

# LONDON BOROUGH OF ENFIELD

## PLANNING COMMITTEE

Date : 30 August 2016

**Report of**  
Assistant Director, Planning,  
Highways & Transportation

**Contact Officer:**  
Andy Higham  
Sharon Davidson  
Ms Eloise Kiernan

**Ward:**  
Upper Edmonton

**Ref:** 16/02377/FUL

**Category:** Full Application

**LOCATION:** 30 Commercial Road, London, N18 1TP,

**PROPOSAL:** Construction of replacement 3-storey warehouse.

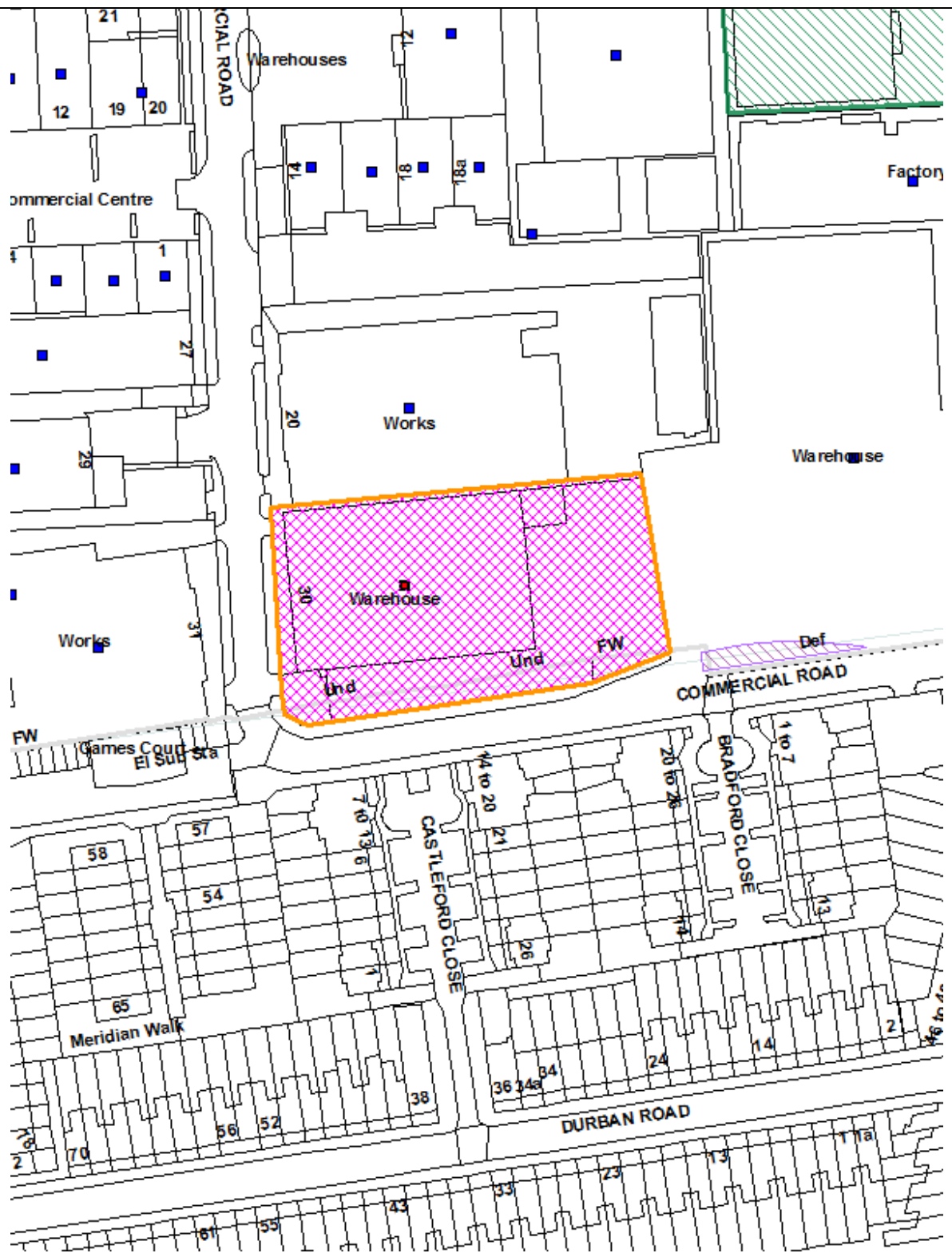
**Applicant Name & Address:**  
Innovation Trading Ltd  
C/o Agent

**Agent Name & Address:**  
Lionel Gregory Ltd  
J1 The Fullcrum Business Park  
Vantage Way  
Mannings Heath  
Poole  
Dorset  
BH12 4NU

### RECOMMENDATION:

The planning application be **GRANTED** permission subject to conditions.

Ref: 16/02377/FUL LOCATION: 30 Commercial Road, London, N18 1TP,



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Scale 1:1250



## **1.0 Site and Surroundings**

- 1.1 The site contains a warehouse building which fronts Commercial Road with Pretoria Road to the east of the site. There are residential properties to the south at Castleford Close and Bradford Close.
- 1.2 The building was destroyed by fire and thus the site is currently vacant, however it traded in school wear supplies.
- 1.3 The site is located within the Commercial Road Estate and is composed of large bulky good retail outlets, industrial and distribution uses.
- 1.4 The site is safeguarded as a Locally Significant Industrial Site (LSISs) for a range of industrial uses where they continue to meet demands and the needs of modern industry and businesses.

## **2.0 Proposal**

- 2.1 The proposal is for a replacement three storey warehouse with associated works. The previous building was of two storeys in height and destroyed by a fire in 2015. The site is currently vacant.
- 2.2 The replacement building would be three storeys in height and would have a total volume of 29, 078 m<sup>3</sup>. The previous building had a total volume of 16,025 m<sup>3</sup>. It would feature a simple design with dual pitched roofline and constructed of brickwork to lower levels with steel cladding to upper levels and banded brickwork.
- 2.3 The existing 3.5m wall to the south side of the site would be retained and extended at the same height to the full extent of the site fronting Commercial Road to the south and west. Additionally, 2.9m high steel gates would be erected to the site entrance.
- 2.4 The total number of staff employed would be 15 (as existing).

## **3.0 Relevant Planning Decisions**

- 3.1 16/00721/PREAPP – Erection of replacement three storey warehouse building – Pre application advice given
- 3.2 P13-01639PLA – Single storey rear extension to east elevation – granted with conditions
- 3.3 TP/10/1459 – Single storey rear extension to existing warehouse – granted with conditions
- 3.4 TP/80/1422 – Rebuilding of warehouse – granted with conditions

## **4.0 Consultations**

### **4.1 Statutory and non-statutory consultees**

#### **4.1.1 Traffic and Transport**

No objection raised subject to conditions.

