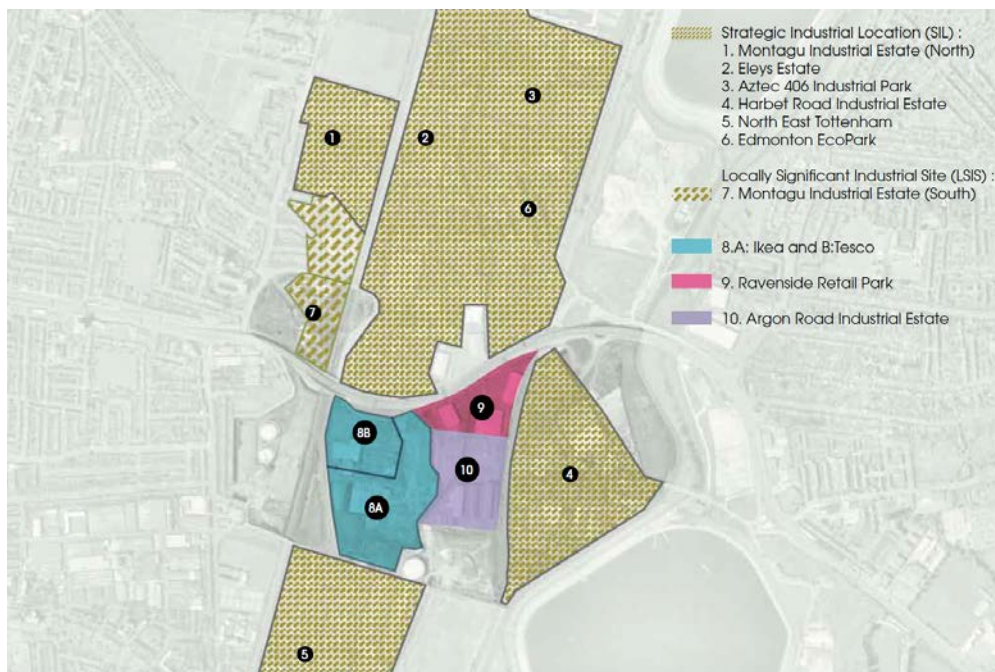


LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 21 November 2017
Report of Assistant Director, Regeneration and Planning	Contact Officer: Andy Higham Sharon Davidson Claire Williams	Ward: Upper Edmonton
Ref: 17/02152/FUL		
LOCATION: Triangle Site, Stonehill Business Park, London , N18 3QW		
PROPOSAL: Redevelopment of site to provide a new building up to a maximum of 14m for light industrial (B1c) and/or storage and distribution (B8)use with ancillary showroom, service yard and car parking provision, alterations to provide means of access together with associated hard and soft landscaping.		
Applicant Name & Address: C/o Agent Triangle Site Stonehill Business Park London N18 3QW		Agent Name & Address: Paul Keywood Turley The Charlotte Building 17 Gresse Street London W1T 1QL
RECOMMENDATION: That planning permission be GRANTED subject to conditions and completion of a S106 legal agreement.		
Plan Numbers: 30371-PL-138 (Location Plan), 30371-FE-141A (Proposed Floor Plans), 30371-PL-148D (Coloured Site Layout Plan) and 30371-PL-150C (Coloured Proposed Elevations), 1393-10H (Proposed Landscape Plan), 1393-12G (External Hard Materials)		
Note for Members: The application has been brought to the Planning Committee due to the planning history on the site.		

1.0 Site and Surroundings

- 1.1 The application site known as the Triangle site has an area of approximately 0.69 hectares. The site is bounded by Harbet Road to the north east, Rivermead Road to the north west and Silvermere Drive to the south. The site previously contained a variety of small single and two storey industrial buildings of basic utilitarian brick construction however the buildings were demolished and the site cleared in 2015.
- 1.2 The application site sits within a wider industrial estate known as the Stonehill Estate that measures approximately 9.54 hectares. Much of the Stonehill Estate has now been cleared of buildings. Moreover, a significant area of the Stonehill Estate, with the exception of the application site and the land subject to application reference no. 17/02151/FUL (the Silvermere site) has now been acquired by the Council in connection with the wider Meridian Water regeneration ambitions.
- 1.3 The Stonehill Estate forms part of a conglomeration of industrial estates and large format retail stores which lie to the north and south of the North Circular (A406). The retail element includes Ikea, Tesco and Ravenside Retail Park. Together with the Hastingwood Trading Estate, which is located to the south of the application site, the Stonehill Estate forms the Harbet Road Industrial Area.



- 1.4 The site is designated as a Strategic Industrial Location (SIL) and is located within flood zones 2 and 3. The site is located within the Upper Lee Valley Opportunity Area, the Meridian Water Place Shaping Priority Area and the Central Leaside Business Area which is a designated Preferred Industrial Location (PIL).

2.0 Proposal

- 2.1 The application seeks planning permission for the redevelopment of site to provide a new building up to a maximum of 14m for light industrial (B1c) and/or storage and distribution (B8) use with ancillary showroom, service yard and car parking provision, alterations to provide means of access together with associated hard and soft landscaping.
- 2.2 The proposed building would have a floor area of 2,419sqm GIA and would comprise a single unit with a maximum height to top of the roof ridge of 14m.
- 2.3 The building is conceived as three elements; the warehouse/ production area which takes up the largest area, the offices and showroom on the northern elevation and the welfare block elevated to the south.
- 2.4 Access to the site is from Silvermere Drive via the junction of Rivermead Road and Harbet Road which serves the existing Stonehill Estate. Some modifications to the design of the junction are proposed to improve access to the site.
- 2.5 A total of 16 car parking spaces are proposed to serve the site, 2 of which would be disabled. In addition, 2 commercial HGV spaces are provided within a servicing area that would be separated from the main parking area for staff and visitors.
- 2.6 The proposals have been amended during the course of the application to address concerns raised by officers. A summary of the main revisions made since the application was submitted are detailed below:
 - Increased articulation of entrances into the buildings through use of cladding and canopies;
 - Amendments to the hard landscaping to better differentiate between vehicle and pedestrian zones and routes;
 - Increased use of cladding and other materials to articulate facades and add interest to 'warehouse' facades;
 - Improved soft landscaping proposals to soften and screen the proposals and incorporate sustainable drainage features;
- 2.7 Further information has also been submitted in respect of flooding and drainage as well as transport and highways and in particular the scope of improvements to the Harbet Road junction to ensure safe access for vehicles to both sites as well as a suitable pedestrian crossing point.

3.0 Relevant Planning History

- 3.1 In 2014 three applications were received for development within the Stonehill site, the first an outline application reference no. 14/02806/OUT relating to the entire Stonehill estate and proposing the redevelopment of the site to provide up to 46,451 sqm of industrial floorspace (B1c), (B2) and or (B8) (OUTLINE with some matters reserved - ACCESS). In addition, two full applications were submitted, one for the Triangle site reference no. 14/02808/FUL (the site subject of this application) proposing the redevelopment of the site to provide 2,161 sqm of light industrial (B1c) and/or storage and distribution (B8)

floorspace with ancillary showroom and office floorspace and associated car parking to rear, and the second for the Silvermere Drive site application ref. no. 14/02807/FUL (the site the subject of application reference no. 17/02151/FUL reported elsewhere on this agenda) proposed the redevelopment of the site to provide 2,201 sq m of light industrial (B1c) and/or storage and distribution (B8) floorspace, including ancillary showroom and office floorspace, with associated car parking and access arrangements.

3.2 All of the applications were refused broadly for the same reasons because it was considered that:

- the proposed developments would frustrate the delivery of the Causeway and Angel Bridge;
- would, due to the amount, type and location of development proposed constrain the development's ability to integrate with future land uses including residential development;
- not sufficiently maximise employment potential;
- impact on the risk of flooding;
- not provide active and vibrant building frontages;
- would undermine the ability to provide a safe, sustainable and interconnected transport network; and
- fail to provide appropriate infrastructure contributions to enable the implementation of highway and public realm enhancements.

3.3 Appeals were lodged against all three refusals and a public inquiry was held for 7 days on 28 - 31 July 2015 and 4 - 6 August 2015 to consider all three proposals. The Inspectors decision was issued on 28 September 2015. The appeal against the refusal of the outline planning permission was allowed but the appeals against the refusal of planning permission for the two full applications were dismissed.

