

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 19 August 2014

Report of
Assistant Director -
Planning, Highways &
Transportation

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Ward: Jubilee,
Ponders End

Application Number : P14-01867PLA

Category: Small Scale Major

LOCATION: 8 Morson Road, Enfield, Middlesex, EN3 4NQ

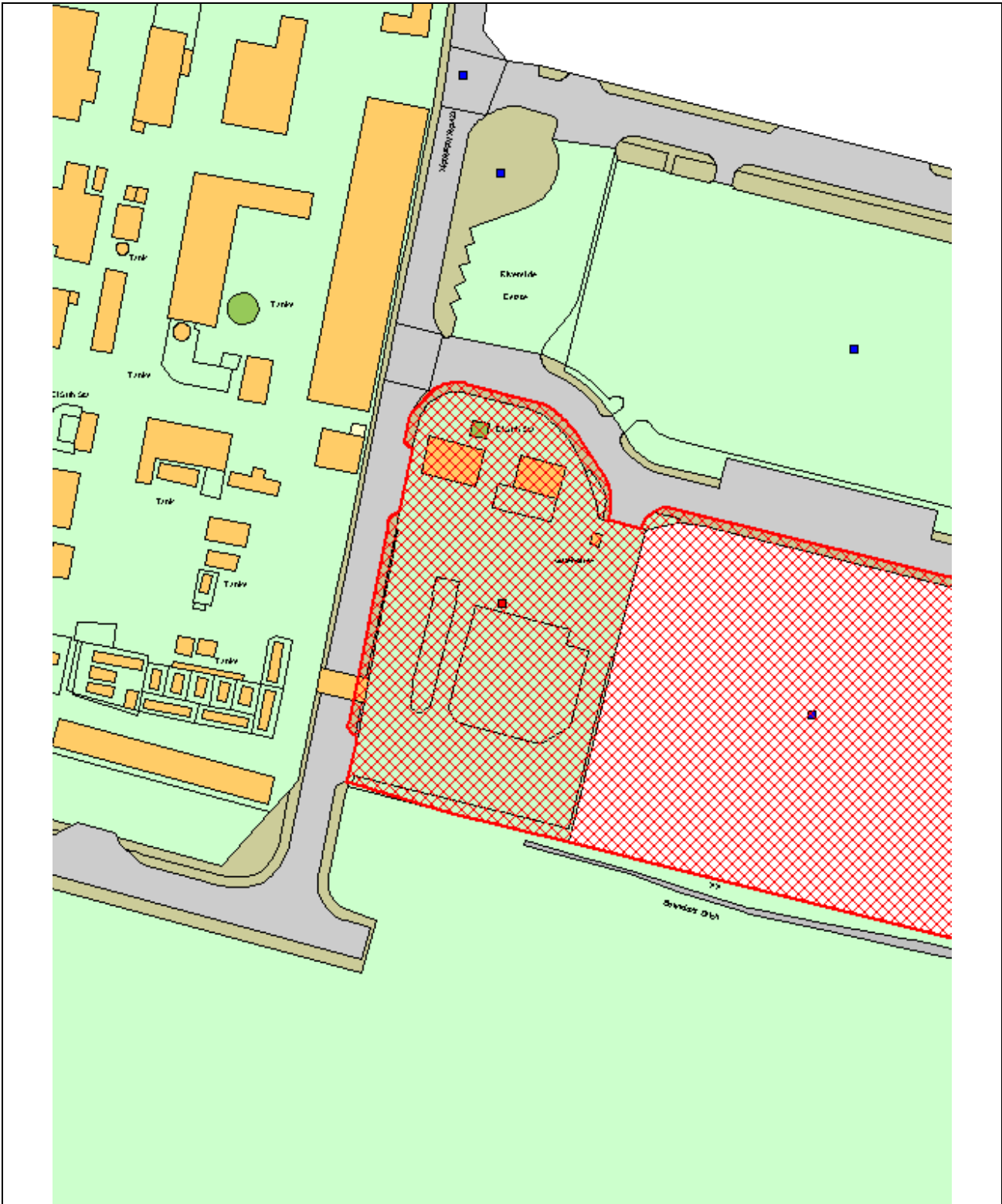
PROPOSAL: Scaffolding storage facility involving a new site entrance, 3m sliding gate, anti-climb close mesh, office building, welfare facility, vehicle repairs and ancillary storage areas for scaffolding stock and materials.

Applicant Name & Address:
Mattison Scaffolding
Leeside Road
Enfield
London
N17 0QJ

Agent Name & Address:
Caroline Searle
Unit 1 Trinity Place
29 Thames Street
Weybridge
Surrey
KT13 8JG

RECOMMENDATION:

It is recommended that planning permission is **GRANTED** subject to conditions.



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Scale 1:1250



1 Site and Surroundings

- 1.1 The application site comprises a large, vacant, rectangular piece of land on a loop road off Morson Road. The majority of the site, except for the south-west quarter and a small area in the north-east corner, is covered in concrete hardstanding.
- 1.2 Along the southern boundary is land forming part of the Lee Valley Golf Course, which is within the Metropolitan Green Belt. Views into the golf course are limited due to heavy vegetation screening within the boundary of the golf course.
- 1.3 Along the eastern boundary is Unit 7 of the Riverside Industrial Estate, a concrete batching plant which was granted planning permission in November 2011 (ref: TP/10/1802). Adjacent to the concrete batching plant is the River Lee Navigation, with the King George V reservoirs beyond. The River Lee is identified within the London Plan as being a part of the Blue Ribbon Network.
- 1.4 The site is currently enclosed with 2.4m high palisade fencing along the eastern, southern, and western boundaries. The northern boundary treatment comprises of a brick wall and piers with railings in-between, and topped with razor-wire.