#### 4.1.2 Economic Development

No objections raised.

#### 4.1.3 Environmental Health

No objections raised.

#### 4.1.4 Highways (SuDS)

No objections raised.

#### 4.1.5 Thames Water

No objection raised.

#### 4.1.6 Haringey Council

No comments received.

### 4.2 **Public response**

4.2.1 Letters were sent to 25 adjoining and nearby residents. No responses were received.

### 5.0 **Relevant Policy**

#### 5.1 The London Plan

Policy 2.17	Strategic industrial locations
Policy 4.4	Managing industrial land and premises
Policy 5.3	Sustainable design and construction
Policy 5.13	Sustainable drainage
Policy 5.18	Construction, excavation and demolition waste
Policy 6.1	Transport
Policy 6.2	Public Transport Capacity
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.7	Better streets and surface transport
Policy 6.9	Cycling
Policy 6.10	Walking
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Building London's neighbourhoods and communities
Policy 7.2	An inclusive environment
Policy 7.4	Local character
Policy 7.6	Architecture

#### 5.2 Core Strategy

CP14: Safeguarding strategic industrial locations

CP15: Locally Significant Industrial Sites

CP20 Sustainable energy use and energy infrastructure

- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP24: The road network
- CP25: Pedestrians and cyclists
- CP26: Public Transport
- CP30: Maintaining and improving the built environment
- CP32: Pollution

### 5.3 Development Management Document

- DMD19 Strategic Industrial Locations
- DMD20 Locally Significant Industrial Sites (LSIS)
- DMD37 Achieving High Quality and Design-Led Development
- DMD38 Design Process
- DMD45 Parking Standards and Layout

### 5.4 Other relevant policy/guidance

- NPPF
- NPPG

## 6.0 **Analysis**

### 6.1 Principle

- 6.1.1 The site is located in a Locally Significant Industrial Site (LSIS), which essentially seeks to reserve land and buildings for industrial and/or employment based uses only for B1, B2 and B8 purposes.
- 6.1.2 The proposed replacement building would retain the existing use and thus would not compromise the primary function of the LSIS, the operating conditions of other remaining industrial uses or the potential future use of neighbouring sites for industrial uses, having regard to Policies CP15, CP37 and CP38 of the Core Strategy; Policy DMD20 of the Development Management Document and Policies 2.17 and 4.4 of the London Plan including the aims and objectives of the NPPF.

### 6.2 Character and appearance

- 6.2.1 The National Planning Policy Framework advises that Local Planning Authorities should not attempt to impose architectural styles or particular tastes, and that design policies should concentrate on guiding factors such as the layout of the new development in relation to neighbouring buildings. It is however proper to seek to promote or reinforce local distinctiveness. In addition, Policy CP30 seeks to maintain and improve the quality of the built and open environment, whilst Policy DMD37 promotes development that is appropriate in its context and has regard to its surroundings. Additionally, the design and scale must be considered in the context of the surrounding pattern of development.
- 6.2.2 The design would replicate that of the original building in regards to overall appearance; however the overall height would be increased to incorporate an additional storey. Given the character and function of the industrial estate, it is not considered that the proposals would detract from the existing character of the building, or visual amenities of the industrial estate as a whole.

6.2.3 The proposed gates and 3.5m high wall fronting Commercial Road would not be detrimental to the visual amenities of the street scene.

### 6.3 Residential amenity

6.3. Policies DMD8 and DMD10 of the Development Management Document and CP30 of the Core Strategy seek to maintain residential amenities in regards to levels of outlook, sunlight and daylight.

6.3.2 The estate is an established industrial/employment location. However, this site lies opposite the flank elevations of residential properties that abut the south side of Commercial Road, in Castleford Close and Bradford Close. Nevertheless the building would sit within a frontage characterised by industrial buildings of similar scale and therefore it is considered that the proposed replacement building and associated works would not be detrimental to amenities of occupiers of residential properties to the south, approximately 15 metres away, separated by a public highway and sited with the flank elevations facing the proposed building.

### 6.4 Access and parking

6.4.1 Commercial Road is an unclassified road. There are predominantly industrial developments along its entirety. The PTAL is 2, which is poor and indicates that the area is not well connected to public transport services.

6.4.2 There are waiting restrictions along Commercial Road, although footway parking for bikes is permitted.

6.4.3 Following pre-application advice 16/00721/PREAPP, the applicant has submitted a Transport Assessment.

#### *Parking*

6.4.4 The parking provision equates 15 spaces, which amounts to 1 space per 250 sq.m. London Plan standards require a provision of 1 space per 100-600sqm (increasing to 1 space per 50-100sqm in areas identified in the DPD as needing more parking). In the absence of DMD specific standards, the requirement of 1 space per 100-600sqm standards are applicable. The proposed level is therefore towards the upper end of the max provision.

6.4.5 It is noted that the application is for a replacement building, and that the original building was of a similar scale. It is therefore not unreasonable to accept a similar parking provision to the one provided before, however there were concerns raised within the pre-application advice regarding how the nature of the use of the industrial site over time has resulted in a high level of on street parking. To address this point the applicant has undertaken a parking survey of the surrounding area. The results of the survey confirm that parking is reaching saturation levels. Stress levels were 90% or above for all times surveyed. Further information was requested regarding travel to work data for existing staff and traffic generation. The submitted data confirms that staff numbers would not increase as part of the proposals, which is considered acceptable.

- 6.4.6 The proposal also includes provision of ten cycle parking spaces. Whilst the spaces are covered, they are not secured, however an appropriate condition could be attached relating to cycle parking.

#### *Access and Servicing*

- 6.4.7 The pre-application advice also raised concerns regarding access and servicing of the site. The submitted details now confirm spaces can be accessed and egressed independently, and that the service bay accessed from Commercial Road would allow the site to be serviced as existing. The larger service vehicles would not be able to turn on site; however the site access makes an allowance for good visibility splays to mitigate against any highway safety concerns. It is therefore considered that these details are considered acceptable.

#### 6.5 Sustainability

- 6.5.1 The application has not been accompanied by an Energy Statement or demonstrated compliance with BREEAM requirements. However in order to address all sustainability requirements, it is considered appropriate to attach relevant conditions, should the scheme be granted, having regard to adopted Development Management Document and London Plan policies.

#### 6.6 CIL

- 6.6.1 The size of the proposed extension would be liable to a Community Infrastructure Levy contribution as it additional floorspace.

