

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 1st August 2017

Report of
Assistant Director,
Regeneration &
Planning

**Contact
Officer:**
Andy Higham
Kevin Tohill
Liz Sullivan
Tel No: 0208 379 4391

Ward:
Edmonton Green

Ref: 17/00555/FUL

Category: Full Application

LOCATION: Yard, Gibbs Road, London, N18 3PU

PROPOSAL: Use as an inert waste management and recycling facility with ingress from Gibbs Road and egress to Second Avenue, together with minor alterations to existing buildings and associated works.

Applicant Name & Address:
Mr AGS OILFIELD SERVICES LIMITED
c/o agent

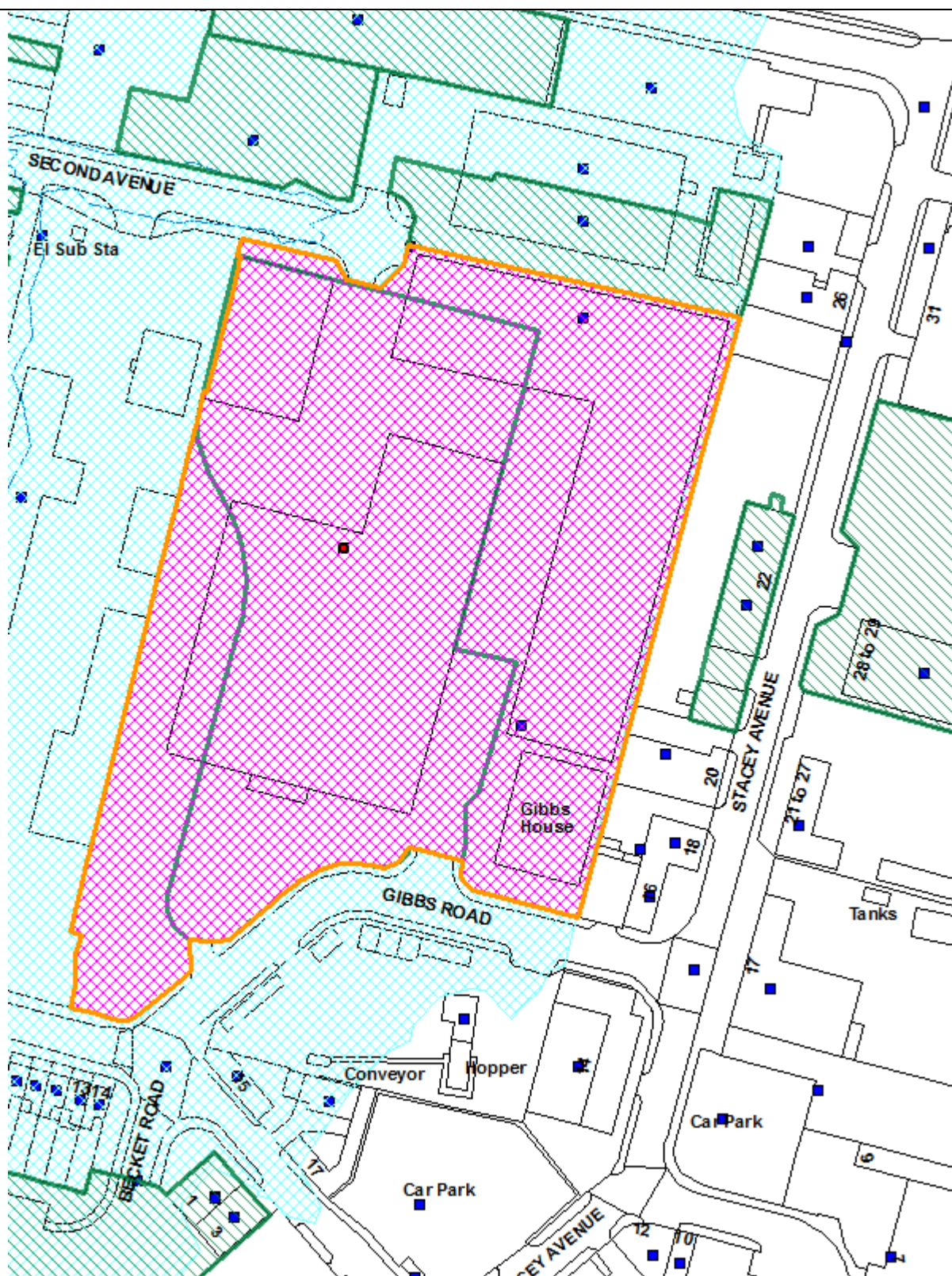
Agent Name & Address:
Dalton Warner Davis
21 Garlick Hill
London
EC4V 2AU

RECOMMENDATION:

That subject to the completion of a S106 Legal Agreement to secure the obligations set out in the report, the Head of Development Management/Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions and the s106, with delegated authority to finalise the schedule of conditions and wording thereof.

Note for Members:

Ref: 17/00555/FUL **LOCATION:** Yard, Gibbs Road, London, N18 3PU



1 Site and Surroundings

- 1.1 The site is located within the Montague Industrial Estate and extends from Gibbs Road to Second Avenue. The site currently comprises a large L-shaped building running along the northern and eastern site boundaries (granted under permission reference TP/07/2486), a building in the centre of the site (TP/09/1151), and older existing buildings to the northwest and southwest corners. The remainder of the site comprises hardstanding.
- 1.2 There are existing accesses from both Gibbs Road and Second Avenue.
- 1.3 The area is characterised by predominantly heavy industry however, further to the west and southwest of the site are residential dwellings, in particular traditional terraced properties fronting Montague Road and Daniel Close, respectively.
- 1.4 The site and wider estate are designated as a Strategic Industrial Location and fall within the Central Leaside Area Action Plan area. The entire site lies within Flood Zone 2, with flood zone 3 less than 10 metres from the site boundary.