2 Proposal

- 2.1 Permission is sought for a scaffolding storage facility involving a new site entrance, 3m sliding gate, anti-climb close mesh , office building, welfare facility, vehicle repairs and ancillary storage areas for scaffolding stock and materials.
- 2.2 The 2-storey office building will be sited towards the north-west corner of the site. The ground floor element will be 18m wide, 12m deep, and 3.54m in height to the top of a flat roof. The main entrance will be positioned on the southern side of the building, facing the car park.
- 2.3 The first floor will be centrally positioned over the ground floor element and will be approximately 12m wide, 12m deep and 6.74m in height to the top of a flat roof.
- 2.4 A new vehicular entrance onto Morson Road will be created east of the office building, with a secure, gated entrance.
- 2.5 A number of ancillary structures will be erected around the perimeter of the site. These will include:

South-west corner:
- 2.6 Aligned along the western boundary, two storage sheds are proposed. The first will be 9m wide, 6m deep, and will vary in height between 4.8m and 5m. This structure will be open fronted. The adjacent storage unit will be 12m wide, 6m deep, and will vary in height between 4.8m and 5m. This structure will have a closed front.

Northern boundary

- 2.7 East of the new vehicle access, it is proposed to site a welfare unit, a vehicle repair unit and a lorry wash. Each will be sited approximately 3m from the boundary.
- The welfare unit will be 9m wide, 3m deep, and approximately 2.55m in height to the top of a flat roof.
 - The vehicle repair structure will be 9m wide, 12m deep, and will vary in height between 5.8m and 6m.
 - The lorry wash be a concrete pad area enclosed by a kerb. A jet wash will operate and water will drain off into the foul sewer.
- 2.8 Two storage sheds are proposed, with an area of open racking between. Each will be sited 2m away from the boundary.
- The first shed, located in the north-east corner of the site will be 9m wide, 6m deep, and will vary in height between 4.8m and 5m. This structure will be open fronted.
 - The open racking system will be 18m wide, 9m deep, and up to a height of up to 2.4m.
 - The second shed will be 12m wide, 6m deep and will vary in height between 4.8m and 5m in height. This structure will be open fronted.
- 2.9 The existing boundary treatments will remain. In addition, to further augment site security along the Morson Road frontage, an additional 3.4m high anti-climb fence will be provided immediately to the rear of the retained front boundary wall.
- 2.10 Thirty seven parking spaces will be provided, inclusive of 4 disability bays and 8 electric vehicle charging points. Seven cycle parking stands will be provided in the north-west corner of the site.

3 Planning History

- 3.1 Planning permission was granted in 2008 for the construction of an estate road and erection of 3 x 2-storey blocks comprising 27 business units for use within classes B1(c), B2 and B8 (light industrial, general industrial and storage / distribution uses) with associated landscaping, car parking, and accesses to Morson Road.
- 3.2 Planning permission (ref: TP/03/2296) was granted in January 2004 for the erection of a tanker off loading facility, drum store building, control building and associated plant.

4 Consultations

4.1 Statutory and non-statutory consultees

English Heritage (GLAAS)

- 4.1.1 It has been advised that the proposal is unlikely to have a significant effect on heritage assets of archaeological importance.

Environment Agency

- 4.1.2 The following has been advised:
- The only constraint is flood risk.
 - The main flood risk issue at this site is the management of surface water run-off and ensuring that drainage from the development does not increase flood risk either on-site or elsewhere.
 - It is recommended that the surface water management good practice advice in cell F5 is used to ensure sustainable surface water management is achieved as part of the development.
 - Surface water runoff rates and volumes from the site must be managed in accordance with the London Plan (July 2011) - which sets higher standards than the NPPF for the control of surface water run-off. Policy 5.13 - Sustainable drainage (page 155) of the London Plan states that "development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible" in line with the drainage hierarchy.

Economic Development

- 4.1.3 The following comments have been received:
- Enfield Council together with the Meridian Business Park Association have over recent years spent considerable time, effort and money in improving the environmental and aesthetic appearance of the immediate area and it's important this development is in keeping with those actions. The design is not that good and will, in my view, detract from the area and it's important it complies with relevant aspects of the London Plan.
 - It's also important that any proposed external storage of scaffolding components and materials should be restricted to not above the top of the fence line.

Environmental Health

- 4.1.4 No objections are raised as the development is unlikely to have a negative environmental impact.

Traffic & Transportation

No objections are raised, although it is advised that 15 cycle parking spaces should be provided and the access should be amended to allow for segregated pedestrian access.

Natural England

- 4.1.5 It has been advised that Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the site has been notified. They therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should

the details of this application change, Natural England draws your attention to Section 28(l) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

Biodiversity Officer

- 4.1.6 It is advised that 2 bird and 2 bat boxes should be provided and they should be south / south-east facing. Details of lighting should be secured to ensure that any lighting will not adversely impact upon wildlife along the southern boundary in particular.

Sustainable Design Officer

- 4.1.7 It has been advised that the development would need to do more to address the sustainable design and construction policy requirements. Conditions are proposed to secure an Energy Statement, the feasibility of achieving a BREEAM 'Very Good' rating, green roofs, living walls, water efficiency, construction site waste management plan.

4.2 Public response

- 4.2.1 Letters were sent to the occupiers of 6 adjoining properties in addition to statutory publicity. No comments have been received.

5 Relevant Policy

- 5.1 The National Planning Policy Framework (NPPF) published in March 2012 allowed local planning authorities a 12 month transition period to prepare for the full implementation of the NPPF. Within this 12 month period local planning authorities could give full weight to the saved UDP policies and the Core Strategy, which was adopted prior to the NPPF. The 12 month period has now elapsed and as from 28th March 2013 the Council's saved UDP and Core Strategy policies will be given due weight in accordance to their degree of consistency with the NPPF.
- 5.2 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The submission version DMD was approved by Council on 27th March 2013 and has now been submitted for examination to the Secretary of State. Hearing sessions are scheduled for late April and the examination period is anticipated to run through to the end of summer of 2014. The DMD provides detailed criteria and standard based policies by which planning applications will be determined.
- 5.3 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application.