- 6.6.3 Based on the additional floorspace to be created, the CIL contribution would be  $3524 \text{ sq.m} \times \text{£}20 \times 271/223 = \text{£}85,650$ .

- 6.6.4 On 1 April 2016, the Council introduced its own CIL. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water. The applicable CIL rate is be £120 per square metre together with a monthly indexation figure. Enfield's charging schedule is available to view online.

- 6.6.5 In this instance the development would not be liable for Enfield CIL as it is for the creation of B8 floorspace.

#### **7.0 Conclusion**

- 7.1 The proposal replacement warehouse building is appropriately designed and thus would integrate satisfactorily within the street scene at the Locally Significant Industrial Site. Additionally, the proposals would not have any detrimental impacts on residential amenities, or highways safety.

#### **8.0 Recommendation**

- 8.1 The planning application be GRANTED permission subject to the following conditions:

1. C51 – Time limit
2. C60 – Approved plans

3. CO7 – Details of materials
4. C09 – Details of hard surfacing
5. C59 – Details of cycle parking
6. The development cannot be occupied until details of the internal consumption of potable water have been submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 25% improvement over BREEAM baseline.

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 and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, DMD58, Policy 5.15 of the London Plan.

7. Development shall not commence until feasibility of the biodiversity (green/brown) roof(s) and living walls shall be submitted and approved in writing by the Local Planning Authority. If deemed feasible (and unless otherwise agreed in writing) the biodiversity (green/brown) roof(s) shall be:
  - a. Biodiversity based with extensive substrate base (depth 80-150mm); and,
  - b. Planted/seeded with an agreed mix of species within the first planting season following practical completion of the building works.

The biodiversity (green/brown) 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. Details shall include full ongoing management plan and maintenance strategy/schedule for the green/brown roof to be approved in writing by the Local Planning Authority.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policies 5.11 & 7.19 of the London Plan.

8. Following the practical completion of works, a final Energy Performance Certificate with associated Building Regulations Compliance Report shall be submitted to and approved in writing by the Local Planning Authority. Where applicable, a Display Energy Certificate shall be submitted within 18 months following first occupation.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO<sub>2</sub> emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policy DMD51 of the DMD Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.



9. The development shall provide for no less than a 35% reduction on the total CO<sub>2</sub> emissions arising from the operation of a development and its services over Part L of Building Regs 2013. Prior to commencement of works an energy statement shall be submitted and approved in writing by the Local Planning Authority. The energy statement shall account how the carbon reduction target will be achieved through a fabric first approach and utilising gas as the primary heating fuel. Where an electric primary heating feed is required, carbon reduction calculations must be provided utilising a gas model as the baseline and savings must be directly equivalent to a 35% reduction from a gas model.

The development shall be carried out strictly in accordance with the energy statement so approved and maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO<sub>2</sub> emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policy DMD51 of the DMD, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

- 11 A scheme of renewable energy providing for no less than 20% onsite CO<sub>2</sub> reduction, shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall also include
  - a. The resulting scheme, together with any flue/stack details, machinery/apparatus location, specification and operational details (appropriate to the renewable energy source proposed);
  - b. A management plan and maintenance strategy/schedule for the operation of the technologies;
  - c. (if applicable) A servicing plan including times, location, frequency, method (and any other details the Local Planning Authority deems necessary); and,
  - d. (if applicable) A noise assessment regarding the operation of the technology.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO<sub>2</sub> emission reduction targets by renewable energy are met in accordance with Policy CP20 of the Core Strategy, DMD51-54, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan and the NPPF.

- 12 Evidence confirming that the development achieves a BREEAM New Construction 2014 rating (or subsequent equivalent quality assured scheme) of no less than 'Excellent' shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:
  - a. a pre-assessment, conducted by an accredited Assessor, shall be submitted prior to the commencement of works;

- b. a design stage assessment, and supported by relevant BRE interim certificate, shall be submitted at pre-construction stage within 3 months of commencement of superstructure works on site; and,
- c. a post construction assessment, conducted by an accredited Assessor and supported by relevant BRE accreditation certificate, shall be submitted within 6 months of first occupation.

The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from 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, DMD50, and Policies 3.5, 5.2, 5.3, 5.7, 5.9, 5.12, 5.13, 5.15, 5.16, 5.18, 5.20 & 6.9 of the London Plan as well as the NPPF.

- 13 Development shall not commence until a Green Procurement Plan has been submitted to and approved in writing by the Local Planning Authority. The Green Procurement Plan shall demonstrate how the procurement of materials of the development will promote sustainability, including by use of low impact, locally and/or sustainably sourced, reused and recycled materials through compliance with the requirements of MAT1, MAT2 and MAT3 of the relevant BREEAM standard (or subsequent equivalent quality assured schemes). The Plan must also include strategies to secure local procurement and employment opportunities. Wherever possible, this should include targets and a process for the implementation of this plan through the development process.

The development shall be constructed and procurement plan implemented strictly in accordance with the Green Procurement Plan so approved.

Reason: To ensure sustainable procurement of materials which minimises the negative environmental impacts of construction in accordance with Policy CP22 and CP23 of the Core Strategy, DMD57 and Policy 5.3 of the London Plan.

- 14 Development shall not commence until a Site Waste Management Plan for the construction phases of the development have been submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:
- a. Target benchmarks for resource efficiency set in accordance with best practice
  - b. 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
  - c. Procedures for minimising hazardous waste
  - d. 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)
  - e. 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