2 Proposal

- 2.1 The proposal seeks permission for the use of the site as an inert waste management and recycling facility with ingress from Gibbs Road, together with minor alterations to existing buildings and associated works.

3 Relevant Planning Decisions

TP/09/1862 Granted with conditions October 2013
Use of site as an industrial facility for the production of renewable energy from waste timber involving extension to existing building, new pump house, substation and condensers with associated works and formation of a new exit to Gibbs Road.

TP/09/1151 Granted with conditions October 2009
Increase in height of roof of existing building together with external cladding and roller shutter doors

PRE/09/0009
Proposed development of biomass combined heat and power unit.

TP/07/2486 Granted with conditions March 2008
Erection of an open fronted storage building along the north and east boundary, alterations to parking layout and new vehicular access to Gibbs Road

TP/00/1669 Granted with conditions December 2000
Formation of vehicular access, gates, fence and warehouse doors

LBE/88/0034 Granted with conditions December 1988
Demolition of existing factory and provision of access road between Second Avenue and Gibbs Road plus future use of remainder of site for industrial and warehousing development (outline)

TP/87/1372 Granted with conditions November 1987

Erection of a toilet block to existing warehouse and erection of a new boundary fence with entrance gates along the proposed new road to Second Avenue)

4 Consultations

Traffic and Transportation

- 4.1.1 Initial objections have been overcome by the provision of additional detail, discussed below.

Environmental Health

- 4.1.2 No objection subject to conditions.

SUDS

- 4.1.3 Officers have conceded on the issue of the run off rate given the proposal does not envisage a redevelopment of the site, no objection subject to the EA being satisfied with the proposal and SUDS measures being secured.

Planning Policy

- 4.1.4 The proposal is in line with planning policy and the Draft North London Waste Plan.

External

Environment Agency

- 4.1.5 Initial objection removed subject to 8 conditions.

GLA

- 4.1.6 Stage 1 response confirmed that the proposal complies with policy and further consultation is not required.

4.2 Public

- 4.2.1 105 letters were sent to neighbouring properties and both a site notice and press notice were published. No responses from the public have been received.

5 Relevant Policy Considerations

London Plan

Policy 2.1	Strategic Industrial Locations
Policy 5.16	Waste Net Self-Sufficiency
Policy 5.14	Water Quality and Wastewater Infrastructure
Policy 5.17	Waste Capacity
Policy 5.21	Contaminated Land
Policy 7.14	Improving Air Quality

North London Waste Plan (Draft) 2015

Core Strategy

CP1 Strategic growth areas
 CP13 Promoting economic prosperity
 CP14 Safeguarding strategic industrial locations
 CP20 Sustainable energy use and energy infrastructure
 CP22 Delivering sustainable waste management
 CP24 The road network
 CP25 Pedestrians and cyclists
 CP27 Freight
 CP28 Managing flood risk through development
 CP29 Flood management infrastructure
 CP30 Maintaining and improving the quality of the built and open environment
 CP32 Pollution
 CP36 Biodiversity
 CP37 Central Leaside

Development Management Document

DMD19 Strategic Industrial Locations
 DMD23 New Employment Development
 DMD45 Parking Standards and Layout
 DMD47 Access, New Roads and Servicing
 DMD49 Transport Assessments
 DMD50 Environmental Assessment Methods
 DMD51 Energy Efficiency Standards
 DMD52 Decentralised Energy Networks
 DMD54 Allowable Solutions
 DMD58 Water Efficiency
 DMD 59 Avoiding and Reducing Flood Risk
 DMD 60 Assessing Flood Risk
 DMD 61 Managing Surface Water
 DMD 62 Flood Control and Mitigation Measures
 DMD 64 Pollution Control and Assessment
 DMD 65 Air Quality
 DMD 66 Land Contamination
 DMD 68 Noise
 DMD 70 Water Quality
 DMD 81 Landscaping

6 Analysis

Principle

- 6.1 The proposal is for the use of the site as a waste transfer facility that will manage the separation and segregation of over 200,000 tonnes/per annum of waste from construction and demolition processes. Wood, metal, soil, stones and hard-core are forwarded to companies that will re-use the materials or recycle them. Where the material is re-used, the processing cycle can be repeated; where the material cannot be re-used, it will enter the recycling process that will be conducted on site. The remaining waste material is baled and exported to its market as RDF (Refuse-Derived Fuel). RDF is residual, non-recyclable waste that would go to landfill in the UK, but which can be burned at lower cost in energy-from-waste (EfW) facilities. As a waste, it must be burned in a facility which meets the specifications for an incinerator laid down in the Industrial Emissions Directive (in the UK, this is incorporated into the Environmental Permitting Regulations).

- 6.2 The draft North London Waste Plan (NLWP) Policy 3 'Area Allocations' identifies the Montagu Industrial Estate as a suitable location for waste management uses with reference to Table 10 and site reference A11-EN of that policy. The waste facility types that the NLWP considers are appropriate within the Montagu Industrial Estate are (A) recycling, (B) composting, (C) integrated resource recovery facilities/resource parks and (E) waste transfer. The proposed development is for a use falling within these categories (A) and (E).
- 6.3 The proposed development promotes sustainability and contributes to targets set by London Plan Policy 5.16 to increase the self-sufficiency of London. The proposed use of the site as a waste management facility for waste reuse, recycling and production of RDF is supported by WMP and the draft NWLP, which consider these uses to be significant in accomplishing future sustainable development. London Plan Policy 5.17 supports the need to increase waste processing capacity in London, and 5.17H seeks to protect existing waste management sites and ensure that their use is maximised.
- 6.4 As a safeguarded waste site within strategic industrial land the proposed use is acceptable in principle, contributing towards strategic waste management in London.

