

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 26th February 2012

Report of
Assistant Director - Planning,
Highways & Transportation

Contact Officer:
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Ward: Edmonton
Green

Application Number : P12-03055PLA

Category: General
Industry/Storage/Warehousing

LOCATION: LAND AT ADVENT WAY (Former reality site), LONDON, N18 3AH

PROPOSAL: Redevelopment of site to provide 3 blocks of 15 industrial units for B1b, B1c, B2 and B8 use (7 units incorporating mezzanine office space), a 5-storey, 96-bed Hotel (C1 use) with restaurant, bar and conference room to ground floor, new access road, access and egress from Advent Way, associated car parking, 2.4m high paladin fence to boundary with sliding and swing gates to commercial units and drop barrier to Hotel and associated landscaping, lighting, plant and equipment and associated works.

Applicant Name & Address:

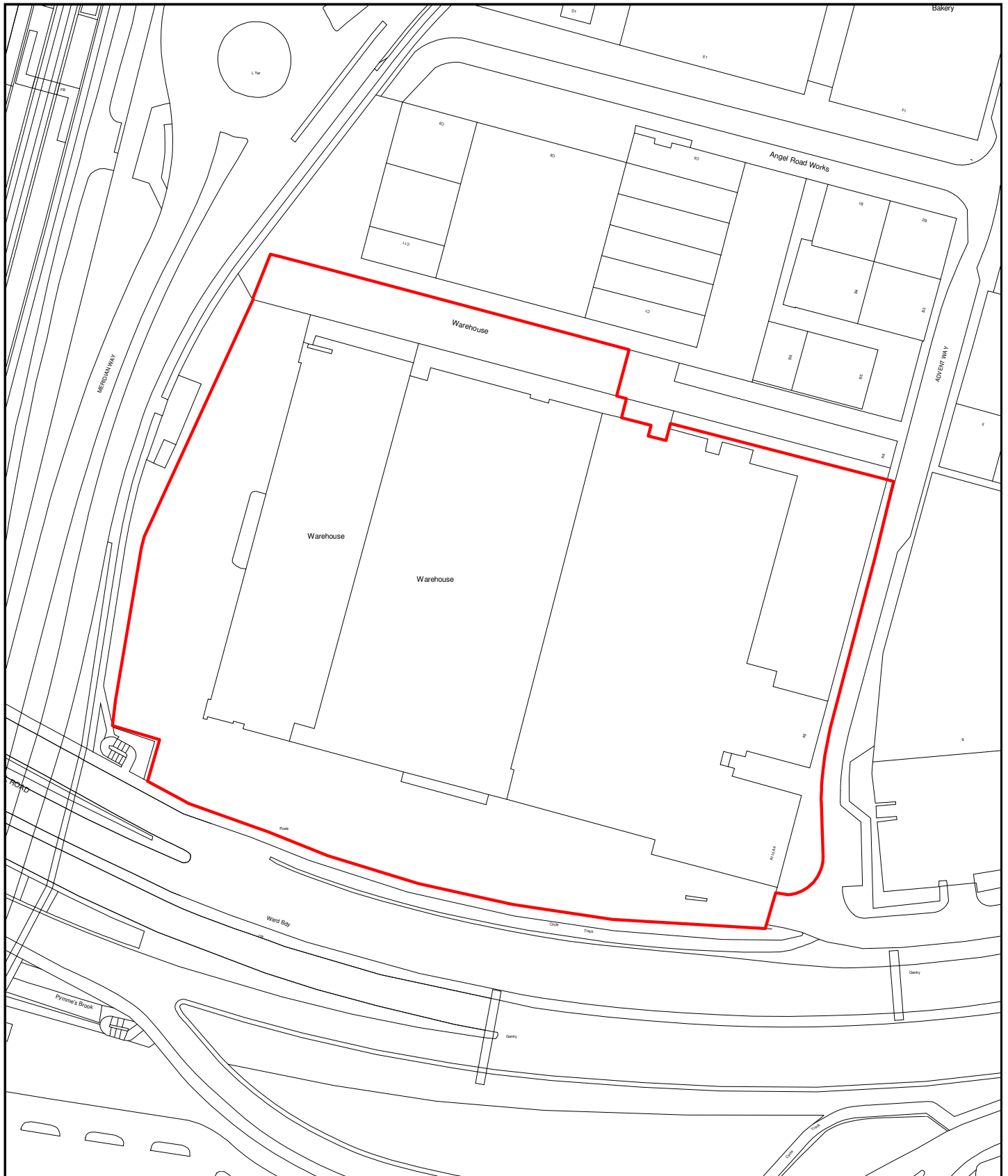
Steve Lord,
Segro plc
234, Bath Road,
Slough,
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Agent Name & Address:

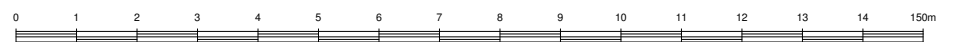
Rory Joyce,
Drivers Jonas Deloitte
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66, Shoe Lane
London
EC4A 3BQ

RECOMMENDATION:

That subject to the satisfactory resolution of the Environment Agencies objection & referral of the application to the Mayor of London and Government Office for London (GOL) and subject to no objections being raised together with securing of a legal agreement as set out in section of this report, the Head of Development Management or the Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.



Development Control



Scale - 1:1250
Time of plot: 12:26

Date of plot: 06/02/2013

1 Site and Surroundings

- 1.1 The site covers an area of approximately 2.09 hectares (5.17 acres) and is located on Advent Way, adjacent to the elevated section North Circular /Angel Road (A406) and the A1055 Meridian Way. The site was formally known as the "Reality Site", and is now vacant with the previous industrial buildings (16,387sqm) have been cleared from the site. The site falls within the Central Leaside Business Area Strategic Industrial location (SIL) as identified by the London Plan. The site is located within Eley Industrial Estate which is one of the largest employment areas in Enfield.
- 1.2 The surrounding area comprises a mix of retailing, general / light industrial uses as well as storage and distribution uses. The site has a PTAL rating of 1B and 2 and although Angel Road station is located approximately 50m to the west , there is no direct access with pedestrians having to access by a footpath which runs alongside the North Circular Bridge.
- 1.3 The station is served by Greater Anglia Trains, which operates services from London Liverpool Street to destinations such as Cheshunt, Hertford East and Stanstead Airport. It has also been identified as suitable for serving a proposed third rail line, and thus will be an important transport node for the area.

2 Proposal

- 2.1 The proposal involves the redevelopment of the site by the erection of 15 Industrial units totalling 7,827sqm of flexible B1b, B1c, B2 and B8 space including ancillary office space. In addition, it proposes a five storey, 96 bed hotel comprising 4,100sqm (C1 use), with associated new access road with access and egress from Advent way, car parking, landscaping, plant and equipment and associated works. The main elements of the scheme are elaborated on below:

(A) Industrial Units

- 2.2 The 15 industrial units range in size from 218 sqm to 1131 sqm and would be split into 3 main blocks. The total floor space would be 7,827 sqm as well as ancillary office space. Block 1 comprises of three industrial units located in the south-western corner of the site; Block 2 is a row of four larger units located along the northern boundary, and Block 3 is a group of eight smaller units located in the south east of the site, close to the entrance from Advent Way.
- 2.3 Block 1 (Units 1 to 3) would be 27.33m in width by 52.8m in length with a height of 10.75m. Block 2 (Units 4 to 7) would be 31m in width by 116.6m in length and 11m high. Block 3 (Units 8 to 15) would be 37.28m in width by 50.23m in length and 10.3m high. The area of the application site to be dedicated to the industrial and warehouse element of the scheme is 1.619 hectares
- 2.4 Service yards are proposed to the front of all units with a total of 94 car parking spaces, 16 of which will have designated disabled parking bays. Access to the industrial units will be gained from a new estate road which leads from the access road to be constructed from Advent way. The estate

road will provide two way access/ egress from two points along the new access road. A total of 24 secure cycle spaces are proposed .