3.4 In granting outline planning permission, the Inspector comments included "I am well aware that the Council considers that the appeal proposals would not accord with its vision for transformational change within the Meridian Water area, but I see nothing in CS Core Policies 37 and 38 dealing with the Central Leaside and Meridian Water areas, that weakens or changes the role of SILs or PILs....I conclude that all 3 appeal proposals would accord with adopted development plan policies relating to uses within SILs".

3.5 Turning to the delivery of the Causeway and Angel Bridge, the Inspector comments included "In these circumstances, and having regard to the fact that there are significant unresolved objections to the AAP as it currently stands, there can be no certainty as to the form or content of any finally adopted version. In line with guidance in paragraph 216 of the NPPF I therefore give only limited weight to the PSCLAAP at this stage. Because of this, and notwithstanding the fact that a considerable amount of work has been undertaken by consultants for the Council in coming up with the currently proposed route for the Causeway, I do not consider that the alignment shown in the AAP should be regarded as fixed.Accordingly, it seems to me that even through the currently preferred route would conflict with the proposals in Appeal B, in purely physical terms none of the appeal proposals would prevent the creation of a continuous link across the eastern part of the Meridian Water area from a crossing point of the canal to Harbet Road, as set out in CS Core Policy 38 and detailed in Section 4 of the MWM"

- 3.6 Moving on to the issue of active and vibrant building frontages and integration with future land uses, the Inspector having taken the position that the identified route for the Causeway should not be regarded as fixed comments included “I see no good reason why appropriate details concerning the design and layout of buildings, to incorporate an acceptable alignment for the Causeway, could not form the basis of a future application for approval of reserved matters in the case of Appeal A (*the outline application*)..... The same does not apply, however, for the detailed proposals covered by Appeals B and C (*the full applications*), which are for specific buildings in fixed locations and with specific orientations. Whilst I have no doubt that much care and attention has gone into their detailed design, they appear to me to be fairly conventional industrial-style buildings which would, essentially, have one well-glazed elevation together with extensive areas of blank, featureless, profiles steel cladding on the other elevations. As such I find it difficult to support the view that they represent “development of an exemplar quality” as sought through CS Core Policy 38..... Furthermore, the absence of any firm knowledge of the route of the Causeway, coupled with the fact that these buildings have clearly not been designed with the Causeway in mind, means that it is not possible to say, with any certainty, how they would relate to the Causeway, or whether they would be able to present any form of active frontage to it. This point weighs heavily against these appeal proposals, in view of the key role which the Causeway is intended to play within the established Meridian Water regeneration area”.
- 3.7 A full copy of the Inspector’s decision is appended to the report.
- 3.8 Following the above appeal decisions the following applications have been received.
- 3.9 15/02479/PADE - Demolition of industrial buildings to include units 16, 107, 108, 3A, 3B, 4, 2, 10, J, blocks 9 and 10 and F block. – Prior approval not required 30.06.2015
- 3.10 16/00702/CND - Details submitted pursuant to planning application ref: 14/02806/OUT (appeal ref APP/Q5300/W/14/3001257 phasing plan (condition 1) for redevelopment of site to provide up to 46,451 sqm of industrial floorspace (B1c), (B2) and or (B8) (OUTLINE with some matters reserved - ACCESS). – Granted 27.07.2016
- 3.11 16/01315/PADE - Demolition of Units 8, 8A, 8B-L, 11, 14, 15, Block D, Block E, Crescent Building, Riverside House and The Valley. – Prior approval not required 08.09.2016
- 3.12 16/03323/CND - Details submitted to application ref: 14/02806/OUT granted under appeal ref: APP/Q5300/W/14/3001257 for the design code (5) in connection with the redevelopment of site to provide up to 46,451 sqm of industrial floorspace (B1c), (B2) and or (B8) (OUTLINE with some matters reserved - ACCESS). Refused on 6 February 2017 for the reason below.
1. *The design code submitted does not provide a sufficiently detailed, clear and unambiguous design code to demonstrate the delivery of a B1/B2/B8 development of exemplar design quality and a high quality public realm consistent with the requirements of Core Policy 30 and 38 of the Core Strategy, Policies 37, 39 and 75 of the Development Management Document, the Meridian Water Master Plan and emerging policies EL10, EL11 and EL12 within*

the Edmonton Leaside Area Action Plan, and appeal decision reference APP/Q5300/W/14/3001257. This would be contrary to the Council's objectives for regeneration and transformational change within Meridian Water.

- 3.13 An appeal has been lodged against this decision and an appeal hearing is scheduled for 5th December 2017.
- 3.14 17/02301/CND - Details required by Condition 5 (Design Code) submitted pursuant to planning appeal ref: APP/Q5300/W14/3001257 (application ref: 14/02806/OUT) for outline planning permission for redevelopment of site to provide up to 46,451 sqm of industrial floorspace (B1c), (B2) and or (B8) (OUTLINE with some matters reserved - ACCESS). - Pending consideration

4.0 Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Environment Agency: No objection following submission of revised flood risk assessment. The EA recommended that the finished floor levels are increased to take into account the new data in the Flood Risk Assessment.
- 4.1.2 Environmental Health Officer: No objection subject to conditions relating to contamination, remediation, construction management plan (including details of dust and emissions) and non-road mobile machinery (NRMM) complying with GLA emission standards.
- 4.1.3 SuDS Officer: No objection subject to conditions.
- 4.1.4 Traffic and Transportation:
- No objection in isolation of the aims and objectives of the Meridian Water Masterplan (MWMP), subject to conditions relating to access arrangements, cycle and car parking, electric charging points, lighting, road layout details, travel plan, construction logistics plan and surfacing materials.
- 4.1.5 Met Police: No objection.
- 4.1.6 Natural England: No objection.
- 4.1.7 Urban Design Officer: No objection subject to conditions relating to material samples and details of fixings, details of fenestration and canopies, details and sections, details of hard and soft landscaping and specifications and details of the green roof.

4.2 Public response

- 4.2.1 A site notice was posted, a press notice published in the local paper and a letter sent to a neighbouring property and no responses were received.

5.0 Relevant Policy

5.1 London Plan (2016)

Policy 2.3 Growth areas and co-ordination corridors
Policy 2.6 Outer London: vision and strategy
Policy 2.7 Outer London: Economy
Policy 2.8 Outer London: Transport
Policy 2.13 Opportunity areas and intensification areas
Policy 2.14 Areas for regeneration
Policy 2.16 Strategic outer London development centres
Policy 2.17 Strategic industrial locations
Policy 3.3 Increasing housing supply
Policy 3.4: Optimising housing potential
Policy 4.1 Developing London's economy
Policy 4.2 Offices
Policy 4.3 Mixed use development and offices
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 5.10 Urban greening
Policy 5.11 Green roofs and development site environs
Policy 5.12 Flood risk management
Policy 5.21 Contaminated land
Policy 6.1 Strategic approach
Policy 6.2 Providing public transport capacity and safeguarding land for transport
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.4 Enhancing London's transport connectivity
Policy 6.5 Funding Crossrail and other strategically important transport infrastructure Policy
6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.13 Parking
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.16 Green Belt
Policy 7.19 Biodiversity and access to nature
Policy 7.21 Trees and Woodland
Policy 7.30 London's canals and other rivers and waterspaces
Policy 8.2 Planning obligations
Policy 8.3 Community Infrastructure Levy

Industrial Land Supply and Economy Study 2015

5.2 Core Strategy (November 2010)

CP13 Promoting economic prosperity
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 CP14: Safeguarding Strategic Industrial Locations
CP30 Maintaining and improving the quality of the built and open environment
CP31 Built and landscape heritage
CP32: Pollution
CP33 Green belt and countryside
CP34 Parks, playing fields and other open spaces
CP37 Central Leaside
CP38 Meridian Water
CP46 Infrastructure Contribution

5.3 DMD (November 2014)

DMD19 Strategic industrial locations
DMD23 New employment development
DMD37 Achieving high quality and design led development
DMD38 Design process
DMD39 The design of business premises
DMD44 Preserving and enhancing heritage assets DMD45 Parking Standards and Layout
DMD48 Transport assessments
DMD49 Sustainable design and construction
DMD60 Assessing flood risk
DMD61 Managing surface water
DMD63 Protection and improvement of watercourses and flood defences
DMD64 Pollution control and assessment
DMD66 Land contamination and instability
DMD68 Noise
DMD75 Waterways
DMD76 Wildlife corridors
DMD82 Protecting the Green Belt
DMD83 Development adjacent to the Green Belt