Highway Safety

Traffic Generation

- 6.5 Planning permission was granted under reference TP/09/1862 for a waste processing related use, though this permission has since expired. The proposal envisaged 204 HGV and 155 LGV daily movements over 24 hours. This development is utilised as a comparison for the proposed scheme. The anticipated trip generation assessment is based on surveys undertaken for a similar site owned by the applicant in Leyton, the site is considered to provide an acceptably comparable development. It operates between 07:00 and 18:00 and records approximately 320 HGV and 108 light goods vehicle movements daily.
- 6.6 Compared to the vacant site where no traffic is currently generated by the site, it is clear that the proposal will result in intensification in the number of trips. The table below summarises the number of vehicle movements forecast in the Transport Assessment to be generated by the proposed development:

	Cars	LGVs	HGVs (rigid)	HGVs (artic.)	Motor- cycles	Pedal cycles	Total vehicles	Pedest- rians
In	34	22	156	3	0	5	220	17
Out	30	20	156	6	2	5	219	15

The vehicular trips were distributed as follows:

- 0.7% (HGVS) and 17.2% (LGVS) arriving / departing via Montagu Road North;
- 99.3% (HGVS) and 82.8% (LGVS) arriving / departing via Montagu Road South.

- 6.7 Automatic Traffic counts were undertaken on Tuesday 29th November 2016 at the junction of Princess Road and Montagu Road to enable the assessment of the implication of these additional traffic movements on the local highway network. The additional vehicle movements are unlikely to have an adverse impact on the operation or safety of the surrounding highways. The modelling demonstrates that the junctions will have ample capacity to accommodate an increase in traffic. In addition, most traffic

generated will be outside the network peak times. As such the scheme complies with the DMD 48 and London Plan Policy 6.3.

- 6.8 The analysis of the road traffic accidents in the vicinity of the site did not reveal any reoccurring patterns.

Access

- 6.9 The development proposes to utilise the existing three accesses on Gibbs Road and to reopen the redundant access from Second Avenue only in case of emergency. The central entrance on Gibbs Road will provide HGV (including all skip lorries) entrance to the site, and the western access will serve as HGV's exit and also as the staff and visitor car parking access.
- 6.10 Two of the vehicle access points will become redundant, i.e. the western most access in Gibbs Road and the western access in Second Avenue. Both access points should be infilled and converted back into footways. The works should form part of s278 agreement.
- 6.11 It is proposed that the HGVs waste will enter the site from Gibbs Road, circulating the building in a one way arrangement before exiting back onto Gibbs Road. Appropriate and clear signage will need to be displayed before entry to the site in Gibbs Road to inform about the proposed access arrangements. A planning condition is recommended to address this.
- 6.12 Introduction of on street parking and loading restrictions in Second Avenue (to keep emergency access clear), Gibbs Road (to control parking and loading), at the junction of Gibbs Road and Stacey Avenue (to keep sightlines clear) and Daniel Close (to keep access for cyclists clear) will be necessary. This should be secured by a s106 contribution for the amount of £2,500.
- 6.13 The gates for the main entrance from Gibbs Road for HGVs are shown to be set back 9m from the carriageway, which is sufficient to allow a vehicle to wait before the gates and prevent obstruction on the carriageway.

Car Parking

- 6.14 The London Plan standard for a B2 use is a maximum of 1 space per 500sqm GIA for commercial vehicles, which equates to a maximum provision of 16 spaces. In addition between 81 and 156 car parking spaces should be provided for visitors and staff although para 6A.7 of the London Plan allows a degree of flexibility to reflect different trip-generating characteristics. The parking provision for the scheme is based on the Sui Generis use and a total of 56 car parking spaces are proposed, which do not meet the minimum level of the London Plan. However according to the TA this provision will be sufficient for the operation of the site. In addition, the provision of 56 parking spaces are justified in the TA based on the Census 2011 data (travel to work) where 57% of staff would use a car to travel to work. As no parking accumulation study was carried out there is a concern that the use could lead to some overspill parking in the surrounding streets. There are no parking restrictions on street in the vicinity of the site and the surrounding roads are already heavily parked. A Car Park Management Document will therefore be required to ensure parking is managed internally and the new parking restrictions in Gibbs Road and nearby junctions will be secured under s106.

- 6.15 The TA (Transport Assessment) states that 20% active and 10% passive electric vehicle spaces will be provided, which complies with the London Plan standard. These details aren't set out on the plans and the provision therefore should be secured by a planning condition.

Cycle parking

- 6.16 The proposed level of cycle parking accords with the London Plan standards, which require 16 long stay spaces for staff and 8 for visitors however the proposed arrangement does not provide sufficient access space between the store, street and the main entrance to the admin/office building. An improved access can be achieved by widening of the footway, the detailed design of this area needs to be reviewed to ensure that it is as safe as possible and details will be sought by condition.