- 2.5 An electricity substation is also proposed at the northern end of the site in front of units 5 and 6.

(B) Hotel

- 2.6 The hotel element of the scheme comprises a 96 bedroom, five storey hotel (C1 use) totalling 4,100 sqm with ancillary restaurant, bar and meeting room facilities located in the south west corner of the site. The hotel operator is currently indicated as being Premier Inn. The ground floor of the hotel provides a formal meeting space 30sqm in area which can be used to seat 30 people in a conference format, or sub divided into two smaller meeting rooms. Informal meeting space is also included in the bar restaurant area, which would be open to the general public as well as patrons of the hotel. The dimensions of the hotel are 15.2m in width by 56.36m in length, with an overall height from finished floor level of 17.7m.
- 2.7 There would be a total of 96 car parking spaces associated with the hotel, 10 of which would be designated disabled parking bays. A total of 8 cycle spaces would be provided.
- 2.8 An electricity substation is also proposed at the Northern end of the hotel car park. Access to the hotel will be gained from a new access road to be constructed from Advent Way. Controlled access barriers are proposed at the entrance of the hotel to control vehicular movement. The area of the application site dedicated to the hotel use is 0.471 hectares

3 Relevant Planning History

- 3.1 P12-02738SOR- A request for a screening opinion under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 was received in relation to the erection of a 96 bedroom (c1) five storey(4,100sqm) use with ancillary restaurant, bar and meeting facilities, car parking and service yard, and up to 7,8427sqm of flexible B1 (b/c)B2 and/ or B8 uses with ancillary office floor space with associated car parking and service yard. The screening opinion concluded that the proposal did not require an Environmental Impact Assessment (EIA) under the regulations and an Environmental Impact Statement is not required. The screening opinion was issued on 28/11/12.

4 Consultations

4.1 Statutory and non statutory consultees

4.1.1 Planning Policy;

The site is designated as a Strategic Industrial Location (SIL) in the London Plan and Core Strategy. The proposed hotel use is a departure from both Development Plans. Although there is a loss of SIL, in principle the hotel use may be deemed acceptable as enabling development if brought forward with a detailed industrial proposal demonstrating the benefits of a hotel in terms of job creation in the local area both during and post construction.

A Sequential and Impact Assessments has been submitted. The appropriate drive time for the hotel catchment was subject to discussion and the applicants have widened the catchment area in their sequential and Impact Assessment test to include other centres. It is concluded that no sequentially preferable sites in these centres, on the edge of centres, or out of centres have been identified.

Additionally, SEEGRO have demonstrated that the proposed Premier Inn hotel would not have an impact on vitality and viability of the town centres, as it would be serving a completely different market to the market that a hotel located within a town centre would serve. The proposed development is therefore not considered to have any negative impact on the town centre vitality and viability.

London Plan and Enfield's draft Development Management policies promotes all major developments adjacent to planned or an existing Decentralised Energy Network to make provision for future connections.

4.1.2 Economic Development

In economic terms, it is welcomed that the development includes a range of smaller industrial units which provide better flexibility and will be easier to let. The addition of new modern stock will be good for the area and the provision of approximately 160 new jobs will help to create will be most welcome. A good hotel with ancillary restaurant and bar together with conference meeting room facilities may have a positive catalytic effect in the area. Suggest possible condition that no more than 2 units can be combined to help prevent a complete terrace being used for B8 use

4.1.3 Traffic & Transportation

The proposal is considered not to have a negative impact on highway safety or the free flow of traffic. A Section 106 agreement providing £15,000 to the possible funding of a footway, £10, 000 towards Greenways and £3,500 towards the monitoring of the travel plan can also be secured within the 106 agreement, then no objection is raised. The proposed development is capable of meeting on site parking requirements and provides suitable on site provision for access and servicing without having a detrimental impact on the surrounding highway or prejudicing the operation of existing units within the Ely Industrial Estate, having regard to Policies (II) GD6 and (II) GD8 of the UDP and Policy 6.13 of the London Plan.

4.1.4 Biodiversity Officer

Overall, the ecological report and landscaping submitted with the application are of good quality. The landscaping scheme should accord with British Standards.

4.1.5 Thames Water

With regards sewerage infrastructure no objection is raised. With regards to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure

that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined sewer, the site drainage should be separate and combined at the final manhole nearest the boundary.

4.1.6 *Natural England*

The application is within 1km of Chingford Reservoirs Site of Special Scientific Interest (SSSI). However, given the nature and scale of this proposal, Natural England is satisfied that there is not likely to be an adverse effect on the site as a result of the proposal being carried out in strict accordance with the details of the application as submitted. They advise that this SSSI does not represent a constraint in determining the application. Aside from the comments on designated sites, they would expect the other possible impacts resulting from the proposal to be considered when determining the application:

Protected Species: Under section 40 (1) of the natural Environment & Rural Communities Act 2006 a duty is placed on public authorities , including Local Planning Authorities, to have regard to biodiversity in exercising their functions. This duty covers the protection, enhancement and restoration of habitats and species.

The ecological survey submitted with the application has identified that there will not be any significant impacts on statutory protected sites, species or on priority Biodiversity Action Plan (BAP) habitats as a result of the proposal. However, when considering the application it is recommended the Council should encourage opportunities to incorporate biodiversity in and around the development. Examples of biodiversity enhancements that can widely be incorporated into development proposals include: green/ brown roofs, landscaping, nesting and roosting sites, Sustainable Urban drainage, Local wildlife sites.

4.1.7 *English Heritage (Archaeology)*

In view of the negative findings no further archaeological work is required.

4.1.8 *Environment Agency*

In the absence of an acceptable Flood Risk Assessment, they object to the proposal. The submitted FRA fails to consider how people will be kept safe from flood hazards and consider the effect of a range of flooding events including extreme events on people and property. In order to overcome the objection the applicant should demonstrate that a safe route access and egress can be achieved in accordance with FD2320 (Flood Risk Assessment Guidance for New Developments), up to design flood event. If this is not possible the applicant should submit an acceptable emergency flood plan that deals with matters of evacuation and refuge to demonstrate that people will not be exposed to flood hazards. The applicant must also demonstrate through their surface water strategy that the proposed development will not create an increased risk of flooding from surface water,. The Strategy should be carried out in accordance with NPPF and PPS 25 Practice Guide. The applicant must either: (i) submit infiltration tests to show infiltration is possible on the site and details of the volume of any attenuation required, or (ii) revise

their FRA to include an alternative scheme that does not rely on infiltration and can be used if infiltration is shown not to be possible at the site..

The applicants are currently addressing these issues and a further updated will be provided at Committee regarding the status of this matter.

4.1.9 *Environmental Health*

No objection subject to a Construction Management Plan condition. Noise and air quality have been adequately addressed.