5.4 Other Policy

Edmonton Leaside Area Action Plan (Proposed Submission – January 2017) – Key policies relevant to this application include:

EL1: Housing in Meridian Water
EL2: Economy and Employment in Meridian Water
EL6: The Causeway
EL8: Managing Flood Risk in Meridian Water
EL11: Building Form at Meridian Water
EL12: Public Realm at Meridian Water
Policy EL14: Strategic Industrial Locations in Edmonton Leaside

Upper Lee Valley Opportunity Area Planning Framework (July 2013)

6.0 Analysis

6.1 This report sets out an analysis of the issues that arise from the proposals in light of adopted strategic and local planning policies including their implications for achieving the long-term regeneration ambitions for Edmonton Leaside and Meridian Water. The key issues are considered as follows:

- Principle of development and land use
- Compatibility with design principles set out in the Meridian Water Masterplan
- Design and Appearance
- Transport and Access
- Flood Risk
- Sustainability

6.2 Before an analysis of the proposals is undertaken, a summary of the current and emerging policy context is considered necessary and is set out below.

Policy Background

6.3 The NPPF provides a key foundation upon which the Council's plan-making and decision-taking is underpinned. It advocates that development should maximise opportunities in a sustainable way.

6.4 The proposed site lies within the boundary of the Edmonton Leaside Area Action Plan (ELAAP) and the Meridian Water Regeneration area, both of which occupy a strategic location within the London-Stanstead-Cambridge corridor. Meridian Water is long established as a significant opportunity area for regeneration, through Enfield's Core Strategy (2010), the London Plan (2016) and the Upper Lee Valley Opportunity Area Framework (2013). It is the Council's largest regeneration priority area, identified in the Core Strategy as a location where a comprehensive approach to development will take place.

6.5 Enfield's adopted Core Strategy (2010), through core policies 37 and 38, established the Central Leaside Area Action Plan (now titled the Edmonton Leaside Area Action Plan) and the Meridian Water Regeneration Priority Area. This document established the requirement for 5,000 new homes and 1,500 new jobs in the area.

6.6 The Upper Lee Valley Opportunity Area Planning Framework (ULVOAPF) (2013) sets out the Mayor's strategic agenda for the regeneration and growth of existing urban settlements within this area and identifies Meridian Water as a key contributor to delivering transformational change. Broadly it emphasises the need for a comprehensive approach to its development and sets out the potential for the delivery of 5000 new homes and 3000 new jobs.

- 6.7 The creation of a new urban mixed use community at Meridian Water is also set out in site specific planning policies contained in the adopted Local Plan (Core Strategy Policies 37 and 38). The objectives of new development at Meridian Water (as set out in Policy 38 of the Core Strategy) would be to create up to 5,000 new homes and 1500 new jobs which have subsequently been revised upwards to 10,000 new homes and 6,000 new jobs as set out in the ELAAP.
- 6.8 Development at Meridian Water will include all the necessary infrastructure to support the community and attract families and business to the area including: new schools; a mix of residential, retail and community uses; high quality public realm; reducing flood risk; sustainable housing embracing new technologies; high density development closer to Meridian Water/ Angel Road rail station and waterfronts; new development to maximise the opportunities offered by waterfront locations; a new spine running through the area, connecting all parts of Meridian Water, linking new and existing communities; improved connectivity both north-south and east-west; integration with immediate employment areas;; a mix of housing types and tenures; new open space; restoration of waterways which run through the development.
- 6.9 This agenda was further amplified at a local level through the Central Leaside AAP and the Meridian Water Masterplan. The Meridian Water Masterplan (MWM) was adopted as Planning and Urban Design Guidance in July 2013, bringing together an evidence base and extensive consultations with key stakeholders, interested parties, and the public.
- 6.10 The Edmonton Leaside AAP (ELAAP) has been developed over a number of years. A draft AAP was published in 2012 and a proposed submission document was approved by Council in 2014 (the 'Proposed Submission Central Leaside AAP') and underwent public consultation in 2015. It was this plan that was the relevant AAP that informed the consideration of the outline and full planning applications and the subsequent appeals referenced above.
- 6.11 With regard to the Causeway, the route through Meridian Water is a fundamental component that will underpin the delivery of the regeneration aims for the area. The Causeway will run east west as a spine road through Meridian Water and beyond to connect together the neighbourhoods, in particular linking new housing and businesses to the new station consented under planning application reference no. 16/01197/RE3, and through to the Lee Valley Regional Park in the east and existing communities to the west. Enfield's Core Strategy establishes the importance of this critical connecting route and the reasons why it is necessary, in particular Policies CP9, CP25, CP37 and CP38.
- 6.12 Figure 1 shows the safeguarded route identified in the CLAAP. The CLAAP identified the Stonehill site as lying in the Meridian East neighbourhood. Policy CL8 Meridian East Neighbourhood confirmed that the northern part of the neighbourhood would continue to be protected as SIL, that Harbet Road Industrial Estate to the south of the Causeway would form an Industrial Business Park, and to the north a Preferred Industrial Location. Developments would be high quality and well-designed to ensure residential and employment uses can successfully operate together, incorporating urban design principles.

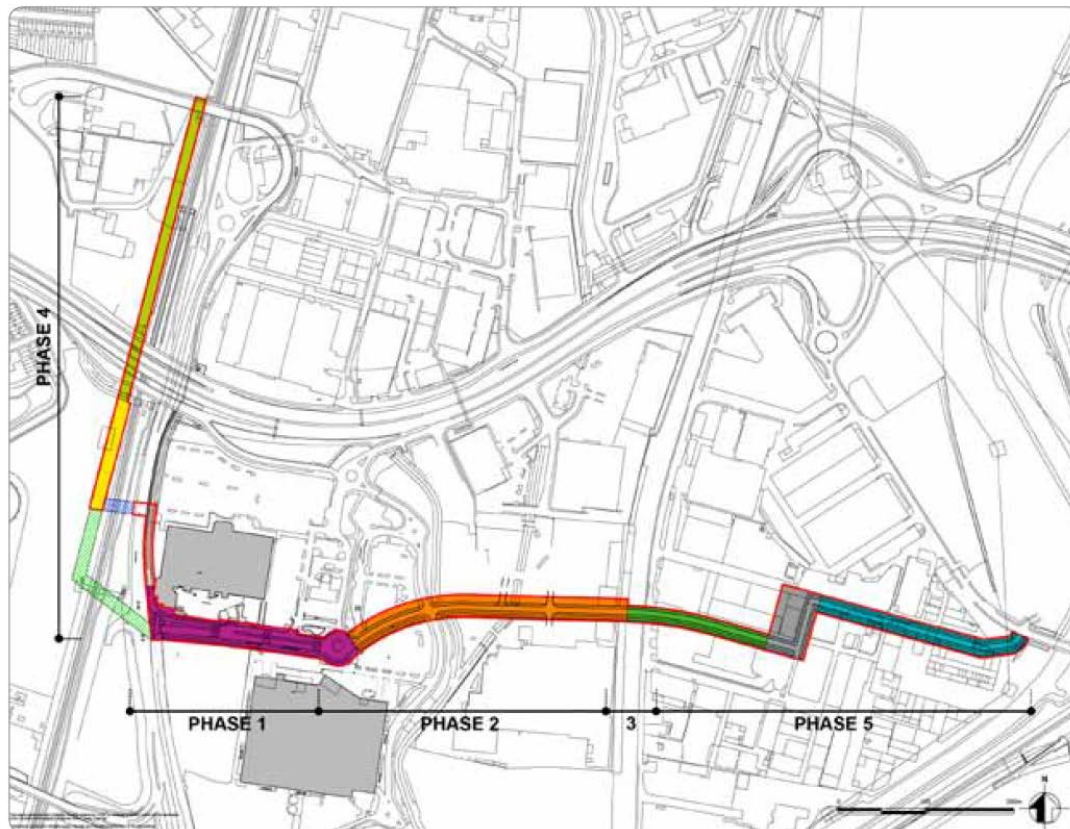


Figure 1: Safeguarded Causeway route in CLAAP

- 6.13 As part of the London Plan 2015, Enfield's housing target increased to 798 housing units per annum, from a previous figure of 560, meaning that every opportunity must be taken to optimise the development potential of sites to meet and exceed the housing target.
- 6.14 To support the delivery of new housing Meridian Water Housing Zone funding was obtained, the Council acquired land (National Grid sites to the west of the railway line) and to speed up housing delivery the Council appointed a Master Developer, Barratts (although this situation has now changed).
- 6.15 These changing circumstances led the Council to review the evidence base for the AAP and consider options to provide an increased new homes target and new jobs within the Meridian Water boundary. As a consequence the Council has reviewed the policies in the CLAAP, the land designations and the alignment of the proposed Causeway. The outcome of which is now an updated and renamed AAP - the Edmonton Leaside AAP.
- 6.16 The Proposed Submission ELAAP (2017) establishes the potential for a higher level of homes and jobs at Meridian Water, including 10,000 residential units. It also includes the need to maximise the potential of waterside locations for