Travel Plan

- 6.17 A full staff Travel Plan has been submitted. The staff mode split targets are acceptable and in line with London Plan Policy. However, the following changes are necessary:
- Travel plan management: the contact details of the appointed travel plan coordinator are missing and should be provided now;
 - No shower/changing facilities are proposed for staff but are required (as per pre-appl);
 - The Action Plan should include joining with cycle to work scheme (<https://businessoffers.tfl.gov.uk>);
 - The details of car sharing are missing from the action plan but are required;
 - The details of the car parking strategy to be provided to staff are missing. An example should be attached to the Travel Plan;
 - Para 3.10 of the submitted Travel Plan should be changed to read: Travel surveys will be iTRACE compliant. The baseline TRICS compliant surveys will be undertaken within six months of first occupation.

The Travel Plan and its implementation will be secured as part of a s106 agreement.

Air Quality

- 6.18 Environmental Health officers have reviewed the submission and the comparison in the report between no development and development in place, for nitrogen dioxide, show the difference to be less than half a microgramme. For PM10 the difference between no development and development in place is less than 0.1 microgrammes. As such the report submitted with the application demonstrates that the proposed development will have a negligible impact upon air quality.
- 6.19 The buildings have already been constructed and therefore no consideration of the emission of dust from construction is required however it must be ensured that the operation of the site does not result in an impact on air quality. The GLA expect the operation of the site to be Air Quality Neutral and therefore conditions are required which ensure that all dust producing operations are undertaken within the buildings with the doors closed.

Noise

- 6.20 The noise rating has been assessed against background level and the existing ambient noise level. The anticipated noise rating is above background level by a small amount of 1 or 2dB at a couple of the residential receptor points, this level is considered to be imperceptible. The ambient noise level, which is all noise sources

mixed together, is the critical marker and the acoustic report shows that the noise from the proposed development will be at least 8dB below current ambient noise levels, meaning that the proposed development will have no impact on the existing noise environment.

Neighbouring Amenity

- 6.21 The draft NWLP Appendix 2 'Enfield Site and Areas' states that at the Montagu Industrial Estate site allocation (AE-11) *"there is potential for a number of waste management options to be taken forward"* and that *"waste management facilities should avoid the units fronting Pegamoid Road (the Industrial Estate's northern boundary) to avoid any adverse impact on any sensitive receptors"*. The application site is remote from Pegamoid Road, it is separated from the nearest residential properties on Montagu Road to the east by another plot which runs from Second Avenue to Daniel Close. This site has a landscaped buffer of trees
- 6.22 The assessment of air quality and noise demonstrate that the development would not adversely impact on neighbouring amenity. Furthermore the arrangements of vehicular access to the site ensures that residential roads are avoided.

Flood Risk and Sustainable Urban Drainage

- 6.23 The proposal has been subject to consultation with the Environment Agency. The site is located in Source Protection Zone 1 above a Principal Chalk aquifer and groundwater below the site is abstracted for human consumption. The EA initially objected and required the submission of details to demonstrate that the development would not pose a risk to the controlled waters, this included demonstrating that the risks are known and that appropriate measures will be implemented to reduce the risk to controlled waters as well as remediating any contamination present.
- 6.24 The EA requested a preliminary risk assessment based on a phase 1 desk study and conceptual site model, it was confirmed in letter dated 28th June 2017 that sufficient information has been submitted to confirm that subject to conditions the EA was satisfied that the development would not pose an unacceptable risk to the environment.
- 6.25 Officers have been satisfied with the approach to flood risk and SUDS which has been developed with the applicant during the course of the application. Final specifications of the SUDS measures are required by condition.

Sustainability

- 6.26 The proposal is for the utilisation of the existing buildings on site rather than a redevelopment. The two large warehouse buildings were constructed under their 2009 permission whilst the office building at the southern end of the site pre-dates them. The scope of the buildings to achieve current requirements of the London Plan for new developments in terms of carbon reduction has not been fully assessed but a condition is recommended for a scheme to explore the maximisation of renewable energy across the site and the carbon reduction achievable for the office building.

- 7.1 To include:
- Car Park Management Document
 - Travel Plan
 - A s278 to secure improvements to Second Avenue and dropped kerbs with tactile paving at all entrances to the site etc.

7 Conclusion

- 7.1 The acceptability of the principle of a waste transfer use on this site has previously been established under the 2009 application, however it has been reassessed by officers and the GLA and it has been confirmed that the principle of the proposal complies with the London Plan and Enfield Local Plan. The assessment above sets out that the development would not result in an unacceptable impact on the local road network, neighbouring amenity or protected ground water.

8 Recommendation

- 8.1 It is recommended that permission be granted subject to a s106/s278 agreement and conditions.

Conditions

1. 3 years

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.

2. Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans as set out below:

51609-P-01
51609-P-20 REV D
51609-P-60
SK02 REV A
Construction Traffic Management Plan
Phase 1 Environmental Assessment
Air Quality Assessment
Noise Assessment
Details of the Proposed Waste Streams Red: 12194
Construction Traffic Management Plan

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

3. SUDS

Notwithstanding the details set out in the submitted FRA (3308 SWDS) July 2017, prior to the commencement of any construction work, details of the Sustainable Drainage shall be

submitted to and approved in writing by the Local Planning Authority and must conform with the Landscaping Strategy. The details shall include:

- Size of the Rainwater Harvesting tank and roof area draining into this
- Final areas of permeable paving/tarmac
- Final design of other SuDS such as rain gardens and raised planters including sizes and areas draining into these features
- Information on additional drainage features including proprietary treatment

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy, DMD 61, and Policies 5.12 & 5.13 of the London Plan and the NPPF

2009

4. No external storage

No goods, products or waste material shall be deposited or stored on any open part of the site. Unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and the appearance of the site, to ensure the development is operated in accordance with the approved details.