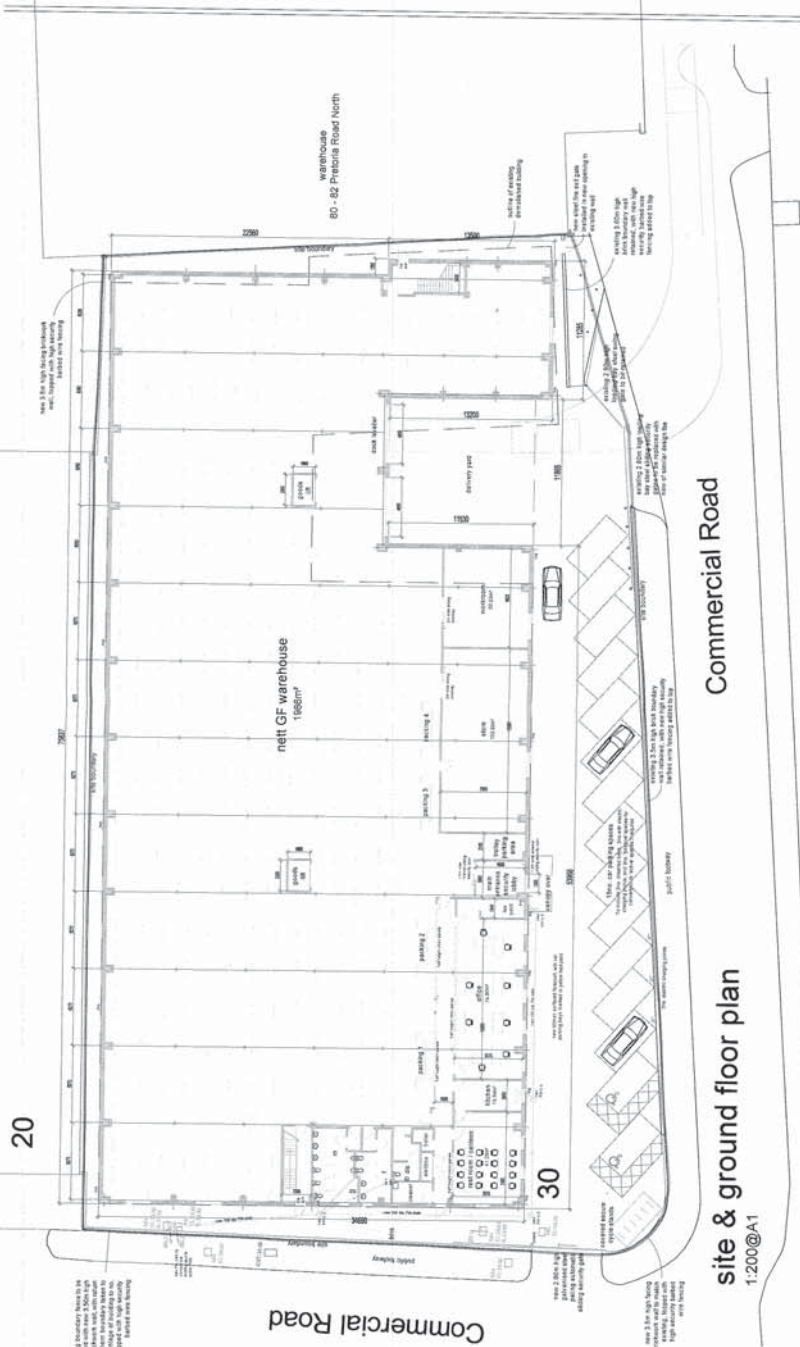
In addition no less than 85% by weight or by volume of non-hazardous construction, excavation and demolition waste generated by the development has been diverted from landfill

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy, DMD57, and strategic targets set by Policies 5.17, 5.18, 5.19, 5.20 of the London Plan and the draft North London Waste Plan.

- 15 The development shall not commence until details of surface drainage works have been submitted and approved in writing by the Local Planning Authority. The details shall be based on an assessment of the 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 and shall be designed to a 1 in 1 and 1 in 100 year storm event allowing for climate change. 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.

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 discharge of surface water outside of the curtilage of the property in accordance with Policy CP28 of the Core Strategy, DMD61 of the Development Management Document, Policies 5.12 & 5.13 of the London Plan and the NPPF..



site & ground floor plan  
1:200@A1



first floor plan



second floor plan

total warehouse floor AREA	gross internal floor AREA
6936 m <sup>2</sup> 74,658 ft <sup>2</sup>	7453 m <sup>2</sup> 80,223 ft <sup>2</sup>
total warehouse VOLUME	gross internal building VOLUME
27,219 m <sup>3</sup> 961,231 ft <sup>3</sup>	29,078 m <sup>3</sup> 1,026,882 ft <sup>3</sup>



- 24 05 16 Client alterations, additional details for Planning.
- 23 05 16 Loading bay and loading bay site entrance revised, parking/cycle provision revised, room dimensions adjusted.
- 18 05 16 Client's alterations and additions.
- 09 05 16 Client's alterations and additions.
- 03 05 16 Client's alterations and additions.
- 28 04 16 Upper floor windows added.
- 20 04 16 Building widened and site boundaries corrected to reflect site survey information.
- 04 03 16 Staircases and fire exits repositioned.

SW  
SW  
SW  
SW  
SW  
SW  
SW

Proposed new warehouse  
to replace fire damaged building  
at  
**30 Commercial Road, Edmonton**  
London Borough of Enfield  
for **INNOVATION TRADING**

Date: February '16 Scale: 1:200@A1 Drawn: SW

PROPOSED SITE & FLOOR PLANS

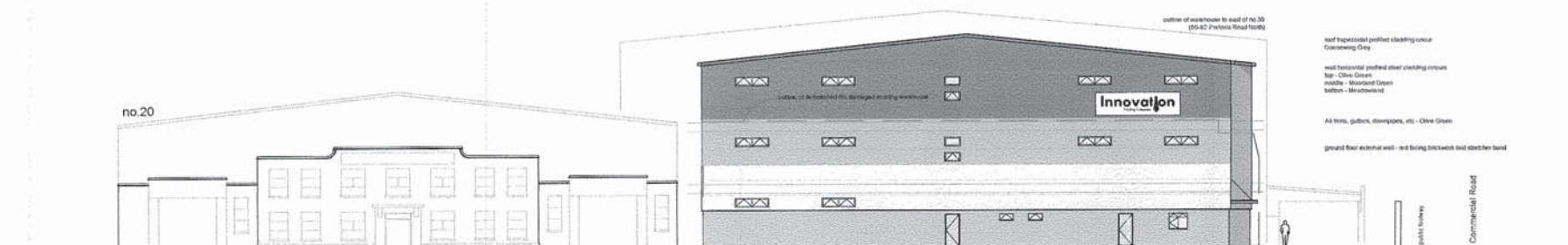
4828

11.H



ARCHITECTS  
UNIT 21, FULFORD ROAD BUSINESS PARK  
VANTAGE WAY, POOLE  
DORSET BH15 4JG  
TEL: (01202) 723157  
FAX: (01202) 74664  
E-MAIL: office@lgregory.co.uk