5.4 The London Plan

Policy 2.7	Outer London: Economy
Policy 4.4	Managing industrial land and premises
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction

Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy
Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature

5.5 Local Plan

CP13:	Promoting economic prosperity
CP14:	Safeguarding strategic industrial locations
CP20:	Sustainable energy use and energy infrastructure
CP21:	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22:	Delivering sustainable waste management
CP24:	The road network
CP25:	Pedestrians and cyclists
CP26:	Public transport
CP29:	Flood management infrastructure
CP30:	Maintaining and improving the quality of the built and open environment
CP32:	Pollution
CP36:	Biodiversity
CP40:	North East Enfield
CP41:	Ponders End
CP46:	Infrastructure contributions

5.6 Saved UDP Policies

(II)GD3	Design
(II)GD6	Traffic generation
(II)GD8	Access and servicing

5.7 Submission Version DMD

DMD19	Strategic Industrial Locations
DMD23	New Employment Development
DMD37	Achieving High Quality Design-Led Development
DMD38	Design Process
DMD39	The Design of Business Premises
DMD40	Ground Floor Frontages

DMD44	Preserving and Enhancing Heritage Assets
DMD45	Parking Standards
DMD47	New Roads, Access and Servicing
DMD48	Transport Assessments
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD52	Decentralised Energy Networks
DMD53	Low and Zero Carbon Technology
DMD54	Allowable Solutions
DMD55	Use of Roof Space / Vertical Surfaces
DMD56	Heating and Cooling
DMD57	Responsible Sourcing of Materials
DMD58	Water Efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD64	Pollution Control and Assessment
DMD65	Air Quality
DMD66	Land Contamination and Instability
DMD68	Noise
DMD69	Light Pollution
DMD78	Nature Conservation
DMD79	Ecological Enhancements
DMD80	Trees on Development Sites
DMD81	Landscaping

5.8 Other Relevant Considerations

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)
Section 106 Supplementary Planning Document
Enfield Characterisation Study (2011)
North East Enfield Area Action Plan (Proposed Submission Stage)

6 **Analysis**

6.1 Principle

- 6.1.1 The principle of the use is accepted, having regard to the designation of the site as strategic industrial land.
- 6.1.2 At its core, the NPPF has a presumption in favour of sustainable development. This is to be achieved through, amongst other considerations, placing “significant weight... on the need to support economic growth through the planning system” (para.19).
- 6.1.3 Policy DMD23 (New Employment Development) confirms that new industrial development will be permitted when:
- There is no adverse impact as a result of noise and disturbance, access, parking and servicing in the area;
 - The accommodation provided is flexible and suitable to meet future needs and requirements of local businesses and small firms, where appropriate;

- The scale, bulk and appearance of the development is compatible with the character of its surroundings;
- On-site servicing and space for waiting goods vehicles is provided to an adequate standard.

6.2 Impact on Character of Area

- 6.2.1 Design quality is an important thread which runs through planning policy at a national, regional and local level. Policy DMD39 provides criteria upon which to assess this proposal, particularly the office building. The Meridian Business Park falls within the typology of large scale industrial sites identified within the Enfield Characterisation Study (“ECS”). A criticism of these large scale industrial areas is the visual impact of large scale industrial buildings and car parks. “The areas have a very ‘grey’ character with little vegetation and only a small palette of materials and colours used for the buildings” (p70, the ECS).
- 6.2.2 The proposed building turns its back to Morson Road by providing its entrance point facing the car park. It is disappointing that there is no active frontage to Morson Road but for operational reasons, it is advised that this would have been difficult to achieve. The siting of the parking area behind the building is highly desirable because the building acts as a visual screen to this area of site because the Council is eager to ensure that car parking does not dominate frontages.
- 6.2.3 Some visual interest is provided to the modular building through the introduction of contrasting materials (western red cedar panels against the anthracite grey metal wall panels) at first floor level. In addition, the amount of glazing proposed, including that on the rear elevation (Morson Road frontage) does help to lighten the overall appearance of the building. The overall effect is potentially visually striking and should therefore not detract from the character and appearance of the area or the aspirations and aims of the submission version North East Enfield Area Action Plan.

6.3 Impact on Amenity

- 6.3.1 The proposed buildings are all located around the periphery of the site and are of a scale that is considered acceptable. Having regard to the nature of the surrounding area, the development will not impact on the amenity of neighbouring occupiers.
- 6.3.2 To reduce any potential adverse visual impact on the character of the area from the stacking of scaffolding, it is recommended that a condition is imposed to restrict any open storage to not higher than the boundary wall (2.5m).

6.4 Highway Safety

Parking

- 6.4.1 The provision of thirty seven parking spaces, inclusive of four disability bays is considered acceptable.
- 6.4.2 In relation to cycle parking, the London Plan requires that 1 cycle parking space is provided on a scheme of this scale (1 space per 500sqm of floor

area). Whilst it is noted that Traffic and Transportation has suggested that 15 cycle parking spaces be provided, the applicant is proposing seven stands to accommodate up to 14 bicycles. This exceeds London Plan standards and is considered acceptable. Details of the stands will be secured via condition.

Traffic generation

- 6.4.3 The proposed use of storage for scaffolding is unlikely to generate an excessive number of movements within the peak hours of the network. The level is likely to be similar to that generated by the previous use, and is limited in part by the low number of parking spaces provided in relation to the area of the site. It is noted that a high number of larger operational vehicles could potentially be stored on the site however again given the nature of the use then the movements are likely to be infrequent and spread out through the day as opposed to being heavily concentrated around the peak hours.