mixed development to create vibrant and viable active frontages. A key component in the realisation of these objectives is The Causeway, which will open up the site, improving access and linkage across the east /west axis of the site. The Proposed Submission ELAAP was approved by Council on 25 January 2017 and underwent a consultation on 15 March 2017 to 28 April 2017. The Edmonton Leaside Area Action Plan has not yet been submitted.

- 6.17 The Proposed Submission Edmonton Leaside AAP (January 2017) removes the SIL designation from the Harbet Road Industrial Estate (Policy EL2), although the plan recognises that the absence of an industrial land designation does not preclude the operation of industrial sectors within the B2 and B8 uses. Such uses could be accommodated at the eastern part of Meridian Water where the manoeuvring of heavy goods vehicles (HGV's) can be through direct access to Harbet Road. Good design must be used to ensure the efficient use of land, through developing multi-storey buildings, and appropriate relationships with neighbouring uses.
- 6.18 In response to the consultation of the Proposed Submission ELAAP the GLA stated that such a large scale loss of SIL cannot be supported until there is full consideration of the potential SIL/ industrial land reconfigured across the whole of the Upper Lee Valley. In addition the GLA stated that the approach to the quantum of SIL and LSIS release and reconfiguration as detailed in Policy EL14 of the ELAAP is not currently in general conformity with the London Plan. Further discussions between the GLA and the Planning Policy team are taking place on this matter to progress the ELAAP.
- 6.19 The ELAAP continues to promote the need for a strategic east-west link through Meridian Water – the Causeway. The proposed route of the Causeway has been reconsidered since the CLAAP was the subject of consultation. Policy EL6 of the ELAAP shows the safeguarded route (see figure 2) and land requirements, and provides justification for the Causeway to be located in the position shown. Figure 3 shows that the Silvermere and Triangle sites in addition to the wider Stonehill site would be situated within the safeguarded route of the Causeway. It should be noted that in response to the consultation of the Proposed Submission of the ELAAP the point was made that the Council has no control over this land to enable delivery of the safeguarded route of the Causeway and therefore the route is not robust.

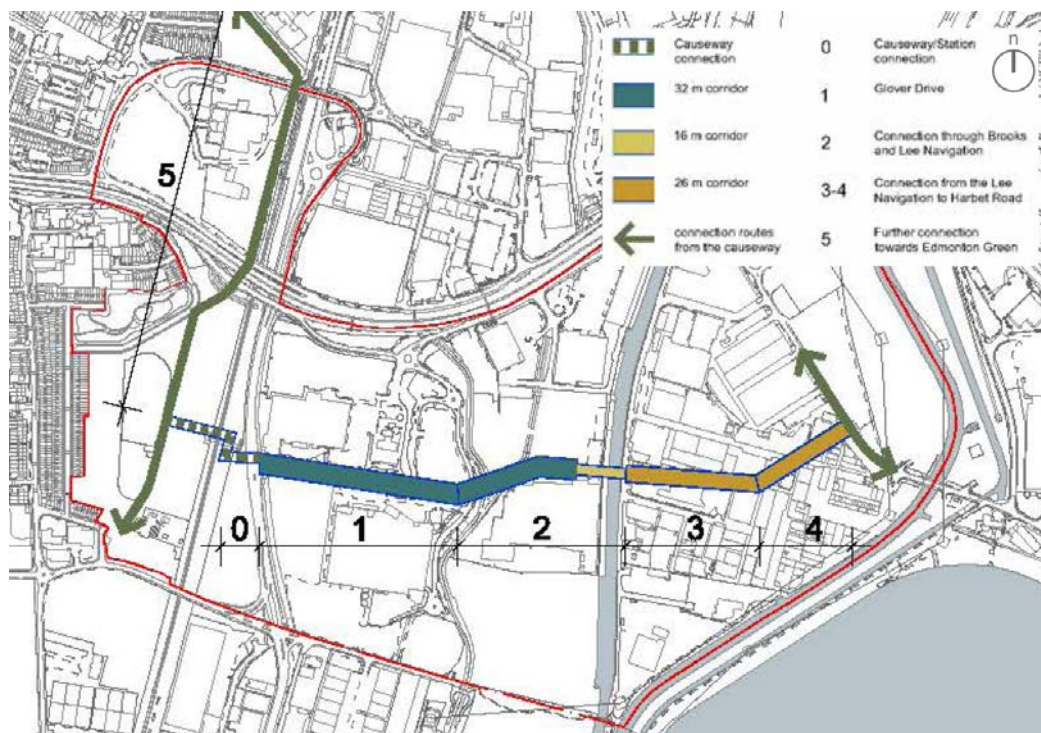


Figure 2: Safeguarded Causeway route in ELAAP

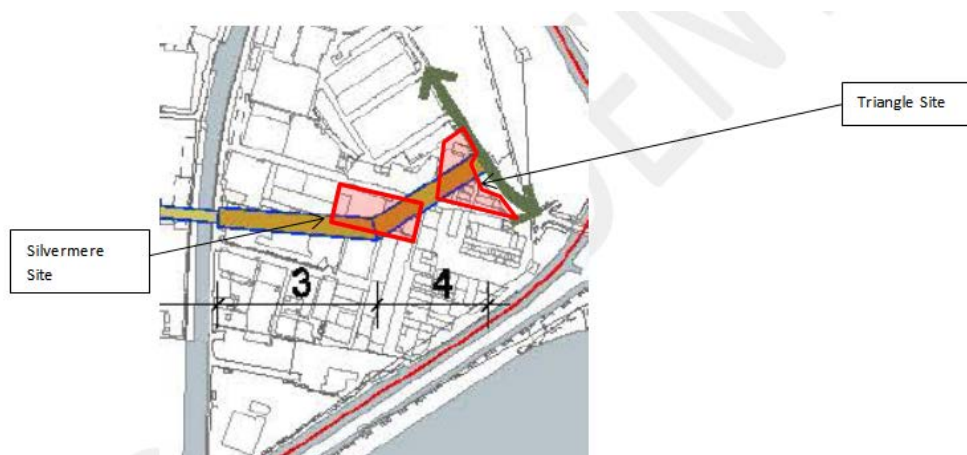


Figure 3: Safeguarded Causeway Route in ELAPP with location of the Triangle and Silvermere Sites identified

6.20 With regard to the Proposed Submission Central Leaside AAP (2014) the Inspector for the appeal decisions stated that the document, which had not been submitted for examination, should only accord limited weight. The ELAAP (2017) has reached the same stage in that it has not been submitted or adopted and therefore the Inspectors comments on the weight that should be accorded to the policies in this document remain relevant.

