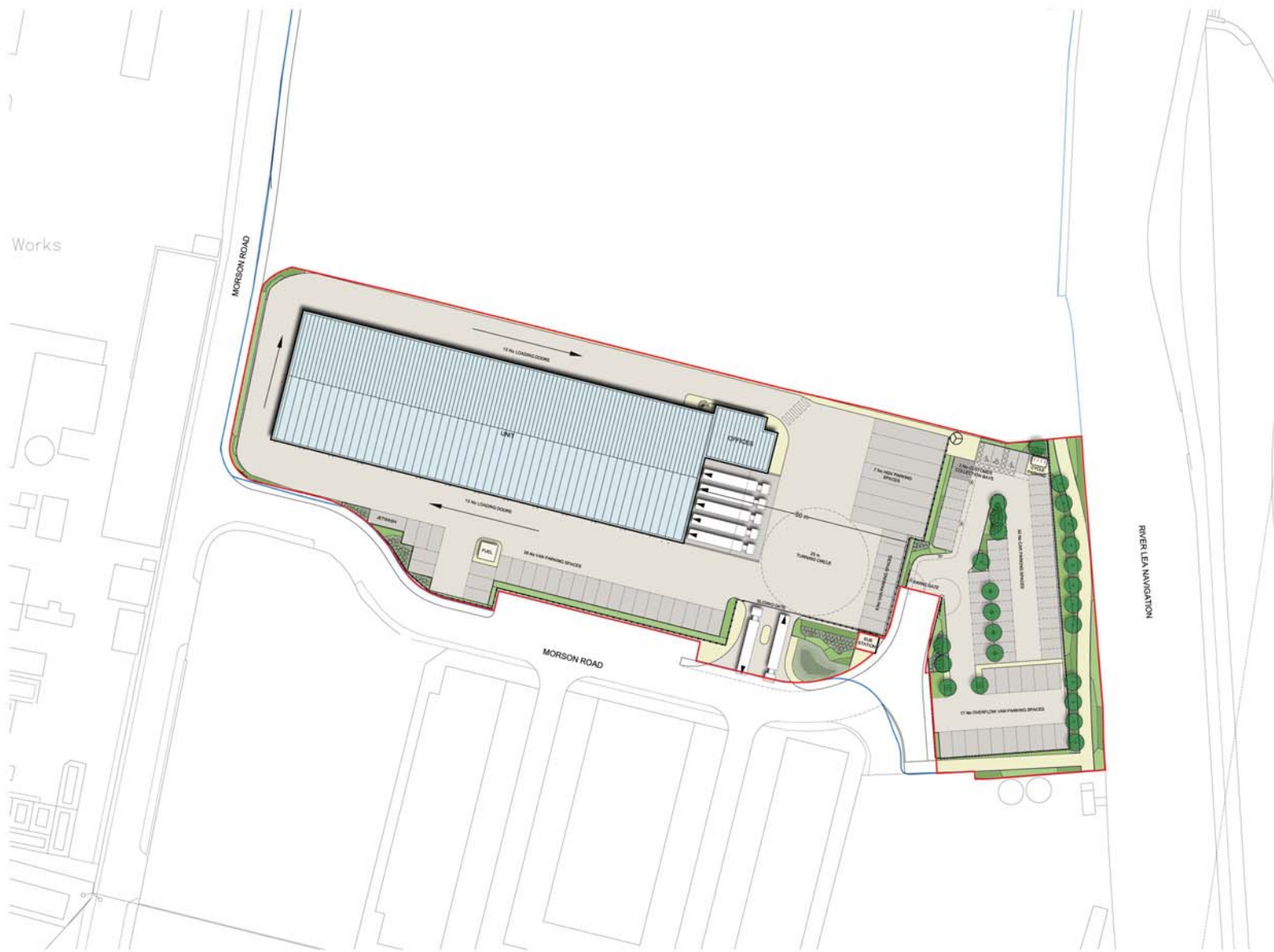
DRAWING
COLOURED ELEVATIONS

CLIENT
SEGRO PROPERTIES LIMITED

DATE AUGUST 2010	SCALE 1:200 @ A1	DRAWN NR
	STATUS PLANNING	CHECKED AC

DRAWING NUMBER
2708-PL-203A

NOTES:
 SUBJECT TO STATUTORY COMMENTS
 SUBJECT TO SURVEY
 BASED ON DE MAP REPRODUCED BY PERMISSION OF
 CONTROLLER OF HM STATUTORY OFFICE (H) CROWN
 COPYRIGHT
 COPYRIGHT RESERVED
 DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO
 DETERMINE DIMENSIONS UNLESS SPECIFICALLY
 AUTHORIZED BY MICHAEL SPARKS ASSOCIATES
 IF USING AN ELECTRONIC VERSION OF THIS DRAWING
 FIGURES DIMENSIONS TAKE PRECEDENCE AND NOTIFY
 MICHAEL SPARKS ASSOCIATES OF ANY DISCREPANCIES



REV	DATE	NOTE	DRW	CHK
C	24/06/2010	Office area increased / escape stair added Landscaping amendments Highways layout updated	FW	AC
B	03/06/2010	Landscaping amended	AC	FW
A	29/07/2010	Cycle parking & pedestrian route shown	RI	AC
-	27/07/2010	Issue for planning	NI	AC



CHARTERED ARCHITECTS
 11 PLATO PLACE
 12 JAMES ROAD
 LONDON SW8 4TS
 TELEPHONE 020 7736 8182
 FAX 020 7736 3888
 www.msparks.co.uk



SLOUGH ESTATES GROUP

TITLE
**GEOPOST - NAVIGATION PARK
 PONDERS END, ENFIELD**

DRAWING
SITE LAYOUT PLAN

CLIENT
SEGRO PROPERTIES LIMITED

DATE AUGUST 2010	SCALE 1:500 @ A1	DRAWN NR
	STATUS PLANNING	CHECKED AC

DRAWING NUMBER
2708-PL-201C

01 SITE LAYOUT PLAN
 201
 1:500