Access and servicing

- 6.4.4 The new access has been assessed with swept path analysis which confirms it can accommodate the largest vehicles using the site. It is a relatively wide access, however the location of the site means it attracts a relatively low footfall as the road does not lead anywhere (although there are two sites to the west at the end of Morson Road). The principle of the wide access is therefore acceptable however it will need to be amended to provide tactile paving and dropped kerbs on both sides in line with good practice. This can be secured via condition.
- 6.4.5 The visibility splays are not shown on any of the drawings but these have been assessed. Given the low speeds then a splay of 40m maximum (Manual for Streets) either side would be appropriate and is achievable. The proximity to the existing access has also been taken into account and again the low volume of traffic using roads means this design is acceptable.
- 6.4.6 Segregated pedestrian access has been provided to address the initial concerns of Traffic & Transportation. This element is now considered acceptable.

Summary

- 6.4.7 The proposed development provides acceptable car parking and servicing arrangements and would not give rise to conditions prejudicial to the free flow and safety of traffic within the existing car park or on the adjoining highways, having regard to Policies (II)GD6 and (II)GD8 of the Unitary Development Plan and Policy 6.13 of the London Plan, and with Policies 45, 47 & 48 of the Submission Version Development Management Document.

6.5 Sustainable Design & Construction

Energy / BREEAM

- 6.5.1 The office building falls below the quantum of development that would trigger an automatic requirement to achieve the identified energy efficiency standards set out within DMD52. However, DMD52 encourages non-residential developments to achieve the same targets where it is

demonstrated that it is technically feasible to do so. A condition is proposed to secure these details.

Construction Site Waste Management Plan

- 6.5.2 Policy 5.16 of the London Plan has stated goals of working towards managing the equivalent of 100% of London's waste within London by 2031, creating benefits from waste processing and zero biodegradable or recyclable waste to landfill by 2031. This will be achieved in part through exceeding recycling and reuse levels in construction, excavation and demolition (CE&D) waste of 95% by 2020.
- 6.5.3 In order to achieve the above, London Plan policy 5.18 confirms that through the Local Plan, developers should be required to produce site waste management plans (SWMP) to arrange for the efficient handling of construction, excavation and demolition waste and materials. Core Policy 22 of the Core Strategy states that the Council will encourage on-site reuse and recycling of CE&D waste.
- 6.5.4 The main office building is of a modular construction and the ancillary storage sheds are typically of steel frame and metal cladding construction. These in themselves would not generate significant amounts of construction waste, however no information has been provided, therefore a condition will be imposed to secure a SWMP that complies with adopted policies.

Biodiversity / Ecology

- 6.5.5 CP36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. The site, due to its extensive hard-surfaced areas, its location, and a small amount of vegetation, has a low ecological value.
- 6.5.6 A strip of vegetation is proposed along the southern boundary of the site and some soft landscaping will be provided adjacent to the vehicular entrance and on the areas of verge. A condition is proposed to secure the details of the vegetation to be provided.
- 6.5.7 Additional measures to improve biodiversity, such as the provision of bird / bat boxes around the office building, ideally on the south or south-east elevations, can be secured by condition. A condition is also proposed to investigate the feasibility and implementation of a green roof for all roofed structures (office building, storage sheds, vehicle repair shed), and also the feasibility of providing living walls. Should these prove feasible, it will improve the appearance of the structures and serve as a marker for future development in the area.
- 6.5.8 A further condition is suggested to secure details of any lighting scheme to be provided. The vegetation along the southern boundary, within the golf course, offers valuable wildlife habitat. Any lighting to be provided should be sensitively positioned to ensure that light spillage does not adversely impact on this habitat area.
- 6.5.9 Core Policy 28 and DMD 61 requires that all developments to provide sustainable urban drainage systems. Revised drainage details have been provided which indicate the provision of a French drain along the northern

and southern boundaries of the site, perimeter kerbing to prevent surface water from flowing onto adjoining land.

6.6 The drainage measures proposed will be secured by condition.

6.7 Mayoral Community Infrastructure Levy (CIL)

6.7.1 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought is for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £20. In addition, the index figure for August is 237.

6.7.2 The development is considered to be CIL liable on the additional floor space (360sqm (office), 387sqm (ancillary structures)), although it would be up to the applicant to apply for any relief. The CIL calculation is: $(£20/\text{sqm} \times 747\text{sqm} \times 237)/223 = £15,877.94$.

6.8 Conclusion

6.8.1 Having regard to all of the above, it is considered that planning permission should be granted subject to the following conditions:

1. C60 Approved Plans
2. C51A Time Limited Permission
3. C08 Materials to Match
Unless required by any other condition attached to this permission, the materials to be used throughout the development hereby approved shall match those on the approved plans.

Reason: To secure a satisfactory appearance in the interest of visual amenity.

4. C09 Details of Hard Surfacing
Any additional hard surfacing within the site shall match the existing, unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity

5. C14 Details of Access and Junction
The development shall not commence until details of the construction of any access roads and junctions and any other highway alterations associated with the development have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out in accordance with the approved details before development is occupied or the use commences.

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

6. NSC1 Parking / Turning Facilities as Annotated

Unless required by any other condition attached to this permission, the parking and turning areas shall be permanently marked and laid out as shown on Drawing No.34903/LON/CVD/001/E prior to use commencing or first occupation and permanently retained and kept free from obstruction for such purposes unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that parking and turning facilities are in accordance with adopted standards

7. NSC2 Loading / Unloading
No loading/unloading shall take place from vehicles standing on the adjoining highway.

Reason: to ensure that the use does not lead to congestion on the adjoining highways, in the interests of highway safety.