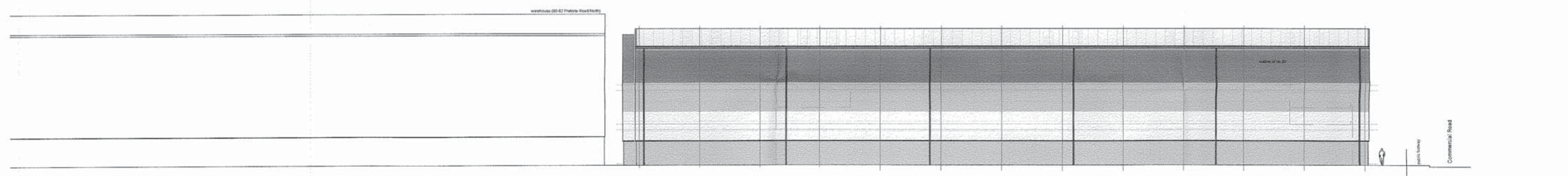
# J2885 INNOVATION TRADING



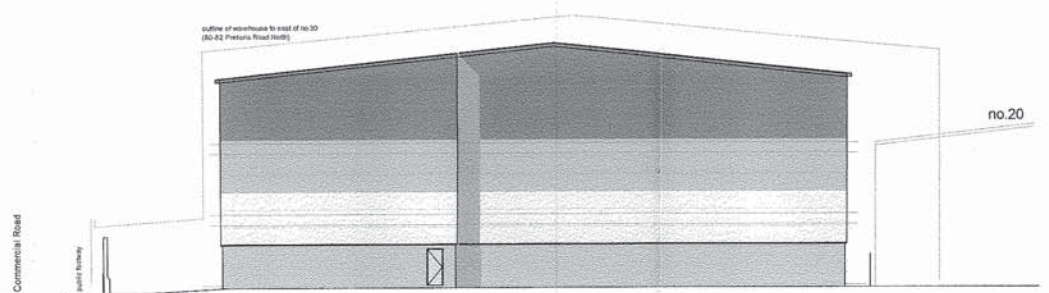
west elevation to Commercial Road  
boundary walls and fencing not shown for clarity - see Street Elevation drawing no. 4828/14



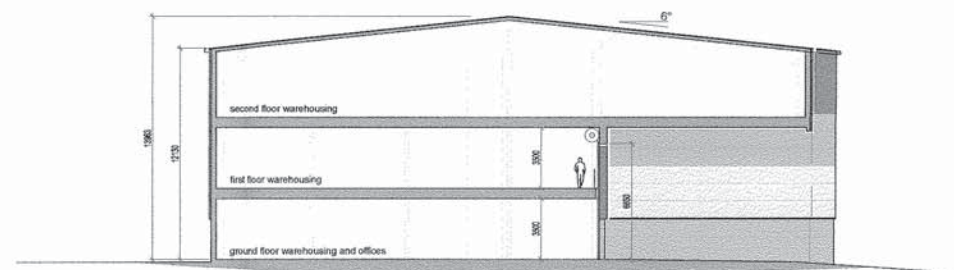
south elevation to Commercial Road  
all windows to have external steel mesh security grilles set off windows to allow opening casements to be opened 100mm  
boundary walls and fencing not shown for clarity - see Street Elevation drawing no. 4828/14



north (rear) elevation



east (end) elevation



cross section through main loading bay

Scale 1:200@A1

**CYCLE SHELTER FOR 10 CYCLES**

**CYCLE SHELTER**  
SPECIFICATION  
6no. Sheffield type tubular galvanised steel stands set in concrete.  
Shelter frame finish: Hot dipped galvanised steel.  
Shelter cladding: Clear view perspex.

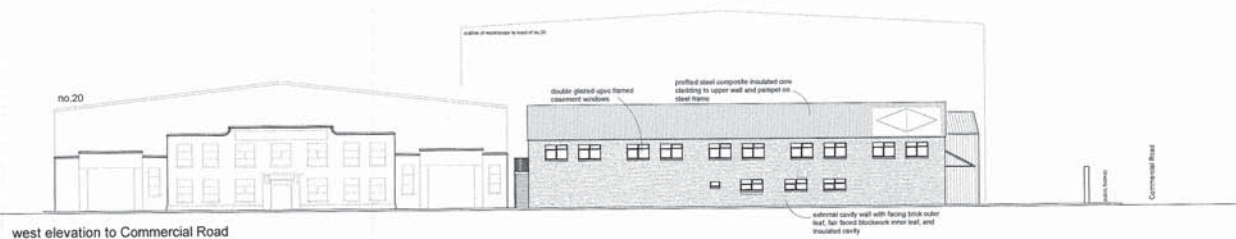
- 23 05 16 Client's alterations and additions, cycle shelter detail added. SW
- 16 05 16 Client's alterations and additions. SW
- 09 05 16 Client's alterations and additions. SW
- 03 05 16 Client's alterations and additions. SW
- 28 04 16 Windows added and vent grilles deleted. SW
- 20 04 16 Building widened and existing building outlines corrected to reflect site survey information. SW
- 04 03 16 Staircases and fire exits repositioned. SW

Proposed new warehouse  
to replace fire damaged building  
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**30 Commercial Road, Edmonton**  
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for **INNOVATION TRADING**

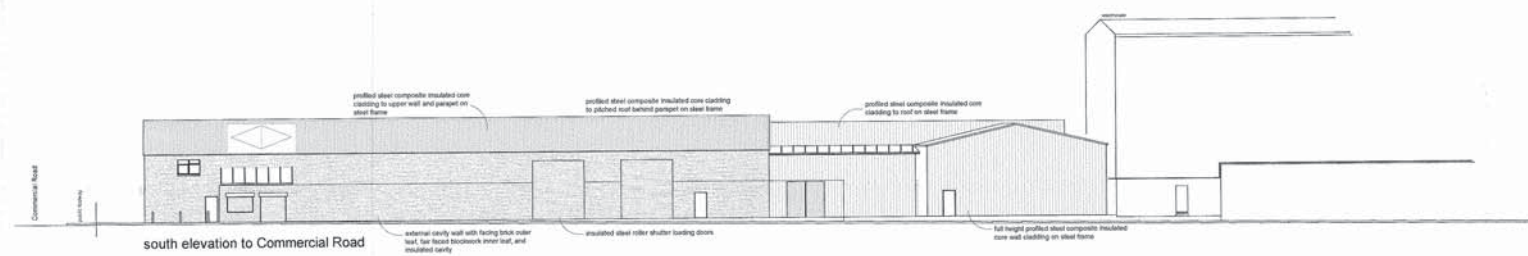
**LIONEL GREGORY**  
LIMITED  
**ARCHITECTS**  
UNIT J1, FULCRUM BUSINESS PARK  
VANTAGE WAY, POOLE  
DORSET, BH12 4NU  
TEL: (01202) 723157  
FAX: (01202) 745484  
E-MAIL: office@lionsgregory.co.uk