Uses in Strategic Industrial Locations

- 6.21 The site lies within designated Strategic Industrial Land (SIL), and forms the north part of the Harbet Road Industrial Estate. The Upper Lee Valley contains London's second largest reservoir of industrial employment land, classified as SIL (Strategic Industrial Sites) or LSIS (Locally Significant Industrial Locations). The majority of the industrial estates are well used and have limited vacancies, which suggest high demand for sites and premises.
- 6.22 Policy 2.17 of the London Plan sets out that Boroughs should manage and where appropriate, protect the SILs designated within the Plan as London's main reservoirs of industrial and related capacity. SILs are classified as either Preferred Industrial Locations (PILs) or Industrial Business Parks (IBPs). The Stonehill Estate forms part of the Central Leaside Business Area which is designated as a PIL in Table A3.1 of the London Plan.
- 6.23 Policy 2.17 sets out that PILs are particularly suitable for general industrial, light industrial, storage and distribution, waste management, recycling, some transport related functions, utilities, wholesale markets and other industrial related activities. IBPs are noted as being particularly suitable for activities that need better quality surroundings including research and development, light industrial and higher value general industrial, some waste management, utility and transport functions, wholesale markets and small scale distribution.
- 6.24 Policy CP37 states that a number of SILs, including the Harbet Road Estate, will be retained and intensified. Furthermore where opportunities arise, the commercial stock will be renewed and modernised, with the aim of strengthening the role of those industrial estates in active and beneficial employment use and extending their employment offer to support new and emerging businesses in sectors that are projected to expand in the long-term. In addition, as set out in Core Policy 38, one of the objectives of the Meridian Water development is to ensure integration with immediately adjacent employment areas, in particular Harbet Road Estate, where there is an opportunity to upgrade employment uses on the western fringe to complete transformation in the Meridian Water area.
- 6.25 To provide a more comprehensive and intensive regeneration at Meridian Water, the ELAAP proposes de-designation of the entirety of SIL within the Meridian Water boundary, which includes the Stonehill Estate and the application site. The ELAAP seeks to introduce higher value employment uses within the area that can operate from multi-storey buildings and alongside or amongst other uses such as residential, retail and leisure. The removal of SIL and LSIS designations is considered necessary to meet the Council's aspirations of significant new job and housing delivery, although the ELAAP also says that B2 and B8 uses would not be precluded. However as discussed previously the ELAAP can only be considered as having limited weight compared to adopted planning policies in the London Plan and the Enfield Local Plan.
- 6.26 SIL designated areas are protected through Policy CP14 of the Core Strategy and Policies DMD19 and DMD23 of the DMD. The proposal would comprise B1c and B8 uses and would therefore accord with the requirements of adopted Policy. Under the previously refused planning applications the LPA raised concerns that the proposals would not accord with its vision for transformational

change within the Meridian Water area. However, the Inspector concluded that there is nothing in the adopted Policies CP37 and CP38, dealing with the Central Leaside and Meridian Water areas, that weakens or changes the role of SILs or PILs and therefore he concluded that all three proposals accorded with the adopted development plan policies relating to uses within SILs. The adopted policies remain and given the limited weight that can be afforded to the ELAAP, it is considered that as the uses proposed still accord with those appropriate within SIL, the principle of these uses on this site is acceptable.

Impact of Proposal on the Regeneration of Meridian Water

Housing

- 6.27 The previous applications were refused because the Council had concerns that the proposed size, siting and use of the building at both the Silvermere and Triangle site would constrain the amount of land that would be available for residential development at Meridian East and would impact on its ability to accommodate the housing required to meet its local target of 5,000 new homes in this area.
- 6.28 The Inspector noted that the proposals would not impinge directly on the area of proposed SIL release in question, and it is therefore difficult to understand why the Council imposed this reason for refusal on these proposals. In addition the Inspector gave limited weight to the PSCLAAP, and particularly to the proposed re-designation of SIL as residential, and PIL as IBP, in view of the stage of preparation of the plan and the fact that an objection was raised on this matter from one of the principal landowners concerned.
- 6.29 The Inspector concluded that the proposed developments would not compromise the MWM objective of providing some 5,000 new homes within the Meridian Water area and found no conflict with Policies 2.13, 2.16, 3.3, 3.4 and 4.4 of the London Plan; Core Policies 1, 2, 37 and 38 of the CS; the objectives in Sections 5.6 and 5.7 of the MWM, or the strategic directions in the ULVOAPF. With regard to the PSCLAAP the Inspector explained that there would be some limited conflict with draft Policies CL8 and CL10, in the context of the proposed SIL release area shown on Figure 5.3, but as this plan only carries limited weight the Inspector did not consider that this conflict should materially weigh against the appeal proposals.
- 6.30 The adopted plan position has not changed since this decision. However, the Proposed Submission ELAAP now proposes the de-designation of the entirety of the Stonehill Estate, including these sites, as SIL, to be able to deliver the number of houses now required to meet the Borough's increased housing target. The alignment of the Causeway has also been the subject of review to secure optimum alignment, having regard to constraints, to delivery viable development plots and informed by public transport requirements to ensure maximum accessibility. The proposed development would not accord with this emerging policy and would therefore compromise housing delivery in the longer term. However, given the current status of the ELAAP it can only be attributed limited weight. As set out above, the current adopted plan confirms the site as SIL, the uses proposed are consistent with this land use designation. If de-designation is ultimately secured through the local plan process, the site and its environs could still come forward for housing in the future, either through private means or through compulsory acquisition of the site if necessary. Accordingly, given the current status of the ELAAP, having regard to the Inspectors

approach to the consideration of the earlier appeal, it is considered that refusal of the application on grounds of impact on housing delivery could not be supported.

Job creation

- 6.31 Policy CP37 of the Core Strategy states that the industrial estates of Central Leaside will be retained and intensified to increase job density within Meridian Water and the wider Central Leaside area, particularly within the areas of designated Strategic Industrial Land (SIL) and Locally Significant Industrial Sites (LSIS). Re-designation of employment land is considered as a key policy objective that would assist the Council in achieving greater intensification of employment uses and jobs in order to act as a catalyst for the regeneration of Meridian Water.
- 6.32 Policy EL2 of the ELAAP relates to economy and employment in Meridian Water and sets out that the restrictive SIL and LSIS industrial land designations within the Meridian Water boundary are not compatible with either the economic and employment objectives, or the wider aims of transformational change. The Plan therefore proposes the de-designation of the land as SIL and LSIS but will require development proposed to support an intensification of land uses and the introduction of higher density development, including multi-storey buildings, that increases employment and job growth in comparison to the baseline and higher value activities and industries that yield higher job densities in the B1(a), B1(b) and B1 (c) uses classes.
- 6.33 The previous application was refused because the Council was concerned that the proposals would not achieve the types of jobs and job densities required to meet the jobs target and consequently compromise the aims and objectives to achieve job growth as set out in strategic and local guidance. However the Inspector concluded that the proposed developments would not compromise the MWM objective of providing some new jobs within the Meridian Water area and found no conflict with Policies 2.7, 2.13 and 4.4 of the London Plan, Core Policies 13, 37 and 38 of the CS, the aims and objectives of the MWM, or the strategic directions in the ULVOAPF. With regard to the PSCLAAP given it only carried limited weight considered that there would not be any material conflict with draft Policies CL8, CL10 and CL20.
- 6.34 The proposal would comprise a use that is appropriate within PIL and is therefore considered acceptable in this respect. Although the proposal would not deliver the high density development being advocated in the ELAAP, the applicant's submission indicates that this development and that proposed on the Silvermere site (also on this agenda) should deliver over 100 net additional jobs in total, 70 on site (direct) and a further 40 indirect/induced. Given the current status of the ELAAP and the Inspectors previous decision we consider the conclusion of the Inspectors decision remains relevant.

The Causeway and Angel Bridge

- 6.35 The previous applications were refused because it was considered that the proposed development would frustrate the delivery of the Causeway and Angel Bridge; would due to the amount, type and location of development proposed, would constrain the development's ability to integrate with future land uses and provide active and vibrant building frontages and also undermine the ability to provide a safe, sustainable and interconnected transport network.