4.1.10 *Greater London Authority (GLA)*

Consultation with the Mayor's Office is a two stage process. The Mayors Stage 1 comments at the time of writing the report are still awaited. There comments will be reported at the meeting

4.2 Public

4.2.1 Consultation letters have been issued to 84 neighbouring premises. In addition 4 site notices were displayed and notice was published in the local press.. In response, two 2 letters of objection have been received raising the following points:

- Concerned about the considerable increase in traffic movements which the proposed development will generate on Advent Way
- The plan of the proposed development also shows the north/ south section of Advent Way which leads to Angel Road Works. The northern section of Advent Way is a one way street off Nobel Road designed for access to Angel Road Works when travelling westbound along Nobel Road only but may cause additional traffic flows on the estate roads by traffic cutting through from Meridian Way
- The roads on the Ely Estate are private roads and there is only a right to pass and re-pass on the Estate roads for Estate users and their customers and clients only. The additional traffic movements generated as a result of the proposed development is likely to result in unauthorised use of the Ely Estate roads particularly during morning and evening rush hours
- The recent planning approval for the Banqueting Suite on the Ex-MFI unit 16A Ely Road TP/10/1328 not yet implemented will generate additional traffic movements and will need to be considered in relation to the current application.
- Considerable additional traffic that will proceed along the side of London Bread and Cake, a one way street to access the hotel/ industrial estate
- No controls this will encourage traffic to further use as a "Rat Run" as they already do access Eurocarparts and other business's on the old Nathan furniture site. Access to the eurocarparts estate has already trebled the traffic along advent way
- Car parking is a major problem on the estate, not enough parking linked to the hotel or industrial estate worsening situation especially on Tottenham football day match's
- Condition of road on Ely Estate deteriorated due to excess traffic this situation will worsen
- Noise, rubbish and pollution will increase

- Already an issue with Surface Water Drainage gradient not being sufficient to disperse water without flooding the proposal will potentially worsen the problem
- Also site boundary proposes to include actual estate road junction, road/footway this will prevent exit from Angel road works estate etc , how will business operate, the road is one way
- Objects if whole development doesn't go ahead together as one entity
- Insufficient parking for hotel
- Proposal should include adoption of advent way & Ely Estate roads
- Concerned about signage direction to hotel
- Access to and from hotel complicated
- Disruption to Ely Estate
- Proposal highlights the hotel fronting Meridian Way but entrance not there, hotel users etc will use the easiest access / exit from Meridian Way, Via Ely Estate, Nobel road and advent way affect company operation
- Object to considerable traffic passing past property / land at the loading bay area

4.2.2 In addition, the North London Chamber of Commerce also commented raising the following points:

- Concerned that the proposed application changes the status of part of the estate and could begin a piecemeal approach to re-shaping of the estate rather than a managed transition. Would become on going dialogue with SEGRO as to its role as a key stakeholder and developer in formulating plans.
- Business does have serious concerns as to the impact the hotel and 15 Industrial units will have on Ely.
- As well as the Strategic Industrial and Employment Land the Business have two key area of concerns:
- Main concern is effect of an increased flow of traffic on the estate. Whilst the proposed entrance will be sited on Advent Way this will not stop the one-way system, along Advent Way being used as a "rat run". This situation currently causes issues with traffic passing the Estate, which is a private estate with private roads, causing congestion and damage. Whilst Reality was there they mainly had large trucks, which therefore used the A406 and did not affect the Estate to a greater degree. The smaller units proposed and the hotel will cause a severe issue and on this basis the businesses of Ely would oppose the application
- The other issue is crime. Parts of advent way already used by prostitutes and with a new hotel this may lead to it being used as a "knocking shop ". This brings within it its own crime as experienced at site in Edmonton Green. Shame if proposed development increased crime rather than reduce it.

4.2.3 There was also a letter in support of the proposed development from Cllr Murphy. It commented that, if planning permission were granted there would be much need jobs created in the local area. It would visually enhance this derelict and neglected site, improve the area infrastructure and add further use of the underused Angel Road Railway Station. As this is an area adjacent to the North Circular road there are no local residents who will suffer by traffic movements. It is not often that investors are willing to spend 15 million to invest in this part of Enfield and although there may be some objections they

should be overruled. If this application is successful the result of this proposal will be a lasting achievement in the area for the benefit of the local people.

5 Relevant Policy

5.1 Local Plan- Core Strategy

CP 1:	Strategic Growth Areas
CP12:	Visitors and Tourism
CP 13:	Promoting Economic Prosperity
CP 14:	Safeguarding Strategic Industrial Locations
CP 16:	Taking part in Economic success and improving skills
CP 20:	Sustainable Energy Use and Energy Infrastructure
CP21:	Sustainable Water Supply, Drainage and Sewerage Infrastructure
CP 22:	Delivering Sustainable Waste Management
CP 25:	Pedestrians and Cyclists
CP 26:	Public Transport
CP 28:	Managing Flood risk through Development
CP30:	Maintaining and Improving the Quality of the built environment
CP31	Built and Landscape heritage
CP 32:	Pollution
CP 36:	Biodiversity
CP 37:	Central Leaside
CP 38:	Meridian Water
CP 46:	Infrastructure Contributions

5.2 Saved UDP Policies

- (II) GD3 Design
- (II) GD6 Traffic
- (II) GD8 Servicing
- (II) T13 Access
- (II) T16 Adequate access for pedestrians and people with disabilities
- (II) T19 Needs and safety of Cyclists

5.3 London Plan

Policy 2.14	Areas for Regeneration
Policy 2.17	Strategic Industrial Locations
Policy 4.5	London Visitors infrastructure
Policy 5.1	Climate Change Mitigation
Policy 5.2	Minimising Carbon dioxide emissions
Policy 5.3	Sustainable Design and Construction
Policy 5.6	Decentralised Energy in Development Proposals
Policy 5.7	Renewable Energy
Policy 5.9	Overheating and cooling
Policy 5.11	Green roofs and development site environs
Policy 5.12	Flood Risk management
Policy 5.13	Sustainable Drainage
Policy 5.18	Construction, Excavation and Demolition waste
Policy 5.21	Contaminated Land
Policy 6.9	Cycling
Policy 6.10	Walking
Policy 6.12	Road network capacity

Policy 6.13	Parking
Policy 7.2	Inclusive environment
Policy 7.4	Local Character
Policy 7.6	Architecture
Policy 7.8	New developments make provision for protection of archaeological resources, landscapes and significant memorials
Policy 7.14	Improving Air Quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 8.2	Planning Obligations
Policy 8.3	Community Infrastructure Levy

5.4 National Planning Policy Framework

Relevant paragraphs

Para 14

Presumption in favour of sustainable development

Para19

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. There fore significant weight should be placed on the need to support economic growth through the planning system.

Para 22

Land allocations should be reviewed regularly. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable communities.

Para 24

Local Planning Authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not with an up to date Local Plan.

Para 32

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, reduce the need for major transport infrastructure
- Safe and suitable access to the site can be achieved for all people;
- Improvements can be undertaken within the transport network that costs effectively limit the significant impacts of the development.

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe

Para 36

All developments which generate significant amount of movement should be required to provide travel plans.

Para 56

Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places a better for people

Para 60

Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development form or styles. It is however proper to promote or reinforce local distinctiveness

Para 93

Sets out the importance the Government attaches to sustainability and renewable energy. To support the move to a low carbon future, LPA should plan new development in locations and ways to reduce greenhouse gas emissions, and approve the application if its impacts are acceptable.

Para 96

In determining application, Local Planning Authorities should expect new development to:

- Comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that it is not feasible or viable : and
- Take account of landform, layout building orientation, massing and landscaping to minimise energy consumption

Para 99

Sets out the importance which the government attaches to the management and reduction of flood risk in land use planning and states that the planning system should ensure that the development is planned to avoid increased vulnerability to the range of impacts arising from climate change. It states that when new development is brought forward in areas which are vulnerable to flooding, care should be taken to ensure that risks can be managed

Para 103

Local Authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed

by a site specific flood risk assessment following the Sequential Test, and if required the Exception test, it can be demonstrated that:

- Within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location: and
- Development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including emergency planning ; and it gives priority to the use of sustainable drainage

Para 117 & 118

Seeks to ensure that impacts on biodiversity and geodiversity by new developments are minimised & seeks to ensure that opportunities to incorporate biodiversity in and around developments are encouraged

Para 120

States that the risks from pollution on sites should be taken into account

Para 124

Sets out the importance the Government attaches to air quality, planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

Para 125

Decisions should try to limit impact of light pollution on “local amenity, intrinsically dark landscapes and mature conservation”

5.5 Other Relevant Considerations

Supplementary Planning Document on S106 contributions
Draft Meridian Water Master Plan
Draft Central Leaside Area Action Plan (AAP)
Employment Land Review Undertaken by the LBE 2012
Upper Lee Valley Opportunity Frame work (GLA , 2011)
Draft Development Management Document

6 Analysis

6.1 Principle of Proposed Uses

6.1.1 The site is identified as a Strategic Industrial Location (SIL); Policy 14 of the Core Strategy is relevant and seeks to safeguard Strategic Industrial Locations. Policy 2.17 of the London Plan “Strategic Industrial Locations” is also applicable and states boroughs should promote, manage and where appropriate, protect strategic industrial locations. Moreover it states development proposals in SIL should be refused unless:

- a. They fall within the broad industrial type activities outlined

- b. They are part of a strategically coordinated process of SIL consolidation through an opportunity framework or borough development plan document: or
- c. The proposal is for employment workspace to meet identified needs for small and medium sized firms (SMEs) or new emerging industrial sectors
- d. The proposal is for small scale' walk to 'service for Industrial occupiers such as workplace crèches or cafes

6.2 *Industrial Units*

- 6.2.1 The proposed 15 industrial units providing a range of flexible B1 (b/c) B2 and or B8 uses with ancillary office space, would be compliant with CP 14 of the Core Strategy as well as Policy 2.17 of the London Plan .