Date: January '16 Scale 1:200@A1 Drawn: SW  
**PROPOSED ELEVATIONS**  
4828 12.G

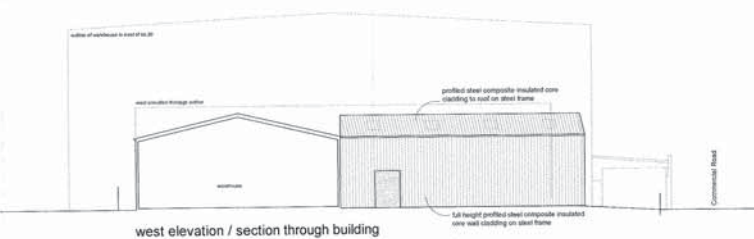
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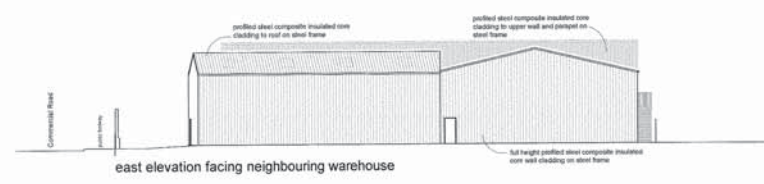
west elevation to Commercial Road



south elevation to Commercial Road

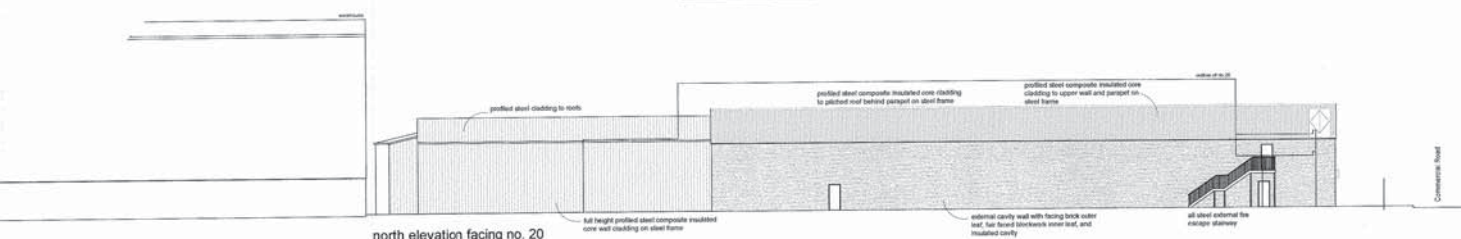


west elevation / section through building



east elevation facing neighbouring warehouse

NOTE - THIS DRAWING SHOWS THE PREVIOUS BUILDING ON SITE AS IT WAS PRIOR TO DESTRUCTION BY FIRE IN NOVEMBER 2015. THE REMAINS HAVE BEEN CLEARED AND THE SITE IS CURRENTLY VACANT.



north elevation facing no. 20

13 11 15 Additional fire exits and external fire escape stair well.

INNOVATION TRADING  
30 Commercial Road, Edmondton  
London Borough of Enfield

**LIONEL GREGORY**  
ARCHITECTS  
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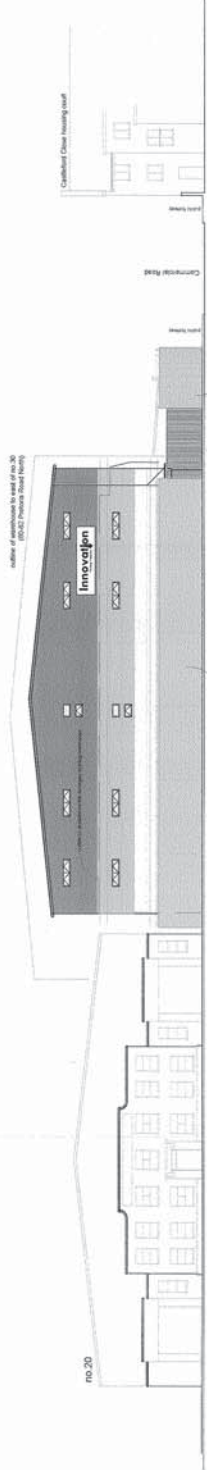
Date: November '15 Scale 1:200@A1 Drawn: SW

AS EXISTING - ELEVATIONS

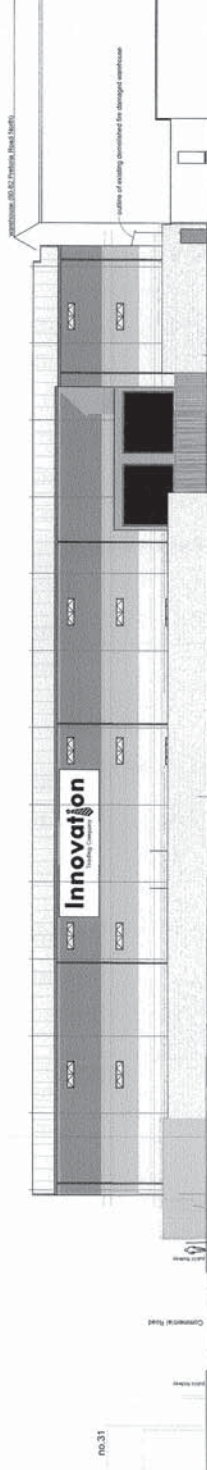
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7.A