- 6.36 The Causeway route through Meridian Water is a fundamental component that will underpin the delivery of the regeneration aims for the area. The Causeway will run east west as a spine road through Meridian Water and beyond to connect together the neighbourhoods, in particular linking new housing and businesses to the new station consented under planning application reference no. 16/01197/RE3, and through to the Lee Valley Regional Park in the east and existing communities to the west. Enfield's Core Strategy establishes the importance of this critical connecting route and the reasons why it is necessary, in particular Policies CP9, CP25, CP37 and CP38. Policy EL6 of the ELAAP also identifies the safeguarded route and land requirements, and provides justification for the Causeway to be located in the position shown.
- 6.37 The need for the Causeway to be bounded by active frontages, creating places where people can meet and interact with each other, and with the buildings themselves, is a key objective of the MWM. The Inspector fully understood and appreciated the need and importance of creating an attractive, lively and vibrant setting and backdrop for the Causeway, if the Council's aspirations for the area are to be realised. Therefore, gave significant weight to the MWM's aims and objectives relating to the design and role of the Causeway.
- 6.38 The Inspector set out that with the Council's then preferred alignment, these active frontages east of Angel Bridge would have to be achieved in the context, primarily, of IBP designated land on the Causeway's southern side, and PIL designated land to the north. The Inspector saw no reason why IBP and PIL uses cannot be designed to have active frontages and give rise to places where people wish to congregate.
- 6.39 The Inspector concluded that although the Silvermere and Triangle site proposals would not physically prevent a continuous east-west link being created across Meridian East, he could not be satisfied that these proposals would satisfactorily integrate with future land uses or provide appropriate active and vibrant building frontages to the Causeway, and as a result concluded that the proposals would be at odds with the relevant aims and objectives of the relevant policies and plans.
- 6.40 Both the Silvermere and Triangle sites comprise specific buildings in fixed locations and with specific orientations. The Inspector considered that the buildings were fairly conventional industrial-style buildings which would, essentially, have one well-glazed elevation together with extensive areas of blank, featureless, profiled steel cladding on the other. In the absence of any firm knowledge of the route of the Causeway, coupled with the fact that these buildings were not designed with the Causeway in mind, meant that it was not possible to say, with any certainty, how they would relate to the Causeway, or whether they would be able to present any form of active frontage to it.
- 6.41 The alignment of the Causeway has been reviewed since the Inspectors decision and the ELAAP proposes a different alignment to that contained in the former CLAAP (see figure 2). The justification for the alignment now proposed is set out in the ELAAP. The Proposed Submission ELAAP shows a proposed safeguarded 26m corridor for the Causeway east of the River Lea Navigation. Since the Inspector's earlier decision the Council has acquired additional land within the Meridian Water regeneration area, including the bulk of the Stonehill Estate, (excluding the sites the subject of these applications). Moreover, the Council has also now submitted a bid for funding to the DCLG (Housing

Infrastructure Funding (HIF) bid) to secure the necessary funding to enable it to deliver key strategic infrastructure including the Causeway and therefore unlock land for housing. A decision on this bid is awaited. The land acquisitions and HIF bid demonstrate a clear commitment on the Council's part to secure delivery of the Causeway and to achieve its wider regeneration aims.

- 6.42 Unlike the earlier applications, where the consideration was primarily about securing an active frontage to the Causeway, the current proposed buildings would sit directly over the Causeway route and therefore could impact more significantly on the delivery of the Causeway alignment as currently proposed. Notwithstanding the Council's clear commitment to the delivery of the Causeway through its land acquisitions and funding bid, since the AAP has not yet been submitted to the Secretary of State, it has limited weight in the planning process. The Inspector was of the opinion that then preferred alignment contained in a similarly unadopted plan should not be regarded as fixed. In planning policy terms the currently proposed alignment would have the same status. Accordingly, it is considered that planning permission cannot be refused based on the impact of the proposed development on the proposed Causeway alignment.
- 6.43 If the Causeway alignment is ultimately confirmed through the adoption of the ELAAP, then to secure delivery of it, the Council will need to negotiate with the land owner to acquire the land or use its Compulsory Purchase Powers. This remains the situation even if the planning application the subject of this report is approved and implemented.

Design and Impact on Street

- 6.44 6.30 Policy CP30 of the Core Strategy requires new development to be of a high quality design and in keeping with the character of the surrounding area. Policy DMD37 sets out criteria for achieving high quality and design led development. In the light of the conclusions reached by Officers on the impact of the development on the Causeway, set out above, and given an active frontage to the Causeway could not be achieved, it was considered appropriate to ensure that the development proposed achieved an active frontage to the existing road network in the interim period and until such time as the land is required to deliver the Causeway alignment if confirmed through the AAP.
- 6.45 Under the current application there were concerns that the principle active frontage would be located away from street frontages surrounding the site. It is noted that the orientation of the building responds better to the road and potential road layout than the Silvermere site however there is still an unknown distance between the building and the proposed Causeway alignment.
- 6.46 The original scheme did not provide adequate screening or enclosure of the car parking, services and street frontages areas. Given they will provide structure, definition and visual interest to frontages of the site otherwise dominated by large areas of hard standing, car parking and service access it was important for the scheme to be revised. Furthermore the elevations comprised blank expanses of cladding, with the original western elevation for instance comprising a blank wall consisting of cladding.
- 6.47 Amended drawings have been received that improves the amount of soft landscaping on the site which in turns helps to soften and screen the proposals, there has also been an increase in the articulation of entrances into the

buildings through use of cladding and canopies, amendments to the hard landscaping to better differentiate between vehicle and pedestrian zones and routes and increased use of cladding and other materials to articulate facades and add interest to 'warehouse' facades for instance the entrance into the main reception/showroom has been given greater visual prominence and stronger definition through expressing the corner as a double height space within the elevation treatment through fenestration, framing and cladding.

- 6.48 Following the changes made, the Urban Design Officer has no objection to the scheme subject to conditions to secure the quality of external materials in addition to soft and hard landscaping. It is considered that the proposal has been amended to address previous concerns with creating active frontages and whilst these active frontages would not be to the Causeway, they would deliver active frontages to the existing road network for the interim period, until such time that the proposed Causeway alignment is progressed and established within the Proposed Submission ELAAP.

Traffic and Transportation

- 6.49 The London Plan, Core Strategy and DMD encourage and advocate sustainable modes of travel and require that each development should be assessed on its respective merits and requirements, in terms of the level of parking spaces to be provided for example.
- 6.50 Policy DMD45 requires parking to be incorporated into schemes having regard to the parking standards of the London Plan; the scale and nature of the development; the public transport accessibility (PTAL) of the site; existing parking pressures in the locality; and accessibility to local amenities and the needs of the future occupants of the developments.
- 6.51 Policy DMD47 states that new development will only be permitted if the access and road junction which serves the development is appropriately sited and is of an appropriate scale and configuration and there is no adverse impact on highway safety and the free flow of traffic.
- 6.52 The proposal includes a modification to the Rivermead Road priority junction with Harbet Road, which will improve the access to the development site. The design of the junction modification is in accordance with that approved under the outline planning permission. Inclusion of the improved access arrangement from Harbet Road enables the application to be implemented independently of the application on the Triangle Site. A total of 18 car parking spaces, two disabled spaces and two commercial HGV spaces are also proposed.
- 6.53 In assessing the application on its own merits and following the submission of additional information, the Traffic and Transportation team raise no objection to the proposals with regard to access, parking, servicing and traffic generation subject to relevant planning conditions relating to access arrangements, cycle and car parking, electric charging points, lighting, road layout details, travel plan, construction logistics plan and surfacing materials.

Sustainability

- 6.54 Policy DMD49 states that all new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. An energy statement in accordance with Policies DMD49 and DMD51 is required to demonstrate how the development has engaged with the energy hierarchy to maximise energy efficiency.
- 6.55 Policy DMD50 requires major non-residential development to achieve an Excellent BREEAM rating. For new developments Policy DMD51 relates to energy efficiency standards and requires a 35% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013.
- 6.56 An energy statement was submitted with the application and sets out a target to achieve at least a 35% reduction in carbon emissions over Part L 2013 and a minimum BREEAM Excellent rating will be achieved. PV panels are proposed to be incorporated within the scheme.
- 6.57 Policy DMD55 requires all available roof space/ vertical spaces to be available for the installation of low zero carbon technologies, green roofs and living walls subject to technical and economic feasibility and other relevant planning considerations. A green roof and PV panels are proposed on the roof of the buildings, further details will be secured through conditions.
- 6.58 Policy DMD52 requires all major developments to connect or contribute towards existing or planned DEN supplied by low or zero carbon energy. A route will be safeguarded for future connection to a DEN through a S106 agreement.
- 6.59 Several conditions relating to sustainability would need to be attached to any permission.

Flooding

- 6.60 Policy DMD59 states that new development must avoid and reduce the risk of flooding, and not increase the risk elsewhere. Policy DMD61 states that a Drainage Strategy will be required for all development to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan.
- 6.61 The application site is located within flood zones 2 and 3. A revised flood risk assessment was submitted and the Environment Agency raised no objection to this FRA subject to changes to the finished floor levels to take into account the new data in the FRA.
- 6.62 Drainage information was submitted with the application but was not considered to be satisfactory by the SUDS Officer and therefore a condition will be attached to any permission to ensure that a SUDS strategy is submitted for LPA approval.