5. Bat survey

The development shall not commence until a bat survey has been undertaken of the existing buildings, in accordance with the most recent guidance published by Natural England, and any necessary mitigation measures have been completed in accordance with details, which shall have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development does not unacceptably affect a this protected species.

6. Delivery/collection hours

Deliveries to and collections from the site shall only take place between the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 16:00 on Saturdays and at no time on Sundays or Bank Holidays.

Reason: To protect the amenities of nearby residential and commercial properties.

7. Second Avenue access

The development shall not commence until a scheme to provide pedestrian access and emergency access only from Second Avenue, which shall include signage has been

submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before first use of the facility and retained thereafter.

Reason: To protect the amenities of nearby residential and commercial properties.

8. Delivery and Servicing Plan

The development shall not commence until a Delivery and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be in use at all times the facility is operating.

Reason: To protect the amenities of nearby residential and commercial properties.

9. Signage

Prior to the commencement of development details of access, any other highway alterations associated with the development and vehicle movements within the site including details of ingress and egress, internal one-way working system and associated signage throughout the site for heavy good vehicles shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and permanently retained.

Reason: To safeguard the free flow and safety of traffic.

10. Redundant entrances

Prior to the commencement of development details of the redundant points of access and reinstatement of the verge to make good the footway shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and permanently retained.

Reason: To provide safe and accessible linkages for pedestrians and cyclists and to preserve the interests of highway amenity.

11. Parking areas

The car parking areas forming part of the development shall be implemented with 20% active and 10% passive electric vehicle charging points and shall only be used for the parking of private motor vehicles and shall not be used for any other purpose.

Reason: To ensure that the development complies with Unitary Development Plan Policies and to prevent the introduction of activity which would be detrimental to amenity.

12. Enclosure

The site shall be enclosed, including site gates, in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved detail before the development is occupied.

Reason: To ensure satisfactory appearance and safeguard the privacy, amenity and safety of adjoining occupiers and the public and in the interests of highway safety.

13. Landscaping

The development shall not commence until details of trees, shrubs and grass to be planted on the site have been submitted to and approved in writing by the Local Planning Authority. The planting scheme shall be carried out in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

Reason: To provide a satisfactory appearance and ensure that the development does not prejudice highway safety.

14. Footpaths

The development shall not commence until details of footpaths, which will be demarcated and/or protected and of an appropriate width, showing routes from the car park, cycle store and site entrances to the office building, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved detail before the development is occupied or use commences.

Reason: To ensure that the development does not prejudice highway safety and a satisfactory appearance.

15. Air quality and noise mitigation

The development shall be completed and subsequently operated in accordance with all mitigation measures set out in the Air Quality Assessment (February 2017) and Noise Assessment (January 2017).

Reason: In the interest of neighbouring amenity and the environment.

16. Contamination

No development approved by this planning permission shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:
 - all previous and proposed uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors; and
 - potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reasons: To protect groundwater through ensuring that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution. This is in line with paragraph 109 of the National Planning Policy Framework, which states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

17. Verification

Prior to each phase of development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reasons: To protect groundwater and to ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 109 of the National Planning Policy Framework. The verification report should be undertaken in accordance with in our guidance *Verification of Remediation of Land Contamination*, available to view at <http://publications.environment-agency.gov.uk/pdf/SCHO0210BRXF-e-e.pdf>.

18. Monitoring and maintenance of contamination

No development should take place until a long-term monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority.

Reasons: To protect groundwater through ensuring that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 109 of the National Planning Policy Framework. At least 3 boreholes will be required in order to allow for the determination of groundwater flow patterns. More may be required to determine soil and water quality.

19. Contamination not previously identified

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons: To protect groundwater through ensuring that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from

previously unidentified contamination sources at the development site. This is in line with paragraph 109 of the National Planning Policy Framework.

20. No surface water infiltration

No infiltration of surface water drainage into the ground is permitted, other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution caused by mobilised contaminants in line with paragraph 109 of the National Planning Policy Framework. We do not believe that the use of infiltration SuDS is appropriate in this location.

21. Groundworks

Piling, deep foundations, investigation boreholes, and any other deep intrusive groundworks (tunnel shafts, ground source heating and cooling systems) using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reasons: To protect groundwater. Piling or any other penetrative groundworks can result in risks to potable supplies from, for example, pollution / turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. A piling risk assessment and appropriate mitigation measures should be submitted with consideration of the Environment Agency guidance. During piling works, due to the proximity of nearby potable abstractions weekly groundwater monitoring for insitu parameters and turbidity should be considered. This condition is in line with paragraph 109 of the National Planning Policy Framework.

22. Boreholes

Prior to any part of the permitted development being brought into use, a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected.

Reasons: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 109 of the National Planning Policy Framework. This should include the monitoring well recorded in building A.