# J2885 INNOVATION TRADING



**west elevation to Commercial Road**  
street elevation



**south elevation to Commercial Road**  
street elevation



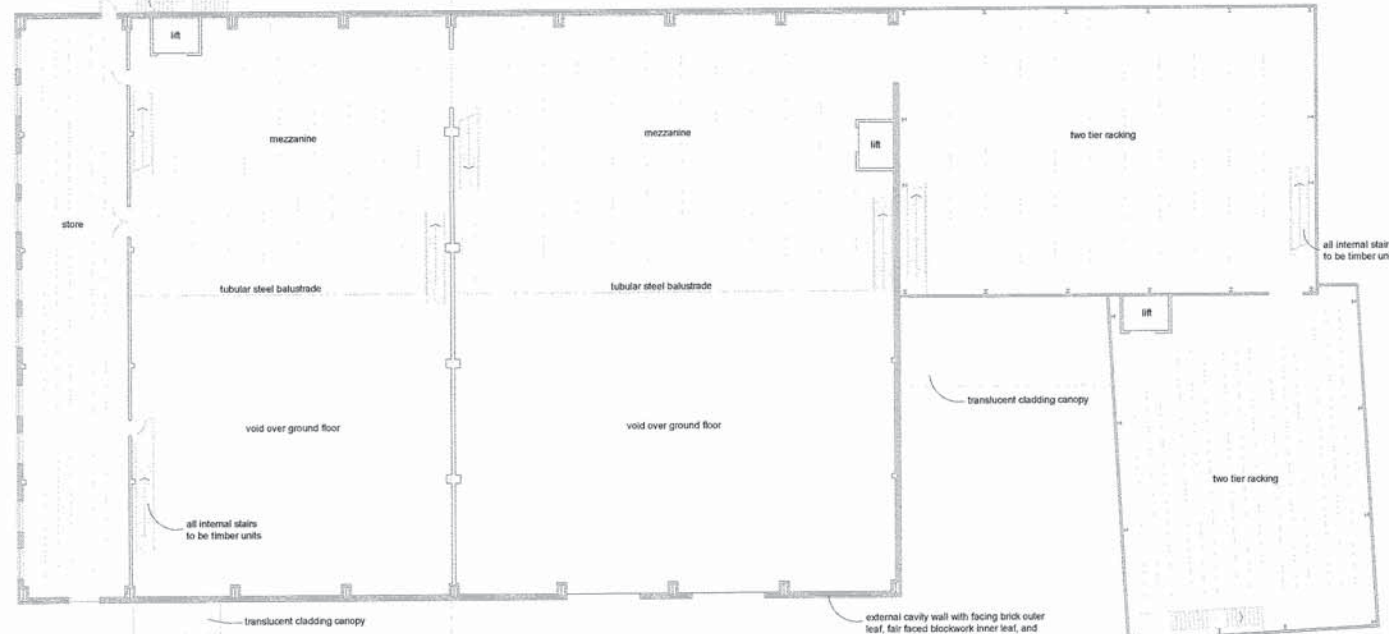
Proposed new warehouse  
to replace fire damaged building  
at  
**30 Commercial Road, Edmonton**  
London Borough of Enfield  
for **INNOVATION TRADING**

Date: May '16 | Scale: 1/200@A1 | Drawn: SW

**PROPOSED STREET ELEVATIONS**  
4828 | 14.

**ARCHITECTS**  
LONEL GREGORY ARCHITECTS  
UNIT 1, ALCOOM BUSINESS PARK  
SOMERSET WIFE VALLEY  
GLOSSET WIFE VALLEY  
TEL: (01262) 723157  
www.lonelgregory.com  
E: info@lonelgregory.com

# J2885 INNOVATION TRADING

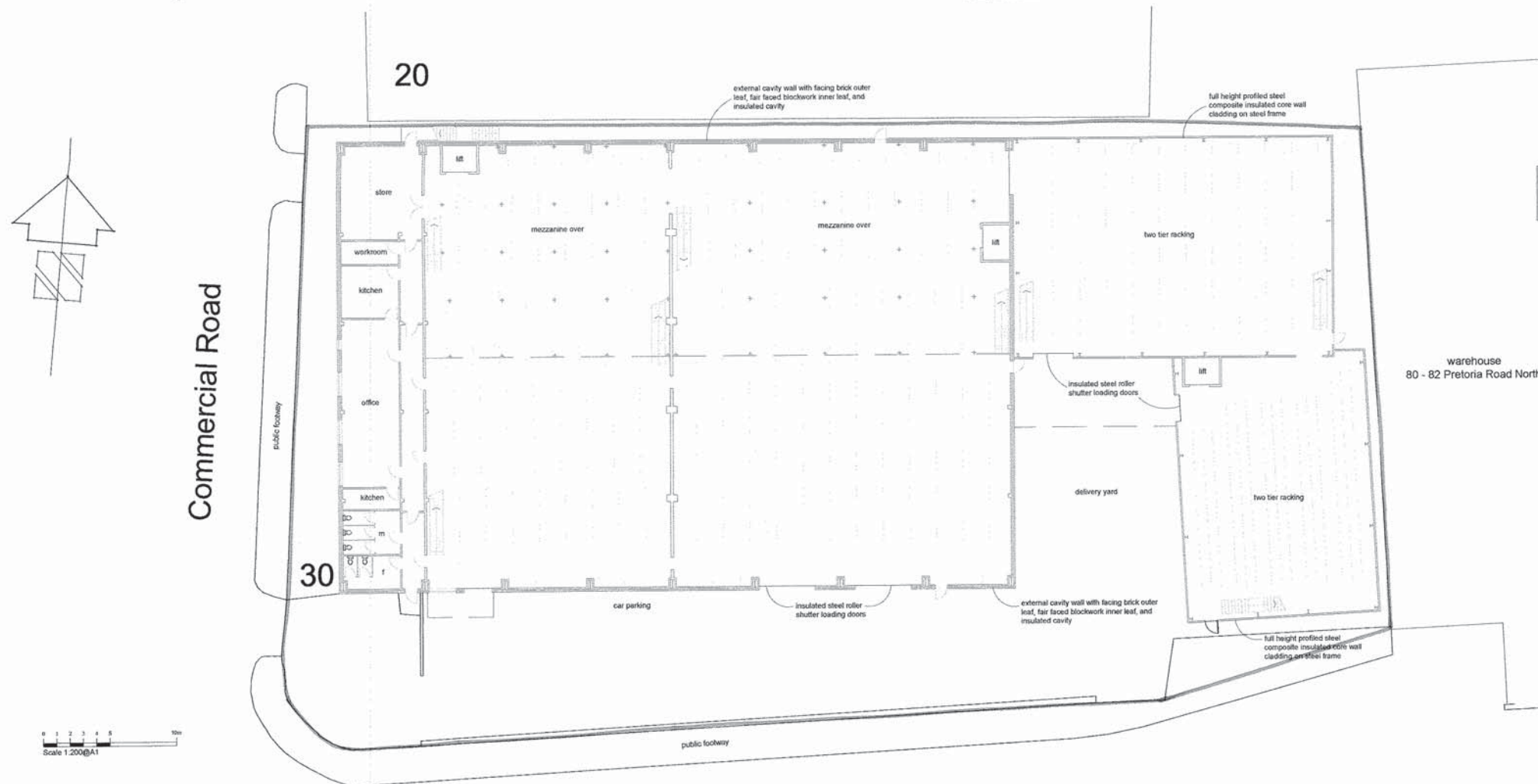


first floor plan



location plan

1:1250@A1  
OS ref. 533535 191761  
OS licence no. 100017330



site & ground floor plan

1:200@A1

NOTE - THIS DRAWING SHOWS THE PREVIOUS BUILDING ON SITE AS IT WAS PRIOR TO DESTRUCTION BY FIRE IN NOVEMBER 2015. THE REMAINS HAVE BEEN CLEARED AND THE SITE IS CURRENTLY VACANT.