6.3 *Hotel*

- 6.3.1 The proposed hotel would result in the loss of 0.471 hectares of Strategic Industrial Land and thus, in principle, would be contrary to the strategic objective. As such, the proposal represents a departure from these policies and requires robust justification. Policies 2.17 of the London Plan and CP14 of the Core Strategy are relevant. The justification for the hotel and the overall acceptability of the scheme will also be subject to consideration by the GLA and Government Office for London.

- 6.3.2 In support of the hotel element of the scheme the applicants have put forward a detailed rationale for its acceptance as well as providing a hotel sequential test and impact assessment as required by paragraph (24) of the National Planning Policy Framework (NPPF). The main principles for the justification of the hotel put forward by the applicant are:

1. The hotel will increase the likelihood of attracting occupiers to the available industrial premises on the rest of the site. This is because; appropriate hotels are now seen as a valuable support facility for modern high end manufacturing and industrial sites and a number of hotels have already been approved in other industrial locations. The provision of quality overnight accommodation adjacent to a place of work represents a key positive factor to many businesses and the availability of nearby meeting rooms and conference facilities (with associated bar/ restaurant) represents a convenient option but also enables businesses to reduce their own operating costs. At Ely Industrial Estate there are no nearby hotels facilities, and the proposed hotel offers the opportunity to provide valuable business support.
2. The proposed Premier Inn Hotel would act as a catalyst for future activity on the rest of the Advent Way site. At Ely Industrial Estate, there are no nearby hotel facilities, and the proposed hotel offers the opportunity to provide a valuable business support to encourage inward investment.
3. While the hotel development will result in a change for a small amount of SIL (less than 0.5 hectares) from one employment use (B class) to another employment use (Class C1), it is considered that, in the longer term, it will contribute towards both the GLA's and LBE's

objectives by facilitating the delivery of a high quality industrial offer which is more attractive to existing businesses as well as to prospective inward investors

4. It is believed that by adopting a flexible interpretation of policy, the proposed hotel use on the edge of SIL will be beneficial for the overall regeneration of the Industrial Estate and the adjoining Meridian Water area and brings forward a redundant site which has been successfully marketed in its current form for a number of years.
5. Premier Inn anticipates that the 96 bed hotel will create 34 jobs of which 28 would be full time, and 6 part time. The hotel will provide a range of job types ranging from full time managers, administrators, security staff, restaurant staff and part time cleaners. The range of job opportunities matches well with the skill profile of the local unemployed people in Edmonton and will help to address unemployment in the local area. Hence, whilst policy designations for employment sites did not envisage the potential for hotels, the provision of such a facility will actually deliver on employment land objectives, namely jobs.

6.3.3 Notwithstanding the justifications put forward to support a hotel in this location, careful assessment also needs to be given due to its close proximity to Meridian Water, to be satisfied that it would not undermine the regeneration objectives of the master plan. In particular, although the site is located outside the Meridian Water Master Plan area, there is a need to ensure that the proposed development does not preclude future development of hotels as identified within the Meridian Water Master Plan Area (MWM). The applicants have explored this and appointed a local agent to assess whether this is a realistic assumption. In addition, other locations were identified where hotels operate in close proximity to demonstrate that any detriment to the future business of the Meridian Water Hotels is highly unlikely. The report undertaken by the local agent concluded the following:

- Although Premier Inn has agreed a pre let at Advent Way, it has confirmed that this would not preclude it from considering either of the hotel sites identified within the MWM in future.
- The proposed hotel has potential regenerative benefits for the wider area, and may encourage more operators to locate in the vicinity.
- Travelodge was previously interested in the site, demonstrating that it is not just Premier Inn that has shown interest in this particular site.
- As locations identified for hotel uses within the master plan incorporate a much wider mix of uses, including retail, leisure offices and residential development, these locations might be more appealing to some operators than the solely industrial nature of Advent Way
- That the MWM sites, particularly the site located immediately to the south of the A406 is a highly prominent site, and as such is expected to appeal to a wide range of operators.

6.3.4 Having regarded to this and the weight that can be attached to the Meridian Water Master plan, on balance, it is considered that the provision of a hotel on the Advent Way Site would not prejudice the regeneration objectives of Meridian Water.

- 6.3.5 An AI Sequential Test and Impact Assessment has also been provided in support of the application. The catchment used for the sequential assessment was based on a 10 minute drive time. The catchment area included three centres Angel Edmonton, Lower Edmonton and South Chingford. Two additional centres of Palmers Green and Tottenham High Road were also assessed as they are located near to the edge of centre.
- 6.3.6 The Impact Assessment concluded that the existing and potential emerging provision in the catchment is limited, and either is or would be, catering for a different market to that which a Premier Inn in this location would serve. In light of this, it is anticipated that the proposed Premier Inn would not impact on the existing, committed and planned hotel investment in a centre or centres within the catchment area. Furthermore, it is considered that the proposed hotel would not impact on the vitality and viability of the town centre because it would be serving a completely different market to the market of a hotel located within the town centre would serve.
- 6.3.7 There is also an overall demand for hotel accommodation in London, which is emphasised in London Plan Policy 4.5" London Visitor Infrastructure" which seeks to achieve 40,000 net additional hotel bedrooms by 2013. In light of this, it is considered that there is an overarching demand for hotel floor space, and the provision of a hotel in this location is not considered to impact on the vitality and viability on the centres within the catchment areas.
- 6.3.8 The applicants have also carried out an industrial marketing exercise of the site and a report was produced by Glennys to provide an overview of the recent campaign for the site which despite running for a number of years has remained unsuccessful. The marketing campaign promoted the site suitability for industrial/ warehouse units and potentially for such uses as car show rooms hotels and trade counters. This resulted in some tentative feedback but no firm commitment other than the hotel interest.
- 6.3.9 Whilst the loss of 0.5 hectares the Strategic Industrial Land for the Hotel use is contrary to policy and the decision regarding this element finely balanced, subject to no strategic objections being raised by the GLA, the overall economic benefits that the hotel element would bring are considered to outweigh the loss of this small area of Strategic Industrial Land.

7.0 Character and Appearance of the Area

- 7.1 Good design is central to all the objectives of the London Plan and in particular, Policies 7.1, 7.2,7.3, 7.4, 7.6 and 7.7. Policy CP30 Maintaining and Improving the Quality of the Built Environment is relevant as well as Policy (II) GD3 of the UDP.
- 7.2 With regards the hotel, given its highly visible location, the need for a positive, high quality design is considered important. With this in mind, the overall design, height (5 storey) and massing of the hotel is considered to be acceptable and would not be inappropriate within the context of its surroundings. The opportunity has been used by the Applicant's architects to use this key location of the site at the junction of two major roads to create a significant building advertising its presence and optimising visibility which is considered to work well in overall design terms.