Contamination, noise and air quality

- 6.63 Policy DMD64 sets out that planning permission will only be permitted if pollution and the risk of pollution is prevented, or minimised and mitigated during all Phases of development.

- 6.64 Policy CP32 and London Plan Policy 5.21 seeks to address the risks arising from the reuse of brownfield sites to ensure its use does not result in significant harm to human health or the environment.
- 6.65 A noise and air assessment was submitted with the application. The Environmental Health Officer was consulted and raised no concerns with the scheme subject to the attachment of conditions relating to contamination, remediation, construction management plan (including details of dust and emissions) and non-road mobile machinery (NRMM) complying with GLA emission standards.

Trees, Landscaping and Biodiversity

- 6.66 In line with Policy DMD81, developments must provide high quality landscaping that enhances the local environment. The London Plan, adopted Core Strategy and DMD also seeks to protect and enhance biodiversity.
- 6.67 Conditions would be attached to any grant of planning permission to ensure that the proposal enhances landscaping and biodiversity across the site.

S106

- 6.68 Policies 8.1 and 8.2 of The London Plan (2011) seek to ensure that development proposals make adequate provision for both infrastructure and community facilities that directly relate to the development. Developers will be expected to meet the full cost of facilities required as a consequence of development and to contribute to resolving deficiencies where these would be made worse by development. In accordance with the S106 SPD an Employment and Skills Strategy and future connection to a Decentralised Energy Network should be secured through a S106 legal agreement.

Proposed Conditions

- 6.69 The issues to be addressed by condition have been highlighted throughout this report and are summarised at the end of the report. The proposed conditions are typical for the scale and nature of the proposed development.
- 6.70 There are now permitted development rights for B1(c) and B8 units to be converted into residential units subject to a prior approval process. The building is not considered suitable for such use and therefore a condition is recommended removing permitted development rights for this change of use.
- 6.71 The exact wording of the conditions have not been agreed and therefore Members are being asked in considering the officer recommendation to also grant delegated authority to officers to agree the final wording for the conditions to cover the issues identified below.

CIL

- 6.72 The development would not be liable to Enfield's CIL but would be liable to the Mayor of London's CIL.

The Mayor CIL liability is $(£20/m^2 \times 435m^2 \times 283)/274 = £8,985.76$

7.0 Conclusion

- 7.1 The proposal falls within the Meridian Water site which is a key regeneration opportunity for the London Borough of Enfield. The planning history on the site is a key material consideration in assessing this planning application. The previous application on the site was dismissed at appeal because the industrial style buildings were not considered to represent development of exemplar quality and in the absence of knowledge of the route of the Causeway, together with the fact that the buildings were not designed with the Causeway in mind meant it was not possible to say how they would relate to this route or be able to present an active frontage to it. The Inspector did not object to the uses proposed.
- 7.2 The proposal would comprise B1c and B8 uses and would therefore accord with the requirements of the adopted Enfield Local Plan and the London Plan. Although under the previously refused planning applications the LPA raised concerns that the proposals would not accord with its vision for transformational change within the Meridian Water area particularly due to the alignment of the causeway, as explained by the Inspector there is nothing in adopted planning policies of the Core Strategy and Development Management Document that weakens or changes the role of SILs or PILs and this point still stands. Given the limited weight that can be accorded to the Proposed Submission Edmonton Leaside Area Action Plan it is not deemed appropriate to refuse the scheme on an area of land that remains designated as SIL. In addition the scheme has been revised and it is now considered that the proposal has been improved in design terms to provide a more attractive street frontage that will generate activity and provide sufficient passive surveillance to the street.
- 7.3 The detailed wording of all the required conditions has not yet been fixed although the issues to be addressed by condition and/or legal agreement have been highlighted throughout this report and are summarised below. In this regard, Members are being asked in considering the officer recommendation to grant planning permission and to also grant delegated authority to officers to agree the final wording for these conditions and to secure the delivery of those aspects of the scheme identified in the report that need to be secured through the mechanism of a S106 Agreement.

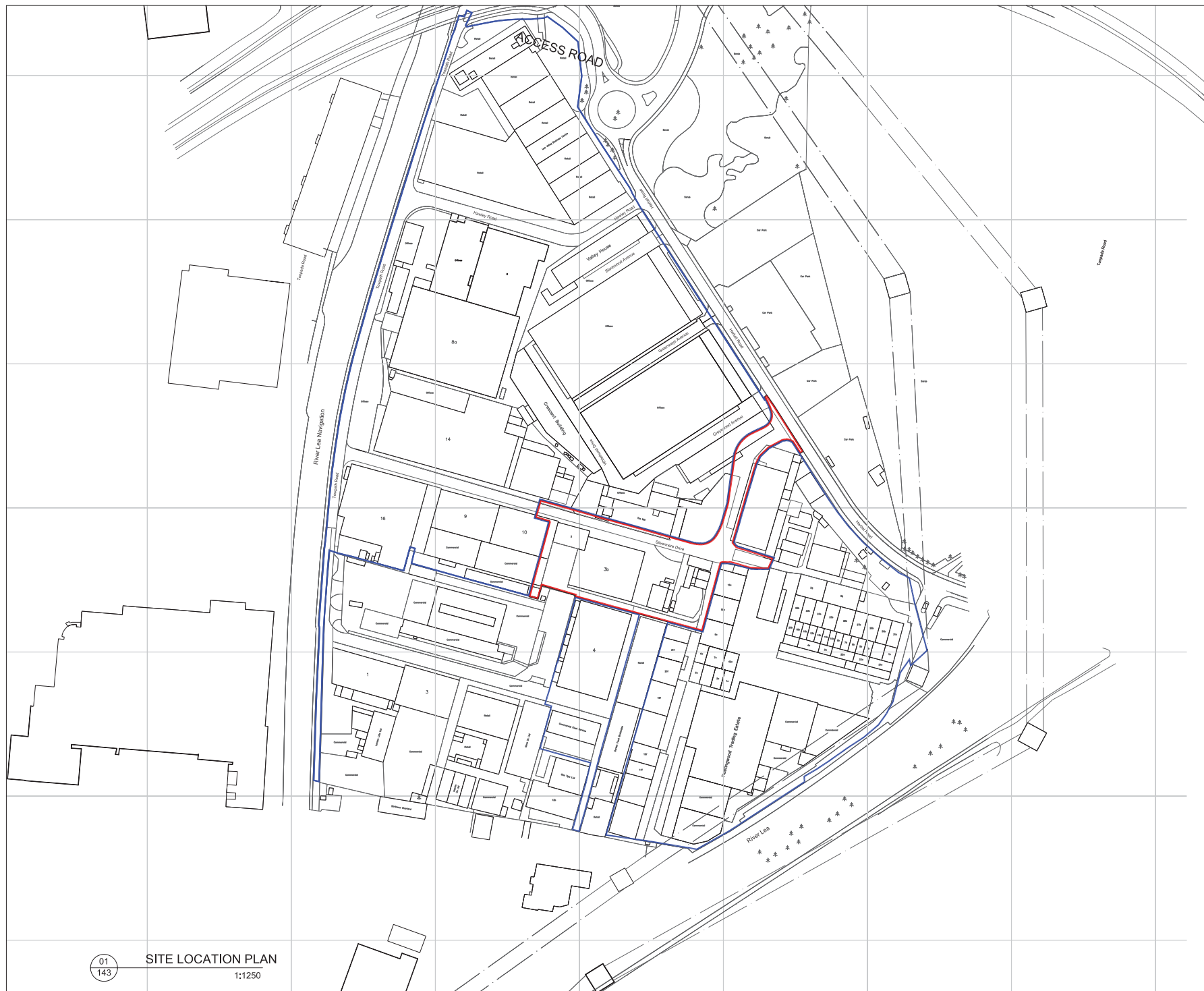
8.0 Recommendation

That, subject to the satisfactory completion of a S106 Agreement, to grant planning permission subject to the following conditions:

1. Time limit
2. In accordance with plan numbers
3. plans detailing the existing and proposed ground levels
4. Sections and samples of all external materials and details of fixing methods
5. Details of glazing systems, doors, and canopies Specification and details of the green roofs.
6. Site waste management plan
7. Details of hard and soft landscape treatments with samples of the proposed paving, kerb and edging details.
8. Details of external lighting
9. Details of the design of the new road layout in the vicinity of the site as shown on the submitted plan re 120762/SK/19 Rev C together with the new on street parking and loading restrictions
10. Details of signage and road markings
11. Details of disabled parking spaces
12. Details of electric charging points
13. Details of cycle parking
14. Travel Plan Statement
15. Submission of a Construction Logistics Plan
16. Details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings
17. BREEAM office/industrial/other building or bespoke, as appropriate, rating of 'Excellent'
18. Details of the Sustainable Drainage Strategy
19. Details of a SUDS Verification Report
20. Details of enclosure
21. No plant, machinery, 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.
22. No additional floor space through provision of mezzanines
23. PD rights removed for change of use to housing Use Class C3
24. Scheme to deal with the contamination of the site
25. Remediation recommendations put forward in the Site Investigation written by Campbell Reith Hill LLP shall be fully implemented and a verification report
26. Construction Management Plan including details of how dust and emissions will be managed and all non-road mobile machinery to be compliant with GLA emission standards
27. Green Procurement Plan
28. Internal consumption of potable water
29. BREEAM Excellent – design and post construction stage assessments
30. Energy Statement with management and maintenance plan
31. Showrooms provided with window displays, No opaque films to be added to windows etc.