23. Drainage

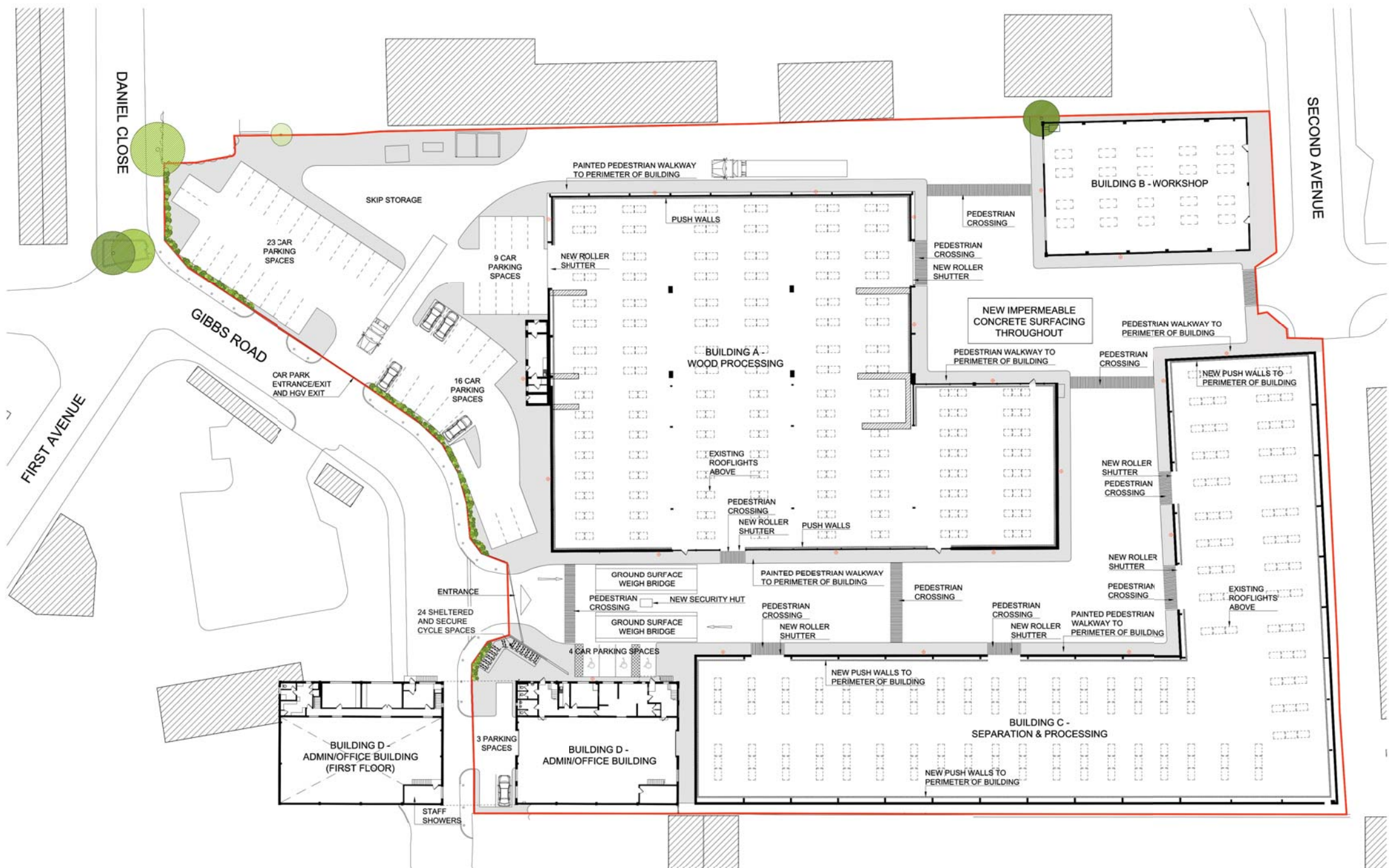
The development hereby permitted may not commence until such time as a scheme to agree drainage has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reasons: To ensure that the proposed development does not harm groundwater resources in line with paragraph 109 of the National Planning Policy Framework.

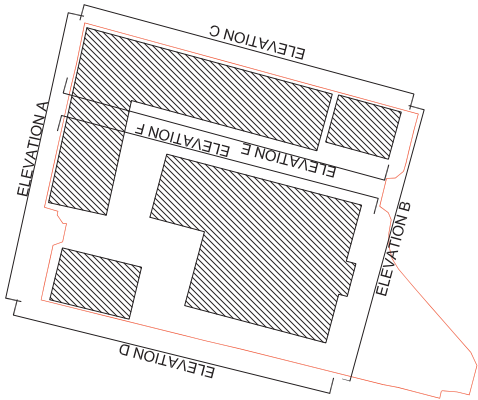
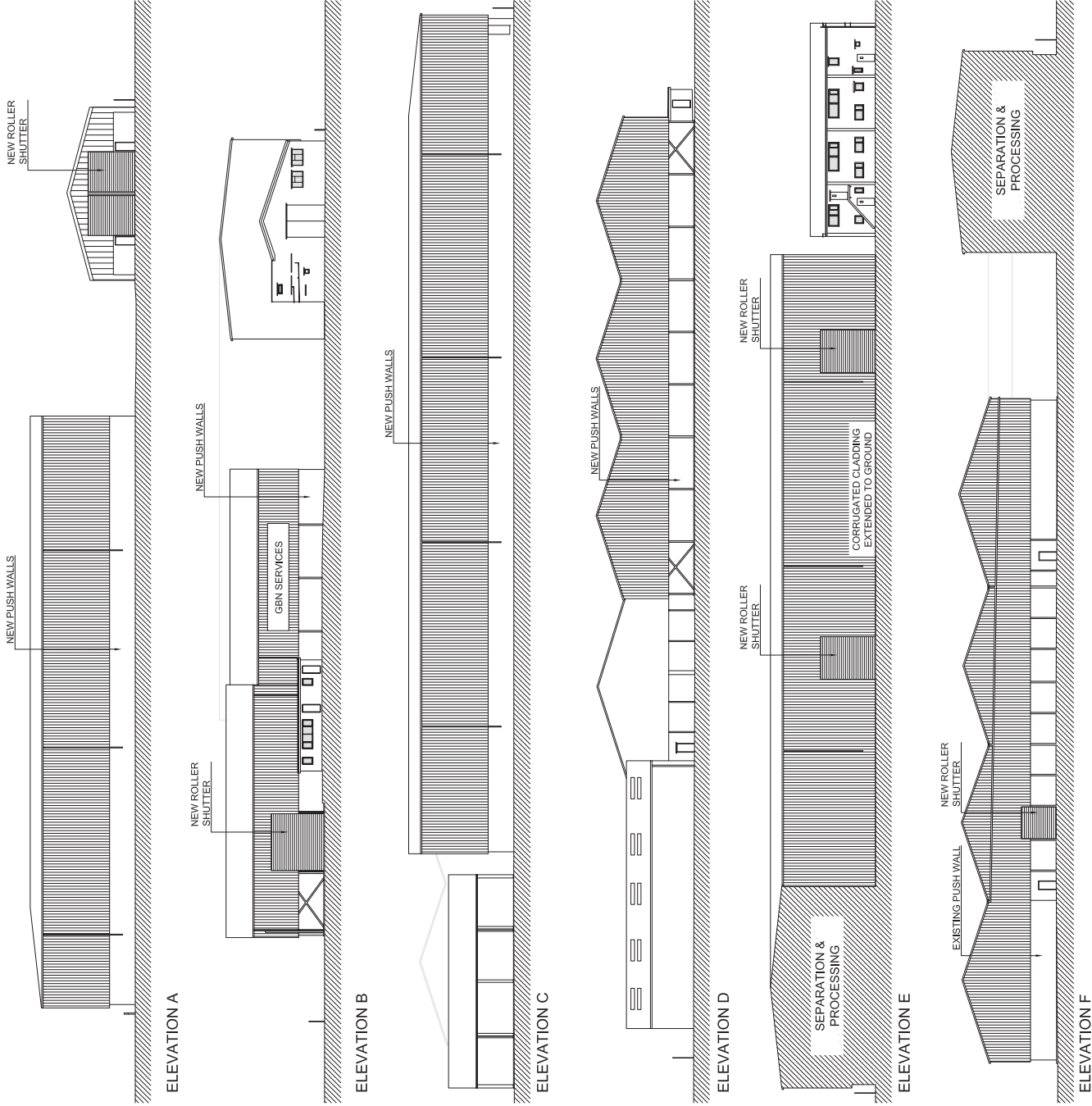
24. Sustainability