- 7.3 In order to provide added interest and depth to the building, purple aluminium panels will be hung from the metallic grey core of the building. The purple aluminium panels of the screen reinforce the Premier Inn brand colours and this envelope curves around the west and southern facades of the building, providing added prominence of the building from key view points.
- 7.4 Anthracite grey PPC aluminium framed windows follow the pattern of the internal layout of the hotel. These are animated by the external purple screens. Ground floor PPC aluminium curtain walling to the ground floor public areas provides an attractive street frontage to guests and visitors as they approach the site.
- 7.5 With regards Policy 7.2 of the London Plan which supports the provision of inclusive environments, 10 of the rooms of the hotel would be large enough for wheelchair users which equates to 10 % of the total provision and is considered acceptable regarding this aspect.
- 7.6 With regards the 15 Industrial units, the industrial architecture proposed for these buildings is of a high standard in order to make the most of the site's prominence, using silver and graphite coloured panelling to add interest to the facades. The overall design will be of a modern and high quality appearance and will add to the choice of premises available to businesses wishing to locate in Edmonton.
- 7.7 The landscape design has also been developed to complement and help screen the Industrial buildings. Linear planting along the boundaries will help to screen the development and emphasise the development's sustainability ambitions. In addition green screens on stainless steel cables along the southern gables would provide an enhanced visual impact of the development from the A406
- 7.8 Accordingly it is considered that the height, design and appearance of the Hotel together with those of the 15 Industrial units, subject to no design objects being raised by the GLA, is on balance, considered to be acceptable in this location having regard to Policies (II) GD3 of the UDP, CP 30 of the Core Strategy as well as Policy 7.4 of the London Plan. It is not considered that the siting of the hotel or industrial units would adversely impact on surrounding business in terms of their amenity.

8.0 Parking

8.1 *Hotel*

- 8.1.1 As a starting point the London Plan 2011 should be used as guidance in determining an acceptable parking provision. The parking provision stands at 96 spaces for the hotel and 94 spaces for the industrial units. The London Plan 2012 does not contain prescriptive standards for hotel uses, but states that hotels in areas with a PTAL of between 1-3 should be consistent with the objectives to reduce congestion and traffic levels without undermining sustainable transport modes. Contrary to this guidance, the hotel is providing one space per room, which is more in line with earlier London Plan 2004 standards as opposed to 2012. Turning space for a coach is also provided, although there is no dedicated coach parking space available, drop off room for taxis etc can also be accommodated.

8.1.2 It is noted that the Transport Assessment does not contain any parking accumulation data for comparison sites, which would have been useful in determining an estimate of the actual parking demand throughout the day. It is accepted that the provision of one space per room is likely to satisfy the demands of the site even during busy times and not result in on street parking taking place on surrounding roads, although the high provision is not in line with the aim to try and reduce traffic congestion and encourage sustainable transport. However, given that the PTAL of the site is only 1 and also the nature of the use, then it is unreasonable not to expect the majority of visitors to use private cars to arrive at the hotel. The provision of 1 space per room is not unacceptable in principle, however there is a concern that the overprovision may be at the expense of the provision of parking for the industrial units which needs to be avoided and is discussed below.

8.2 *Industrial units*

8.2.1 The total parking provision for the 15 industrial units is 94 spaces. The London Plan 2011 standards state that B2/B8 uses should have regard to B1 standards but that a degree of flexibility should be allowed to reflect the trip generation characteristics of individual sites. In the absence of more detailed DPD guidance then the London Plan 2011 requires 1 space per 50-100 sqm of floorspace, with 20% of spaces electric and an additional 10% passive electric. For the total floor space of 7,309sqm this results in a provision of between 73 and 146 spaces. The provision of 94 spaces is therefore within this range although it is towards the lower end of scale, and works out at a provision of one space per 78m².

8.2.2 It is noted that the parking standards for the B1 uses have been applied to the total floor space as opposed to the individual requirements for each unit and that there are different characteristics between one large unit and 15 smaller ones. The 15 smaller units would be expected to generate more visitors than one large one, and delivery and servicing arrangements are also likely to be more frequent or more spread out due to the lack of coordination. Parking demand for staff may also be higher as instead of only one office space being needed, one for each unit would be needed i.e. fifteen smaller office spaces within each unit.

8.2.3 The consequences of not providing enough parking for the industrial units could potentially result in vehicles parking on street within the Eley Industrial Estate, which already has a relatively high on street parking demand. Any additional parked vehicles would have a negative impact on the operation of existing units and potentially prejudice the free flow of HGV and delivery and service vehicles. Alternatively, vehicles may park within the site itself on the loop road designed to serve the units, which would prejudice the operation of the proposed units. On balance it is felt the site provides an appropriate number of parking spaces for each unit, and the six visitor spaces on the east of the site will ensure visitors do not park in unauthorised areas. These spaces are welcomed as are the cycle spaces; however two travel plans will also need to be secured for the site in order to promote the use of sustainable transport modes. These should be secured through a section 106 agreement and subject to periodic monitoring. A total of 26 disabled parking spaces are proposed over all 10 for the hotel and 16 for industrial units. The over level of disabled parking provision complies with London Plan Policy Target of 10%.

8.3 Traffic Generation

8.3.1 With regards traffic generation the figures have been calculated from trip rates extracted from the TRAVL database using sites similar in size and scale to the proposed development. The sites chosen as comparison sites are considered valid for the purposes of this application and hence the trip rates are agreed by Traffic and Transportation. Table1 below shows the predicted trip rates for the hotel.

	Trip Rates			Trip Generation (7309sqm)		
	Arrival	Departure	Two Way	Arrivals	Departures	Two Way
AM Peak	0.09	0.263	0.354	9	25	34
PM Peak	0.101	0.091	0.192	10	9	18
12 Hour	1.202	1.515	2.717	115	145	261

Table 1: Predicted trip rates and trips for the hotel

8.3.2 The table shows there will be 9 arrivals and 25 departures in the AM peak and 10 arrivals and 9 departures in the PM peak. These numbers of trips are not considered to prejudice the free flow of traffic in the surrounding roads within the Eley Industrial Estate. In addition to the hotel trips, are the trips generated by the industrial units. These have been calculated using the same methodology and are also considered to give a robust prediction of trips and are shown in table 2 below:

	Trip Rates			Trip Generation (7309sqm)		
	Arrival	Departure	Two Way	Arrivals	Departures	Two Way
AM Peak	0.308	0.128	0.436	22	9	32
PM Peak	0.084	0.298	0.381	6	22	28
12 Hour	2.053	2.04	4.093	150	149	299

Table 2: Predicted trip rates and trips for the industrial units

8.3.3 The total overall predicted number of trips for both the hotel and Industrial units is shown in Table 3 below:

TOTAL			
Trip Generation			
	Arrivals	Departures	Two Way
AM Peak	31	34	65
PM Peak	16	31	47
12 Hour	265	176	441

Table 3: Trip generation for both hotel and industrial units

8.3.4 These figures are not considered to have a negative impact on the free flow of traffic through either the site or the Eley Industrial Estate as when compared to the existing traffic levels they represent a relatively small proportion. It should also be noted that the site has an extant permission so a level of traffic generation is already deemed to be acceptable for the site and the difference between this and the traffic levels of the proposed development are not considered to be high enough to warrant an objection on highway grounds. Also given the number of access points to the site (and taking into the one way operation of Advent Way), then traffic is likely to be distributed relatively evenly as opposed to being concentrated on one particular junction.

Other Highway matters

8.3.5 The detail of cycle parking and electric charging can be appropriately conditioned. Access throughout the site is considered acceptable and the swept paths confirm HGVs can access the site. There is a concern over the pedestrian access to the site and a proposal was put forward at pre-app stage to build a footpath through the site, however due to TfL not selling the land in the south west corner of the site then this option could not be progressed. However, Traffic & Transportation would still like the option of a path to be kept open. This would help improve accessibility to the site from Angel Road station, and would also compliment the Meridian Water development planned for the south of the borough by improving access to the site from the south. It is therefore requested that the developer makes a contribution through a Section 106 agreement to future funding of the footpath. In addition to this contribution, contributions towards the greenway cycle paths and the monitoring of the travel plan.