8. NSC3 Electric Charging Points
Prior to development commencing, details of the electric charging points as indicated on Drawing No. 34903/LON/CVD/001/E, shall be provided to the Local Planning Authority for approval in writing. All electric charging points shall be installed in accordance with the approved details prior to use commencing or first occupation of the approved development and permanently retained and maintained thereafter.

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

9. NSC4 Cycle Parking
Prior to first use or first occupation of the development hereby approved, details (including elevation details) for the provision of the 14 covered cycle parking spaces as indicated on Drawing No. 34903/LON/CVD/001/E shall be submitted to the Local Planning Authority for approval in writing. The approved cycle storage shall be provided prior to first occupation of the development and permanently maintained, kept free from obstruction and available for the parking of cycles only.

Reason: To provide secure cycle storage facilities free from obstruction in the interest of promoting sustainable travel.

10. C17 Details of Landscaping
No works or development shall take place until full details of both hard and soft landscape proposals have been submitted to and approved by the Local Planning Authority. Soft landscape details shall include:
- (a) Planting plans;
 - (b) Written specifications (including cultivation and other operations associated with plant and grass establishment);
 - (c) Schedules of plants and trees, to include native, wildlife friendly species and large canopy trees in appropriate

- locations (noting species, planting sizes and proposed numbers / densities);
- (d) Implementation timetables;

All landscaping in accordance with the approved scheme shall be completed/planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall set out a plan for the continued management and maintenance of the site and any planting which dies, becomes severely damaged or diseased within five years of completion of the development shall be replaced with new planting in accordance with the approved details or an approved alternative and to the satisfaction of the Local Planning Authority.

The development shall be carried out strictly in accordance with the details so approved prior to occupation
Reason: To ensure that the ecological value of the site is enhanced post development in line with the Biodiversity Action Plan, CP36 of the Core Strategy and the London Plan. To minimise the impact of the development on the ecological value of the area, to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity and to preserve the character and appearance of the area in accordance with adopted Policy.

11. NSC5

Living Walls

Notwithstanding any submitted plan, details of the feasibility for providing “living walls” to all roofed structures shall be submitted to the Local Planning Authority for approval in writing prior to first use commencing. The submitted details shall include:

- (a) Locations for planting of “living walls”;
- (b) Type and density of native wildlife friendly plantings;

Should the Local Planning Authority consider that the provision of living walls is feasible, plantings shall be provided within the first planting season following practical completion of the development. Any planting which dies, becomes severely damaged or diseased within five years of completion of the development shall be replaced with new planting in accordance with the approved details or an alternative approved in writing by the Local Planning Authority.

Reason: To enhance the ecological value of the site and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with adopted policy, and to ensure highway safety.

12. C19

Details of Refuse Storage

13. C30

Restriction of Open Storage

No plant, machinery, goods, products or articles of any description shall be stored on any open part of the site unless

within the approved racking area located on the eastern part of the site as indicated on Drawing No.34903/LON/CVD/001/E. Any storage within the approved racking area shall not be to a height exceeding 2.5m above ground level, unless otherwise approved in writing by the Local Planning Authority.

Reason: to ensure that the proposed development does not have a detrimental effect on the visual amenities of the site and the wider area.

14. C41

Details of External Lighting

The site shall not be occupied or use of the approved development commence until a report detailing the lighting scheme and how this will not adversely impact upon wildlife (particularly along the southern boundary) has been submitted to and approved in writing by the LPA. The report shall include the following figures and appendices:

- (a) A layout plan with beam orientation;
- (b) A schedule of equipment;
- (c) Measures to avoid glare;
- (d) An isolux contour map showing light spillage to 1 lux both vertically and horizontally avoiding high lighting levels along the southern boundary (identified as being of importance for commuting and foraging bats).

The approved lighting plan shall thereafter be implemented as agreed.

Reason: To ensure that wildlife is not adversely affected by the proposed development in line with CP36 of the Core Strategy.

15. NSC6

Energy

The development shall achieve energy efficiency savings of no less than a 40% improvement on 2010 Building Regulations as identified within the submitted Energy Statement (May 2014), unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with adopted Policy.

16. NSC7

Biodiverse Roof

The development shall not commence until details have been provided to the Local Planning Authority for approval in writing demonstrating the feasibility or otherwise of providing a biodiverse green / brown roof for all roofed structures hereby approved. The submitted detail shall include [location], design, substrate (extensive substrate base with a minimum depth 80-150mm), vegetation mix and density, and a cross-section of the proposed roof.

Should the Local Planning Authority consider that the provision of a biodiverse roof is feasible, the biodiverse roof shall be

implemented in accordance with the approved details prior to first occupation and maintained as such thereafter. Photographic evidence of installation is to be submitted and approved in writing by the Local Planning Authority.

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

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

17. NSC8

Bird / Bat Boxes

Prior to first occupation of the development hereby approved, a minimum of two bat bricks/tiles and two bird bricks/tubes/boxes are to be designed into and around the new building under the supervision of a suitably qualified ecologist. Confirmation that the boxes have been installed, including a plan showing the location and type of boxes, with accompanying photographic evidence shall be submitted to the Council for approval in writing.

Reason: To enhance the site post development in line with Core Policy 36 by providing suitable nesting features for birds and bats.

18. NSC9

Drainage

Drainage for the development hereby approved shall be provided in accordance with that indicated on Drawing No. 34903/LON/CVD/001/E prior to first occupation and permanently maintained and retained.

Reason: To ensure implementation and adequate maintenance to ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere.