Prior to the commencement of the use a report fully exploring the scope for the maximisation of the use of renewable energy across the site and the carbon reduction achievable for the office building, shall be submitted to and approved in writing by the LPA. The recommended measures shall be fully implemented in accordance with the agreed details and maintained as such.

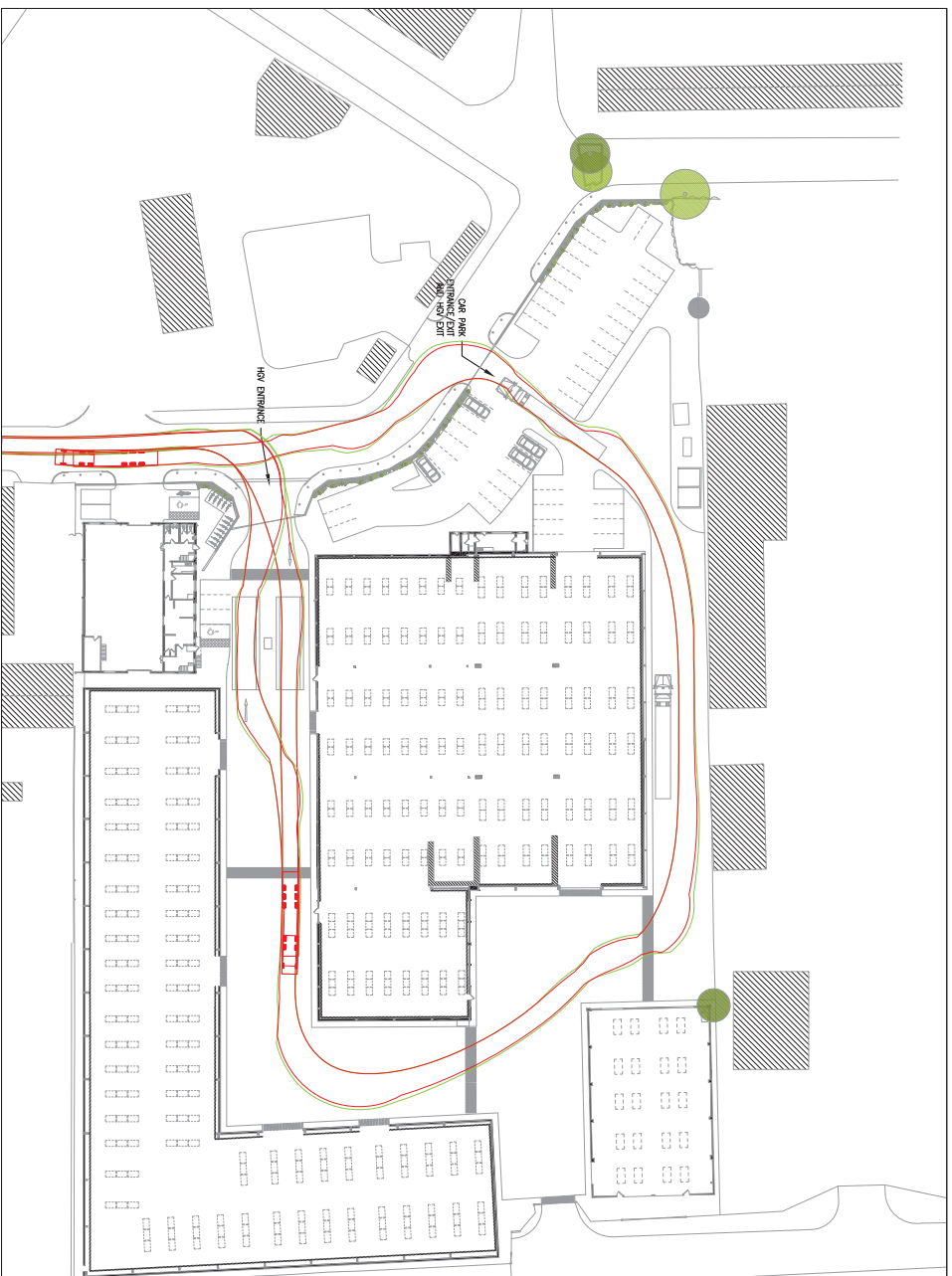
Reason: In the interest of minimising carbon emissions in accordance with DMD51.