9. Sustainable Design and Construction

9.1 The London Plan climate change policies require developments to make the fullest contributions to tackling climate change by minimising carbon dioxide emissions, adopting sustainable design and construction measures, prioritising decentralised energy supply and incorporating renewable energy. In this respect Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.9, 5.11, 5.12 and 5.13 of the London plan are relevant. Core Policies 20 (Sustainable Energy and Energy Infrastructure) and CP21(Sustainable water supply, drainage and sewage infrastructure) of the Core Strategy are also applicable.

9.2 The energy strategy for the proposed development has adopted a hierarchical approach of using passive and low energy design technologies to reduce the baseline energy demand and hence carbon dioxide emissions followed by the application of low and zero carbon technologies as appropriate. The on site low zero carbon technologies proposed for the development have been assessed taking account the particular constraints and operating characteristics of the development. The following are proposed:

- For the Hotel a single 15.2 kW_e/30kW_{th} gas operated CHP plant is proposed to preheat the domestic hot water service and appropriate back of house areas within the hotel, with the electrical output serving the hotels base electrical demand. The renewable energy strategy is to utilise air source heat pumps (ASHP's) to serve all areas of the hotel apart from corridors and stairs. Additionally 196m² of PV arrays positioned on the main roof of the building will contribute to the daytime peak hotel electrical loads.
- For blocks 1 and 2 of the industrial units the strategy is to utilise air source heat pumps (ASHPs) to serve the office areas, the shell and core warehouses are unheated, solar thermal panels to serve the domestic hot water calorifiers and PV array on the suitable roof elevations to contribute to daytime peak electricity demand. The strategy for block 3 is similar to Blocks 1 and 2 but the warehouse areas are to be heated by indirect fired gas heaters.

- 9.3 The overall energy improvements coupled with the low a and zero carbon renewable technologies reduces the development carbon emissions by circa 28.34% below the baseline, and in terms of just the regulated carbon emissions 32.48% below the target emissions rate defined under Part L of 2010 Building Regulations. This is in full compliance with the London Plan Policy 5.2 which seeks to achieve a 25 % improvement over Part L of 2010 Building Regulations
- 9.4 With regards BREEAM, separate BREEAM Pre assessments for the hotel and Industrial units have been prepared. For the hotel, the pre assessment demonstrates that the development scheme can currently achieve a score of 73.12% which translates into BREEAM 'Excellent' Target. For the Industrial units, the development could attain an achievable score of 73.11 which again translates into an 'Excellent' rating. Subject to no objections being raised by the GLA regarding the energy strategy and the strategy being updated to include provision for possible future connection to the Upper Lee Valley Heat Network the proposed development is considered acceptable from a Sustainable Design and Construction point of view. This can be secured within the Section106 Agreement.

10. Economic Implications

- 10.1 In economic terms it is considered that the proposal would help improve employment opportunities as well as contributing to the overall regeneration and economic prosperity of this part of the borough in particular having regard to Core Strategy Policy CP13 Promoting Economic Prosperity as well as having regard to paragraph 19 of the NPPF in terms of supporting economic growth.

11. Flooding

- 11.1 The Environment Agency has raised an objection regarding the absence of an acceptable Flood Risk Assessment. This issue is currently being addressed by the applicant to resolve the matter and Members will be updated regarding this mater.

12. Section106

- 12.1 Having regard to the contents of the report, it is recommended that should planning permission be granted, the following obligations should be sought:

- Inclusion of & commitment to Energy strategy and targets with possible contributions requirements if these are not met as set out in section 7.4 "Tackling Climate Change" within the Section 106 Supplementary Planning Document adopted 2011.
- Future possible connection to Upper Lee Valley heat network secured
- Travel Plan to be secured with the Section 106 agreement
- Contributions to improvements to signage within the locality
- Contributions to landscape planting in the surrounding vicinity
- Local Employment Strategy for approval by the council including the provision of trainees and engagement with local contractors etc having regard to the formula and penalty clauses set out in 106 Supplementary Planning Document. In addition contributions for business and employment initiatives such as local labour initiatives including labour in

construction, employment skills training, apprenticeships, engagement of Enfield's Jobs Net to provide candidates for jobs and training places as set out in " Business and Employment " initiatives within the 106 Supplementary Planning Document Nov 2011. In addition the developer to work with Enfield's Education Business partnership and or local schools to give talks/ career advice, or work placement for a week

- £15,000 contribution to possibly securing a footpath link
- £10,000 towards greenways
- £3,500 Towards the monitoring of the Travel Plan
- In addition a 5% monitoring Fee would also be required
- An agreement to ensure that the Industrial units come forward within a suitable time scale with penalty clauses if this is not achieved.

13. Community Infrastructure Levy (CIL)

13.1 The Mayoral CIL was introduced in London to fund strategically important infrastructure such as Crossrail. Enfield is located in Zone 3, and requires a contribution of £20 per square metre under the London- wide Community Infrastructure Levy. The proposed CIL contribution is calculated to be £219,300.

14. **Conclusion**

14.1 In conclusion, it is considered the application is finely balanced as the hotel element of the scheme would result in the loss of 0.471 hectares of Strategic Industrial Land which would not be accordance with Policy CP14 and London Plan Policy 2.17. However, it is considered that this loss is on balance, outweighed in terms of the economic benefits the industrial units and hotel would bring, as part of a comprehensive redevelopment package. It is considered that the provision of a hotel will help lift the attractiveness of this location to make a higher quality industrial location that will be more attractive to modern occupiers in the future. In addition the hotel would also provide 34 jobs 28 of which would be full time and 6 part time notwithstanding the employment opportunities associated with the industrial units. Accordingly the proposed industrial units and hotel are recommended for approval for the following reasons:

1. The proposed hotel element of the scheme constitutes a small loss of the total supply of Strategic Industrial land and together with a satisfactory sequential test and Impact assessment and the overall economic benefits of the hotel together with the redevelopment of the site as part of a wider employment led proposal, are considered sufficient to justify an exception in this instance having regard to Core Policies 12, 13 & 14 and Policies 4.5 & 2.17 of the London Plan, as well as having regard to paragraph 19 of the National Planning Policy Framework.
2. The layout of the development overall together with its siting, scale, design, storey heights of buildings, use of appropriate materials, landscaping as well as access arrangements would result in a development that would satisfactorily integrate into the street scene and industrial surroundings having regard to Policy (II) GD3 of the UDP, Core Policy CP 30 of the Core Strategy as well as having regard to London Plan Policy 7.4.

3. The proposed 15 industrial units for B1(b) B1 (c), B2 and B8 as well as mezzanine office space subject to appropriate conditions accords with Core Policy 14 of the Core Strategy as well as Policy 2.17 of the London Plan .
4. The proposed access arrangements, servicing, parking and cycle provision levels together with a travel plan and other transport measures would be unlikely to give rise to conditions prejudicial to the safety of traffic and pedestrians using the surrounding roads as well as industrial units having regard to Policies (II) GD6 and (II) GD8 of the UDP, Core Policies CP 25 and CP25 as well as having regard to London Plan Policies 6.9, 6.10, 6.12 and 6.13.
5. The Sustainability and Energy Strategy, together with the additional information provided would contribute to making a positive contribution to promoting sustainable development having regard to Core Policies CP20 & CP 21as well as having regard to London Plan Policies 5.1, 5.2,5.3,5.6,5.7,5.9,5.12 & 5.13 of the London Plan

15. Recommendation

15.1 That subject to the satisfactory resolution of the Environment Agencies objection & referral of the application to the Mayor of London and Government Office for London (GOL) and subject to no objections being raised together with securing of a legal agreement as set out in section of this report, the Head of Development Management or the Planning Decisions Manager be authorised to GRANT planning permission subject to the following conditions.