19. NSC10

Construction Waste Management Plan

The development shall not commence until a Construction Waste Management Plan has been submitted to the Local Planning Authority for approval in writing. The plan should include as a minimum:

- i. Target benchmarks for resource efficiency set in accordance with best practice
- ii. Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste.
- iii. Procedures for minimising hazardous waste
- iv. Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the

defined waste groups (according to the waste streams generated by the scope of the works)

- v. Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups

In addition no less than 85% by weight or by volume of non-hazardous construction, excavation and demolition waste generated by the development has been diverted from landfill

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.

20. NSC11

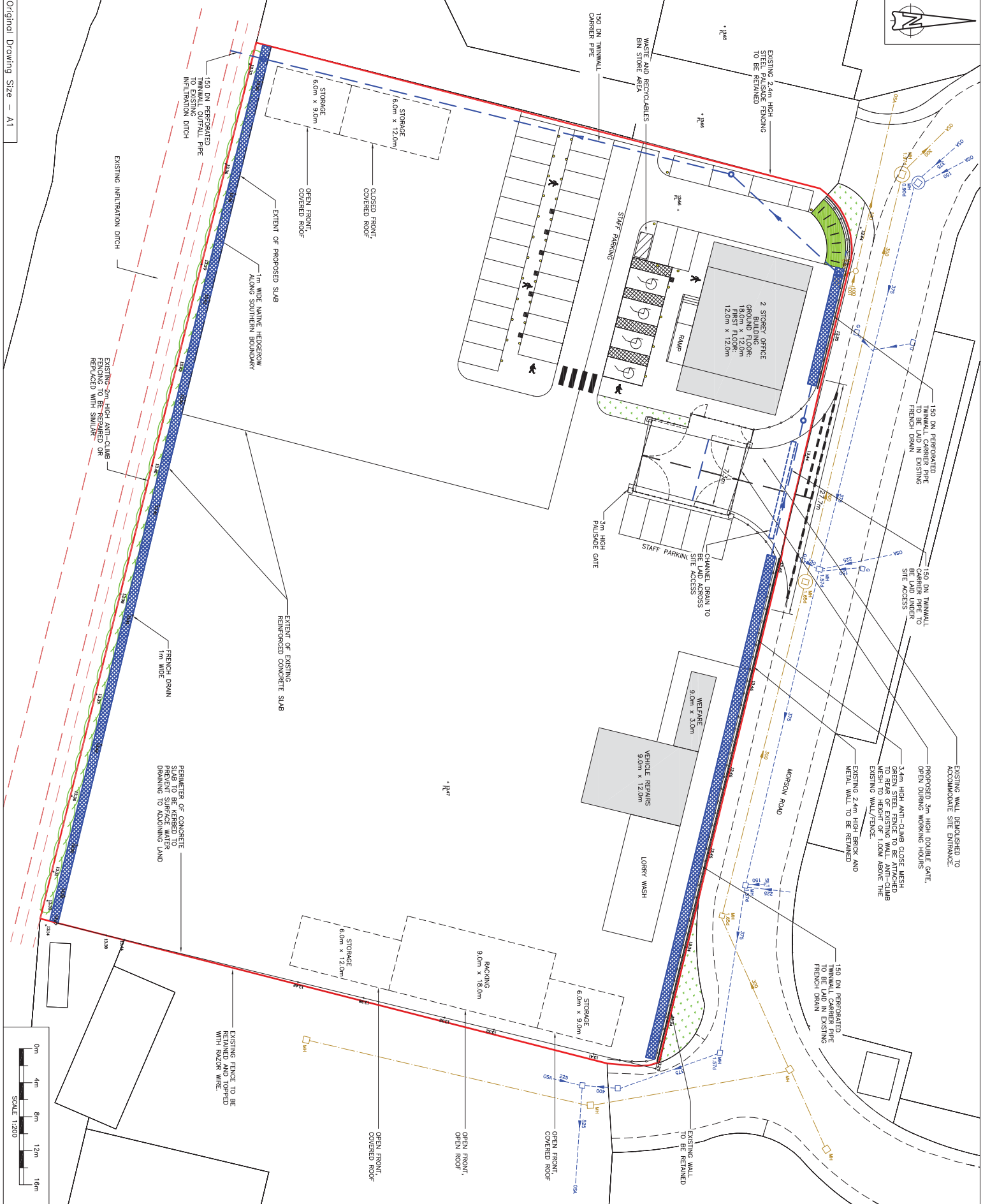
Construction Methodology

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

- a. details of construction access and associated traffic management to the site;
- b. arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway;
- c. arrangements for the parking of contractors vehicles;
- d. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- e. arrangements for the storage of materials;
- f. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition';
- g. size and siting of any ancillary buildings.

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

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



REV	DATE	DESCRIPTION	DM	CHK	APP
A	25/13	FIRST ISSUE	AC	CS	HR
REVISIONS					
REV	DATE	DESCRIPTION	DM	CHK	APP
B	25/13	Site boundary updated and added	AC	CS	HR
C	02/14	Revised access to southern	AC	CS	HR
D	25/14	Revised channel to 10m	AC	CS	HR
E	25/14	Layout amended following clients	AC	CS	HR
F	25/14	Revised channel to 10m	AC	CS	HR
G	25/14	Revised channel to 10m	AC	CS	HR
H	25/14	Revised channel to 10m	AC	CS	HR
I	25/14	Revised channel to 10m	AC	CS	HR
J	25/14	Revised channel to 10m	AC	CS	HR
K	25/14	Revised channel to 10m	AC	CS	HR
L	25/14	Revised channel to 10m	AC	CS	HR
M	25/14	Revised channel to 10m	AC	CS	HR
N	25/14	Revised channel to 10m	AC	CS	HR
O	25/14	Revised channel to 10m	AC	CS	HR
P	25/14	Revised channel to 10m	AC	CS	HR
Q	25/14	Revised channel to 10m	AC	CS	HR
R	25/14	Revised channel to 10m	AC	CS	HR
S	25/14	Revised channel to 10m	AC	CS	HR
T	25/14	Revised channel to 10m	AC	CS	HR
U	25/14	Revised channel to 10m	AC	CS	HR
V	25/14	Revised channel to 10m	AC	CS	HR
W	25/14	Revised channel to 10m	AC	CS	HR
X	25/14	Revised channel to 10m	AC	CS	HR
Y	25/14	Revised channel to 10m	AC	CS	HR
Z	25/14	Revised channel to 10m	AC	CS	HR