B' 07 01 16 Staircase detail revisions and additional notes.  
A' 19 11 15 Additional fire exits and external fire escape stair added. SW

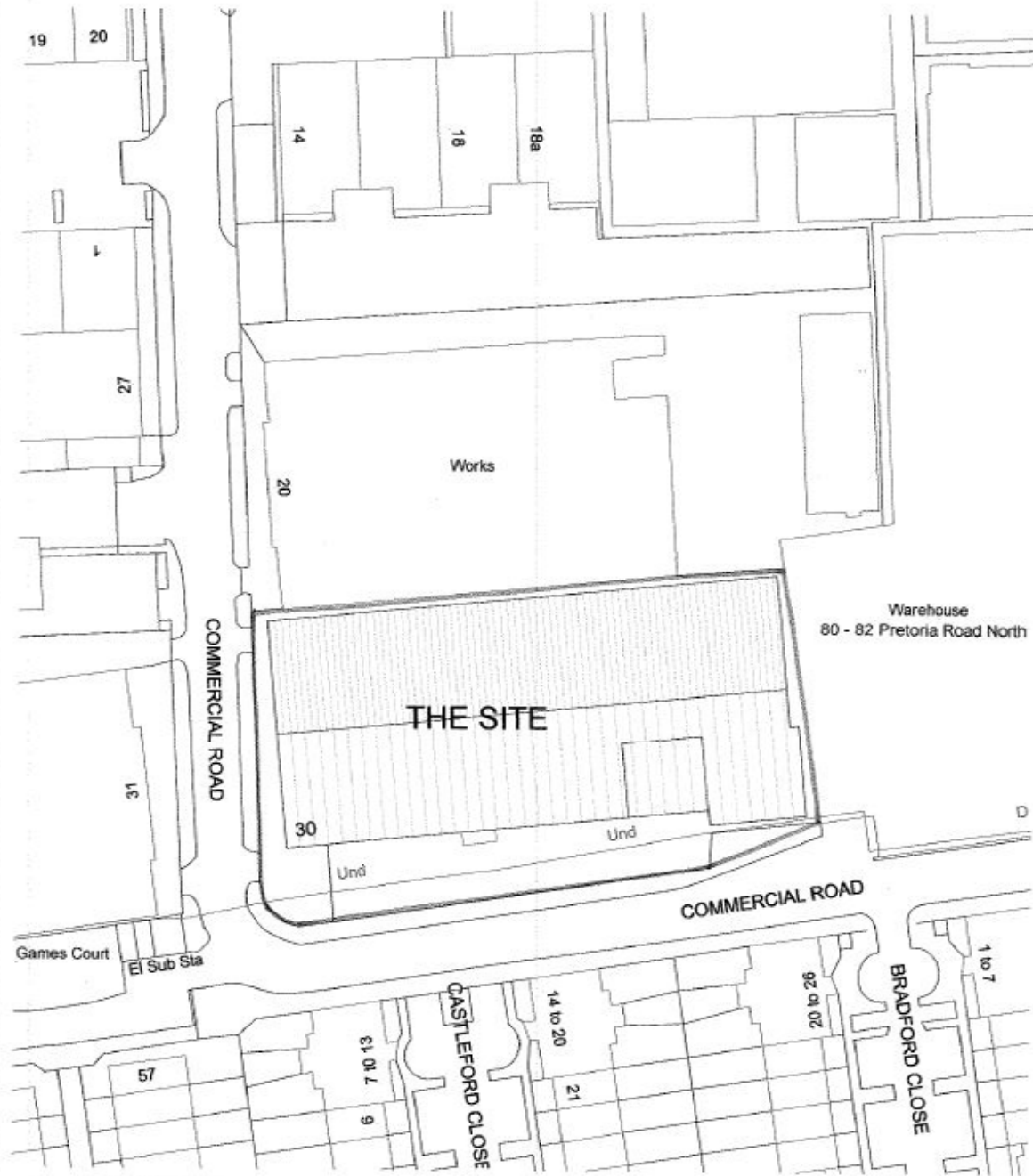
INNOVATION TRADING  
30 Commercial Road, Edmonton  
London Borough of Enfield



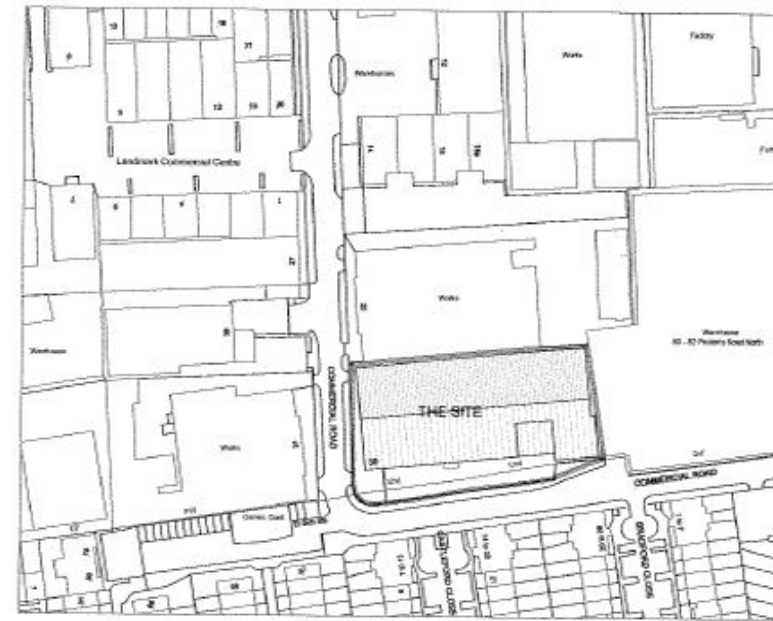
Date: November '15 Scale: 1:200@A1 Drawn: SW  
AS EXISTING - SITE & FLOOR PLANS  
4828 6.B

ARCHITECTS  
UNIT J1, FULCRUM BUSINESS PARK  
VANTAGE WAY, POOLE  
DORSET BH12 4NU  
TEL: (01202) 723157  
FAX: (01202) 745464  
E-MAIL: office@lionelgregory.co.uk

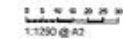




block plan  
1:500@A2



location plan  
1:1250@A2  
OS ref. 533635 191761  
OS licence no. 100017330



Proposed new warehouse  
to replace fire damaged building  
at  
**30 Commercial Road, Edmonton**  
London Borough of Enfield  
for **INNOVATION TRADING**

Date: February '16 | Scale: 1:500, 1250@A2 | Drawn: SW

**PROPOSED BLOCK & LOCATION PLANS**



**LIONEL GREGORY**  
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LIMITED  
UNIT 21, FULLCRUM BUSINESS PARK  
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