1. The development hereby permitted shall be carried out in accordance with the approved plans, as set out in the attached schedule which forms part of this notice.

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

2. The development shall not commence until details of the external finishing materials to be used have been submitted to and approved in writing by the LPA. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

3. Notwithstanding the provision of the Town and Country Planning (General Permitted Development Order) 1995 or any amending order the hotel with ancillary restaurant / bar and meeting facilities shall only be used for this proposed within use Class C1 as defined by the Town and Country Uses Classes Order 1987 or any amending order and shall not be used for any other purpose or use.

Reason: The proposed hotel element of the scheme constitutes a small loss of the total supply of Employment land in Enfield situated within a Strategic Industrial Location and together with the satisfactory completion of the

sequential and impact assessment of the hotel element , the overall benefit of the redevelopment of the site as a wider employment led proposal, the economic and regeneration benefits of the hotel element of the scheme are sufficient to justify an exception in this instance having regard to policies CP12, CP13 and CP14 of the Core Strategy as well as having regard to London Plan Policy 2.14 and 2.17.

4. Notwithstanding the provision of the Town and Country Planning (General Permitted Development Order) 1995 or any amending order the Industrial units shall only be used for the purposes within uses classes B1, B2 and B8 as defined by the Town and Country Uses Classes Order) 1987 or any amending order and shall not be used for any other purpose.

Reason: To ensure that the B1, B2 and B8 uses of the Industrial units comply with policy CP14 of the Core Strategy and London Plan Policy 2.17, which is to promote, manage and where appropriate protect and safeguard Strategic Industrial locations.

5. C10- Levels

6. Details of electric vehicular charging points (EVCPs) including siting shall be provided in accordance with London Plan standards (minimum 20% of spaces to be provided with electric charging pints and a further 20% passive for electric vehicles in the future) shall be submitted to and approved in writing by the LPA. All electric charging points shall be installed in accordance with the approved details prior to first occupation of the development and permanently retained.

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

7. Following practical completion of the works a final Energy Performance Certificate shall be submitted to and approved in writing by the LPA. Where applicable, a display Energy Certificate shall be submitted within 18 months following first occupation.

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

8. Prior to the commencement of development details of a Development & Servicing Plan (DSP) as well as a Construction and Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To minimise the impact of the development on the surrounding highway network, in addition to setting out how the construction site and its operation will be managed.

9. That development shall not commence until a construction methodology has been submitted to and approved in writing by the LPA. The construction methodology shall contain:

- (a) A photographic condition survey of the roads, footways and verges leading to the site.
- (b) Details of construction access and associated traffic management to the site.
- (c) Arrangements for the loading, unloading and turning of delivery and construction and service vehicles clear of the highway
- (d) Arrangement of parking of contractor's parking
- (e) Arrangement for wheel cleaning
- (f) Hours of work
- (g) A construction management plan written in accordance with London Best practice Guidance: The control of dust and emissions during construction
- (h) The storage and removal of excavation material
- (i) Noise mitigation measures during construction.

Reason: To ensure the implementation of the development does not lead to damage to the existing highway and to minimise disruption to surrounding occupiers.

10. The development shall not commence until a Site Waste Management Plan (SWMP) has been submitted to and approved in writing by the Local Planning Authority.

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policies 5.17, 5.18 5.19, 5.20 of the London Plan.

11. The development shall not commence until details of a rainwater recycling system have been submitted to and approved by the LPA. The details shall also demonstrate the maximum level of recycled water that can feasibly be provided by the development. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments in accordance with Policy CP21 of the Core Strategy and Policy 5.15 of the London Plan.

12. The development shall not commence until details of surface drainage works have been submitted and approved by the LPA. The details shall be based on an assessment of the potential of disposing of surface water by means of suitable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework. The drainage system shall be installed/ operational prior to first occupation of either the hotel or Industrial units and a continuing management Plan and maintenance plan put in place to ensure its continued function over the lifetime of the development. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise the discharge of surface water outside of the site in accordance with Policy CP28 of the core Strategy, policies 5.12 and 5.13 of the London Plan and the NPPF.

13. C11- Details of enclosure

14. C19- Refuse Storage

15. Details regarding the design, siting, height and degree of illumination of any external lighting within the site or external lighting to the buildings shall be submitted to and approved in writing by the LPA prior to installation

Reason: To ensure the submission of satisfactory details as well as ensuring the degree of illumination does not distract drivers or result in adverse light pollution.

16. C9- Details of Hard surfacing

17. C59- Cycle Parking

18. Evidence confirming that the development achieves a BREEAM New construction rating on no less than Excellent shall be submitted to and approved in writing by the LPA. The evidence required shall be provided in the following formats and at the following times:

a. A design stage assessment, conducted by an accredited Assessor and supported by the relevant BRE interim certificate, shall be submitted at pre-construction stage prior to the commencement of superstructure work on site and

b. a post construction assessment, conducted by an accredited Assessor and supported by relevant BRE accreditation certificate, shall be submitted following the practical completion of the development and prior to first occupation

The development shall be carried out strictly in accordance with the details approved, shall be maintained as such thereafter and no change shall take place without the prior approval of the Local Planning Authority.

Reason : In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 5.2, 5.3, 5.7,5.9,5.12,5.13,5.15,5.16 of the London Plan 2011 as well as the NPPF.

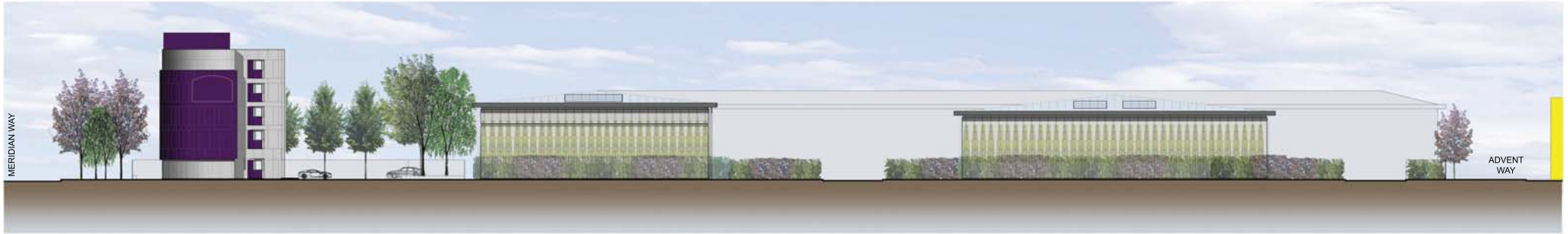
19. The development shall not commence until details of the surface water drainage works have been submitted and approved by the LPA. The details shall be based on an assessment of potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework. The drainage system shall be installed/ operational prior to the first occupation and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development.

Reason : To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the development and in accordance with CP28 of the Core Strategy, Policies 5.12 & 5.13 of the London Plan and the NPPF

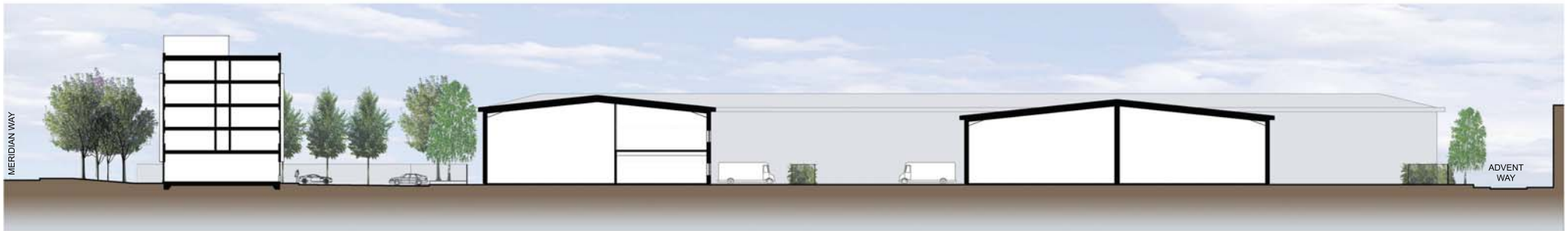
20. C33- Contaminated Land

21. The development to which this permission relates must be begun no later than the expiration of 3 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.