NOTES:
1. APPLICATION SITE BOUNDARY
2. 3.4m HIGH ANTI-CLIMB CLOSE MESH GREEN STEEL FENCE TO BE ATTACHED TO EXISTING WALL/FENCE
3. PROPOSED 2.4m HIGH PALISADE FENCE
4. EXISTING 2.4m HIGH BRICK AND METAL WALL TO BE RETAINED
5. UNOCCUPIED AREA
6. PROPOSED SITE BUILDING
7. PROPOSED LOCATION OF STORAGE AREA FOR SCAFFOLDING
8. PROPOSED DISABLED PARKING
9. PROPOSED BICYCLES AND MOTORBIKE PARKING
10. PROPOSED BUILDING HEIGHT (ABOVE GROUND LEVEL)
11. BOLLARD
12. CHANGING POINTS FOR ELECTRIC CABLES
13. PUBLIC SURFACE WATER SEWER
14. PUBLIC FOLL SEWER
15. HIGHWAY GULLY
16. LAMP POST
17. TELEGRAPH POLE
18. PROPOSED FRENCH DRAIN
19. PROPOSED SURFACE WATER CHANNEL DRAIN
20. PROPOSED SURFACE WATER CHANNEL DRAIN
21. PROPOSED SURFACE WATER MANHOLE

LEGEND:	
— (Red line)	APPLICATION SITE BOUNDARY
— (Blue line)	3.4m HIGH ANTI-CLIMB CLOSE MESH GREEN STEEL FENCE
— (Black line)	PROPOSED 2.4m HIGH PALISADE FENCE
— (Grey line)	EXISTING 2.4m HIGH BRICK AND METAL WALL
□ (White)	UNOCCUPIED AREA
□ (Grey)	PROPOSED SITE BUILDING
□ (Light Blue)	PROPOSED LOCATION OF STORAGE AREA FOR SCAFFOLDING
□ (Light Green)	PROPOSED DISABLED PARKING
□ (Light Blue/Green)	PROPOSED BICYCLES AND MOTORBIKE PARKING
□ (Light Green)	PROPOSED BUILDING HEIGHT (ABOVE GROUND LEVEL)
□ (Black)	BOLLARD
□ (Black)	CHANGING POINTS FOR ELECTRIC CABLES
— (Blue line)	PUBLIC SURFACE WATER SEWER
— (Black line)	PUBLIC FOLL SEWER
— (Black line)	HIGHWAY GULLY
— (Black line)	LAMP POST
— (Black line)	TELEGRAPH POLE
— (Blue line)	PROPOSED FRENCH DRAIN
— (Black line)	PROPOSED SURFACE WATER CHANNEL DRAIN
— (Black line)	PROPOSED SURFACE WATER CHANNEL DRAIN
— (Black line)	PROPOSED SURFACE WATER MANHOLE

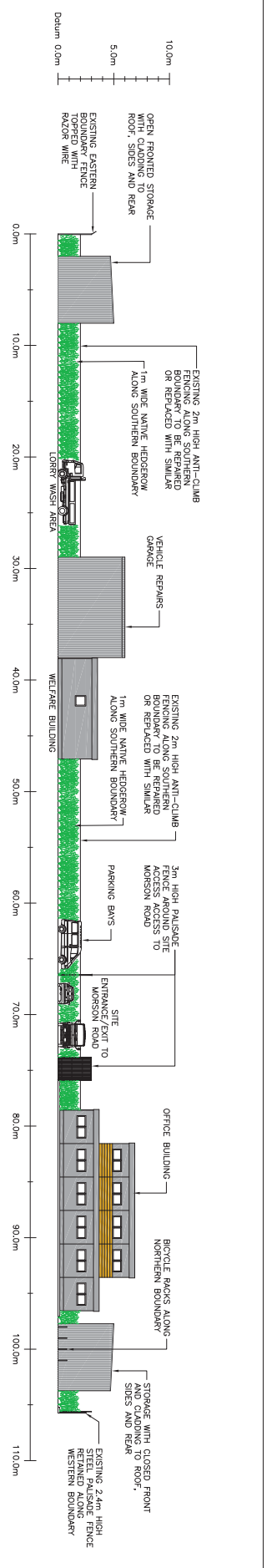
CLIENT: MATTISON SCAFFOLDING
PROJECT TITLE: MORSON ROAD RIVERSIDE INDUSTRIAL ESTATE ENFIELD, LONDON, EN9 4NQ
DRAWING TITLE: MATTISON SCAFFOLDING SITE LAYOUT AND DRAINAGE DESIGN
SCALE: 1:200
DATE: 25/13
DRAWING NO.: 34903/LON/CVD/001/E