REVISIONS REV DATE AMENDMENT		REVISIONS REV DATE AMENDMENT		KEY PLAN EXTERNAL LIGHTING POSITIONS		SCALE BAR (METRES) 1:500 @ A3 / 1:250 @ A1 0 5 10 15 20 25		NOTES AND CLARIFICATIONS PLEASE READ DRAWING IN ACCORDANCE WITH CROSS-REFERENCED SPECIFICATION / SCOPE OF WORKS. ©STAGG ARCHITECTS LIMITED. NO IMPLIED LICENCE EXISTS. THIS DRAWING SHOULD NOT BE USED TO CALCULATE AREAS FOR THE PURPOSES OF VALUATION. SUBJECT TO PLANNING PERMISSION, BUILDING REGULATIONS, STATUTORY/UNDERSTAKER SEARCHES AND DESIGN DEVELOPMENT. DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN. ALL DIMENSIONS TO BE VERIFIED ON SITE BY CONTRACTOR BEFORE PROCEEDING. ARCHITECT SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.		stagg architects CLIENT GBN SERVICES LIMITED 210 ESTATE WAY, CHURCH ROAD, LEYTON, E10 7JN		1st FLOOR, 30-32 TABARD STREET, LONDON SE1 4JU www.staggarchitects.co.uk		DRAWING TITLE PROPOSED GROUND FLOOR PLAN	
A	24.01.17	PEDESTRIAN WALKWAYS ADDED. CAR PARKING TO SOUTH WEST CORNER AMENDED. CYCLE STORAGE AND DISABLED PARKING PROVISIONS INCREASED. ADDITIONAL DISABLED PARKING SPACE ADDED. PATHWAYS WIDENED TO 1.8m. LIGHTING ADDED. VEHICULAR USE OF SECOND AVENUE REMOVED. SHOWER FACILITIES ADDED TO BUILDING D. CYCLE STORAGE AMENDED TO UPRIGHT STANDS. PARKING AROUND ADMIN BUILDING AMENDED TO CREATE WIDER WALKWAYS.													
B	30.01.17														
C	18.04.17														
D	14.08.17														
STATUS INFORMATION		DATE 03.01.17		DRAWN BB/BS		A1 SCALE 1:250		A3 SCALE 1:500		DRAWING NO 51609-P-20		REV D			



REVISIONS		KEY PLAN		SCALE BAR (METRES)		DRAWING TITLE PROPOSED ELEVATIONS						
REV	DATE	AMENDMENT	AMENDMENT	1:500@A3 1:250@A1	0 5 10 15 20 25	1st FLOOR, 30-32 TABARD STREET, LONDON SE1 4JU www.staggarchitects.co.uk						
<p>NOTES AND CLARIFICATIONS</p> <p>PLEASE READ DRAWING IN ACCORDANCE WITH CROSS-REFERENCED SPECIFICATION / SCOPE OF WORKS.</p> <p>©STAGG ARCHITECTS LIMITED. NO IMPLIED LICENSE EXISTS.</p> <p>THIS DRAWING IS FOR INFORMATION ONLY. NOT FOR THE PURPOSES OF VALUATION.</p> <p>SUBJECT TO PLANNING PERMISSION, BUILDING REGULATIONS, STATUTORY UNDERPINNER BRANCHES AND DESIGN DEVELOPMENT.</p> <p>DO NOT USE FOR CONSTRUCTION PURPOSES. ALL DIMENSIONS TO BE VERIFIED ON SITE BY CONTRACTOR BEFORE PROCEEDING.</p> <p>ALL SUBJECTS MUST BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.</p>				CLIENT		PROJECT						
				GBN SERVICES LIMITED 210 ESTATE WAY, CHURCH ROAD, LEYTON, E10 7JN		WASTE MANAGEMENT CENTRE GIBBS ROAD LONDON, N18 3PU						
						DATE	DRAWN	A1 SCALE	A3 SCALE	STATUS	DRAWING NO	REV
						03.01.17	BB/BS	1:250	1:500	INFORMATION	51609-P-60	-



REV	DATE	BY	DESCRIPTION	DATE	BY
DRAWING STATUS:					
					
Unit 23, The Malvern, Standard Aboard, Westborough, 5012 BNS Tel: 01705 817777 www.malvern.co.uk					
CABLE					
APPROVED:					
PROJECT:					
GBN MONTAGU INDUSTRIAL ESTATE					
EDMONTON					
TITLE:					
SWEET PATH ANALYSIS FOR MAX LEGAL LENGTH ARTICULATED VEHICLE					
SCALE 1:15000	DESIGN-DRAWN BY	DATE	DRAWING NO.		
	1P	04/04/2017			
1136	SK02 REV A				