03
135 SITE SECTION C-C
1:250



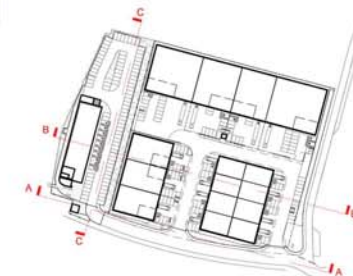
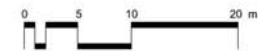
02
135 SITE SECTION B-B
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01
135 SITE SECTION A-A
1:250

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FILE
 LAND AT ADVENT WAY, EDMONTON

SHIPPING
 SITE SECTIONS
 SURVEY
 SEGRO

DATE	SCALE	DRWING
NOV 2012	1:250 @ A1	DOD
SCALE	DATE	SCALE
PLANNING	VCN	

SHIPPING NUMBER
 27110-PL-135



01
134 EAST ELEVATION

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02
134 WEST ELEVATION

NOV 2012	First Issue	VCN	DOD
REV	DATE	ISSUE	DRAWN / CHECK



03
134 SOUTH ELEVATION



04
134 NORTH ELEVATION

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SEGRO
 WHERE BUSINESS WORKS

TITLE
LAND AT ADVENT WAY, EDMONTON PLOT 1

PROJECT
ILLUSTRATIVE HOTEL ELEVATIONS

CLIENT
SEGRO

DATE NOV 2012	SCALE 1:100 @ A1	DRAWN VCN
STATUS PLANNING	CHECKED DOD	

DRAWING NUMBER
27110-PL-134

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- NOTE**
- 20% of the parking spaces provided with electrical charging points (active)
 - 20% are enabled for future conversion to electrical charging points (passive).

APPLICATION SITE BOUNDARY

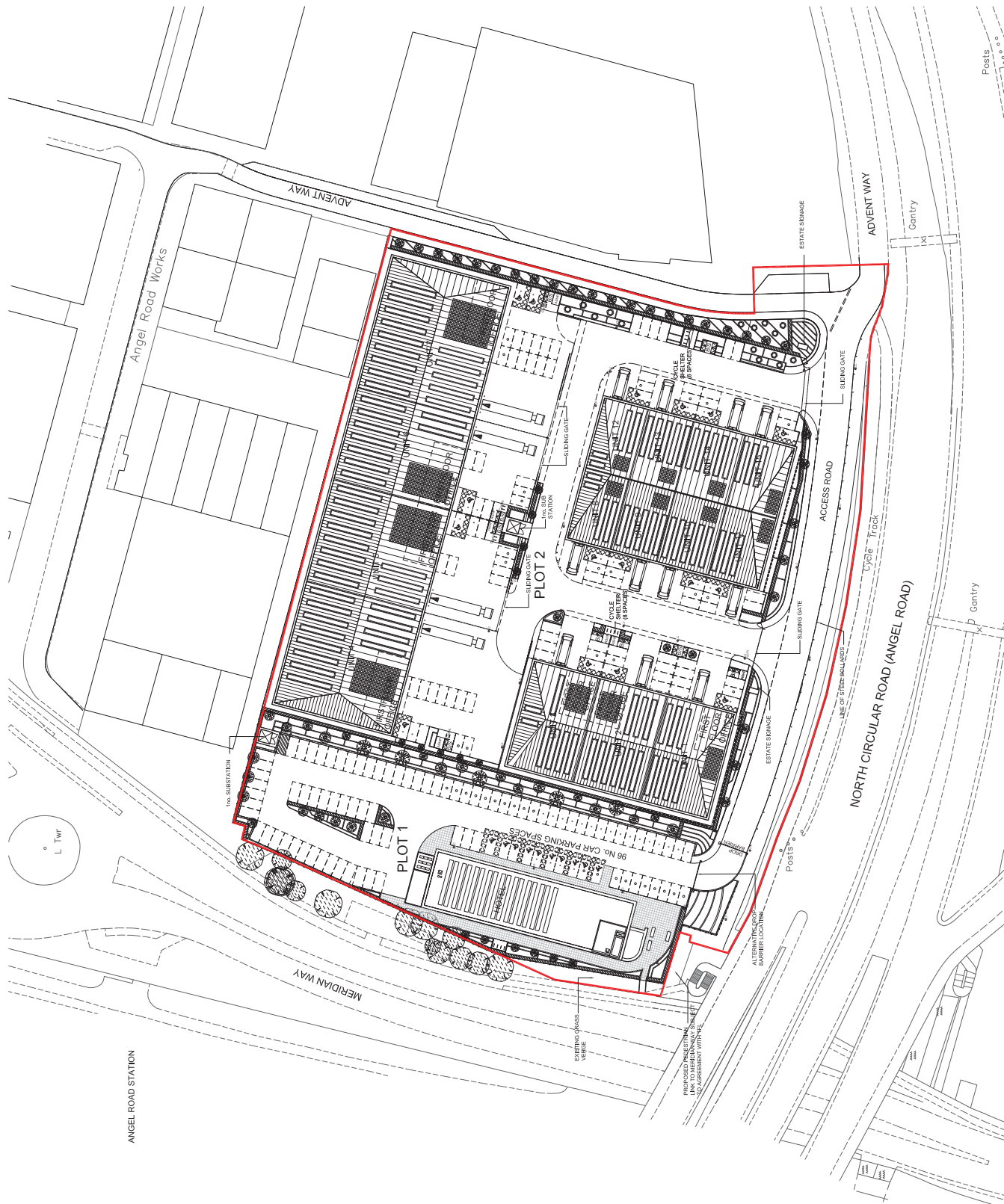
REV	DATE	NOTE	VCN	DDO
C	04.12.2012	Plot 2 roof layout amended	VCN	DDO
B	26.11.2012	Siteation amended, lighting & CCTV added	VCN	DDO
A	27.11.2012	Siteation amended, bollards added	VCN	DDO
-	03.11.2012	Final issue	VCN	DDO
PREP			DDO	DDO
			DDO	DDO



SEGR0
 WHERE BUSINESS WORKS

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TITLE	LAND AT ADVENT WAY, EDMONTON
DRAWING	PROPOSED SITE LAYOUT PLAN
CLIENT	SEGR0
DATE	NOV 2012
SCALE	1:500@A1
STATUS	PLANNING
CHECKED	DOD
DRAWN	DOD
DRAWING NUMBER	27110-PL-121 C



PROPOSED SITE LAYOUT
 1:500

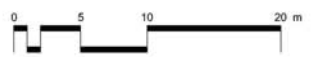


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03
130
PROPOSED NORTH ELEVATION
1:200



02
130
PROPOSED SOUTH ELEVATION - UNITS 4-7
1:200



A	26.11.2012	Loaves added to 1-7, glazing amended to 8-15	VCN	DOD
-	02.11.2012	Final issue	VCN	DOD
REV	DATE	REVISION	BY	CHECK



01
130
PROPOSED WEST ELEVATION
1:200

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SEGRO
WHERE BUSINESS WORKS

TITLE:
LAND AT ADVENT WAY, EDMONTON

DRAWING:
ILLUSTRATIVE SITE ELEVATIONS

CLIENT:
SEGRO

DATE: NOV 2012	DRAWN BY: 1.250@A1	DESIGNED BY: VCN
STATUS: PLANNING	CHECKED BY:	DATE: DOD

DRAWING NUMBER:
27110-PL-130 A