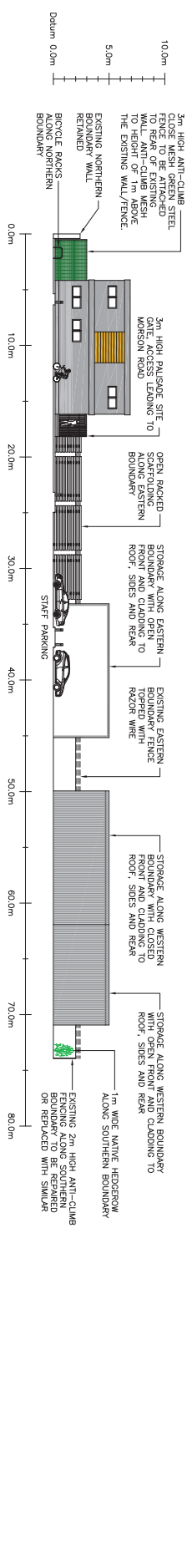
PARSONS BRINCKERHOFF
 6050 RIVER ROAD, NEWCASTLE UPON TYNE, NE3 3JF
 TEL: (0191) 2728100 FAX: (0191) 2728515

MATTISON SCAFFOLDING
 100 RIVER ROAD, NEWCASTLE UPON TYNE, NE3 3JF
 TEL: (0191) 2728100 FAX: (0191) 2728515

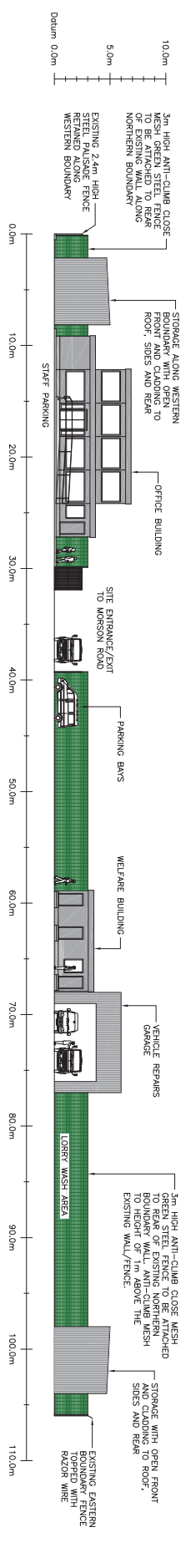
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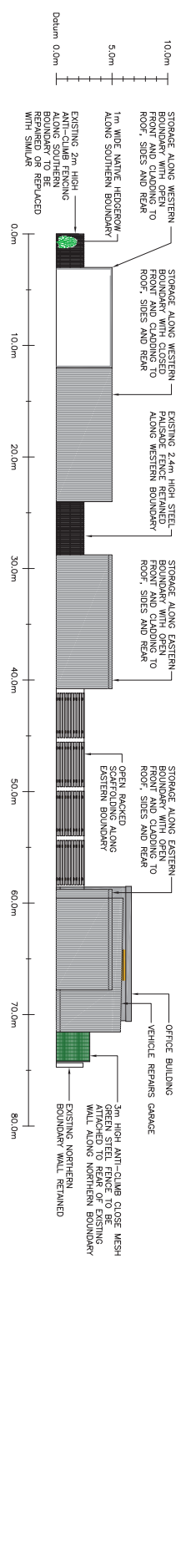
NORTH CROSS SECTIONAL VIEW (MORSON ROAD)



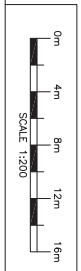
WEST CROSS SECTIONAL VIEW



SOUTH CROSS SECTIONAL VIEW



EAST CROSS SECTIONAL VIEW



DESCRIPTION					
REV	DATE	DESCRIPTION	DWN	CHK	APP
A	05/24	FIRST ISSUE	AC	CS	HR
REVISIONS					
B	31/07	Adjustments to site layout	AM	RA	APP

NOTES:

CLIENT: MATTISON SCAFFOLDING

PROJECT TITLE: MORSON ROAD RIVERSIDE INDUSTRIAL ESTATE ENFIELD, LONDON, EN9 4NQ

DRAWING TITLE: MATTISON SCAFFOLDING SITE CROSS SECTIONAL VIEWS

SCALE: 1:200

AMEC logo

PROJECT NO. 34903/LON/CVD/005/B

DATE: 05/24

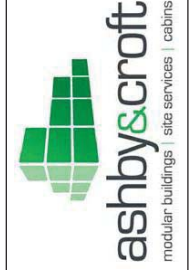
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3D View 1

1

PRELIMINARY - FOR COMMENT



Yard 5 Oliver Road
Riverside Industrial Estate,
West Thurrock, Essex
RM20 3ED

No.	Description	Date
A	General Update	28/04/2014
B	General Update	30/04/2014

Client	Mattison Scaffolding	3D View 1
Project	Proposed Two Storey Modular Office	Date 28/04/2014
		Drawn by PS
		Scale As Indicated
		Rev B

20140424-03

FINISHES SWATCHES




WESTERN RED CEDAR



RAL 7016 ANTHRACITE GREY



1 3D View 3

 ashby&craft modular buildings site services cabins		Yard 5 Oliver Road Riverside Industrial Estate, West Thurrock, Essex RM20 3ED																																																			
<table border="1"> <thead> <tr> <th>No.</th> <th>Description</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>General Update</td> <td>30/04/2014</td> </tr> <tr> <td>B</td> <td>General Update</td> <td>01/05/2014</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		No.	Description	Date	A	General Update	30/04/2014	B	General Update	01/05/2014																						<table border="1"> <tr> <td colspan="2">Client</td> <td colspan="2">3D View 3</td> </tr> <tr> <td colspan="2">Project</td> <td colspan="2">Proposed Two Storey Modular Office</td> </tr> <tr> <td>Date</td> <td>28/04/2014</td> <td>Drawn by</td> <td>PS</td> </tr> <tr> <td>Scale</td> <td>As Indicated</td> <td>Rev</td> <td>B</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>		Client		3D View 3		Project		Proposed Two Storey Modular Office		Date	28/04/2014	Drawn by	PS	Scale	As Indicated	Rev	B				
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