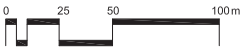
Informative

1. Incorporation of the principles and practices of 'Secured by Design'.



NOTES:

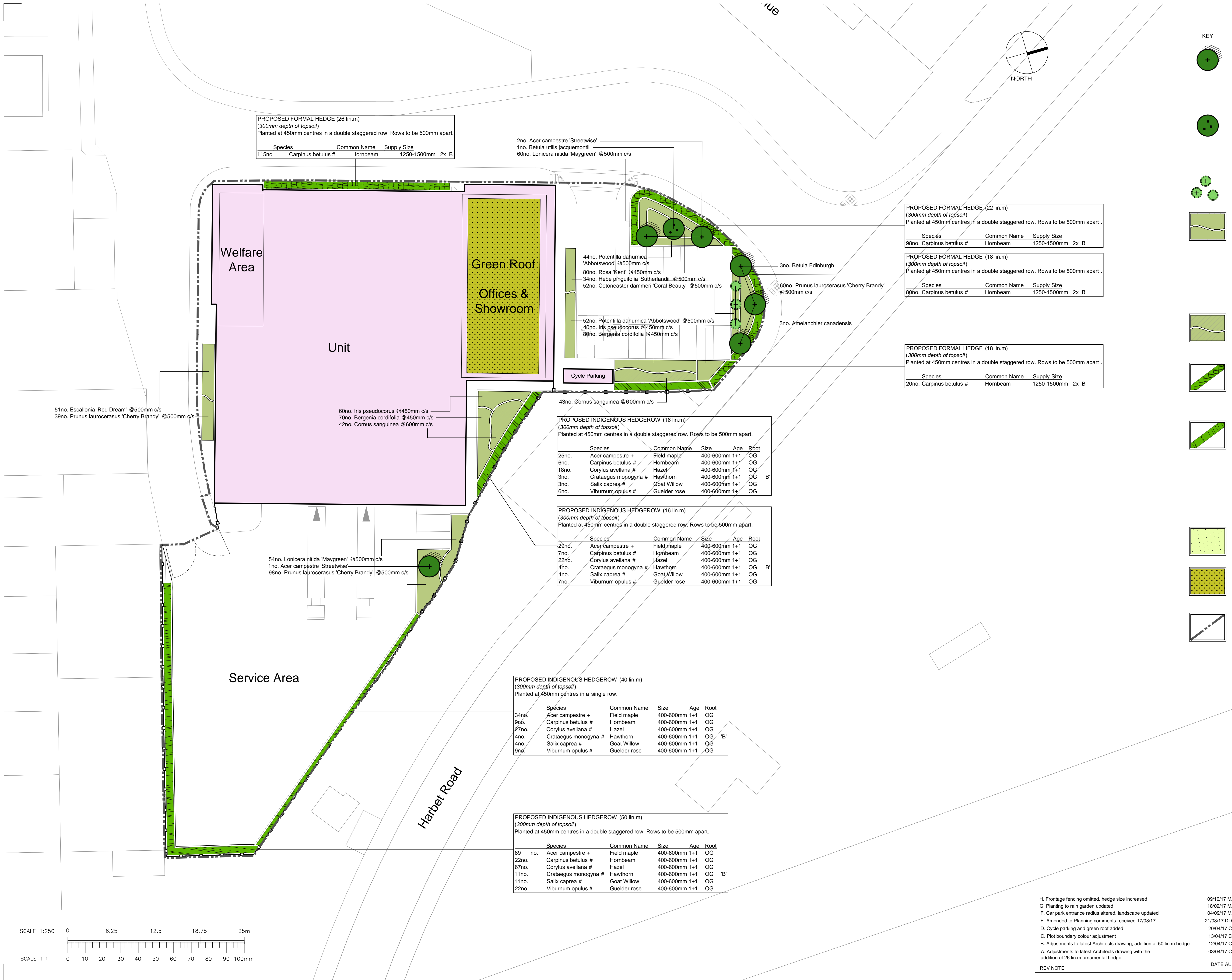
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 TOPOGRAPHICAL SURVEY
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REV	DATE	NOTE	FMR	AW

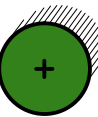
CHARTERED ARCHITECTS
 11 PLATO PLACE
 STONING ROAD
 LONDON SW6 4U
 TELEPHONE 020 7736 6162
 FAX 020 7736 3096
 www.msa-architects.co.uk

TITLE		
STONEHILL ESTATE, ENFIELD		
DRAWING		
THE SILVERMERE SITE		
SITE LOCATION PLAN		
CLIENT		
FAIRACRE & LASALLE INVESTMENT MANAGEMENT		
DATE	SCALE	DRAWN
APR 2017	1:1250@A1	FMR
	STATUS	CHECKED
	PLANNING	AW
DRAWING NUMBER		
30371-PL-143		



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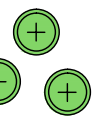
KEY



EXTRA HEAVY STANDARD TREES
(Tree pit size: 1500x1500x900mm backfilled with topsoil)
18-20cm stem girth
4.5-6.5m height
1.8-2.1m clear stem
Rootballed
Double staked



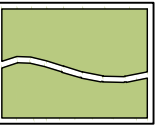
PROPOSED MULTI-STEM TREES
(Tree pit size: 1000x1000x750mm backfilled with topsoil)
3.5-4.0m height
5x transplanted
Rootballed
Angle staked



BuJ Betula utilis jacquemontii

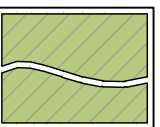
PROPOSED SPECIMEN SHRUBS
(450mm depth of topsoil)

Species	Supply Size	Pot Size
Amelanchier canadensis	900-1200mm	15L



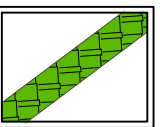
PROPOSED ORNAMENTAL GROUND COVER SHRUB PLANTING
(450mm depth of topsoil)
Ultimate plant height is below 1m.

Species	Supply Size	Pot Size	Spacing
Cotoneaster dammeri 'Coral Beauty'	400-500mm	3L	500mm cts
Escallonia 'Red Dream'	300-400mm	3L	500mm cts
Hebe pinguifolia 'Sutherlandii'	200-300mm	3L	500mm cts
Iris pseudocorus	clump	2L	450mm cts
Lonicera nitida 'Maygreen'	300-400mm	2L	500mm cts
Persicaria affine 'Darjeeling Red'		2L	450mm c/s
Potentilla dahurica 'Abbotswood'	200-300mm	3L	500mm c/s
Prunus laurocerasus 'Cherry Brandy'	300-400mm	3L	500mm cts
Rosa 'Kent'	300-400mm	3L	450mm cts



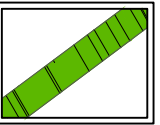
PROPOSED ORNAMENTAL SHRUB PLANTING
(300mm depth of topsoil)
Ultimate plant height is above 1m.

Species	Supply Size	Pot Size	Spacing
Cornus sanguinea	600-800mm	3L	600mm c/s



PROPOSED FORMAL HEDGE
(300mm depth of topsoil)
Planted at 450mm centres in a double staggered row. Rows to be 500mm apart

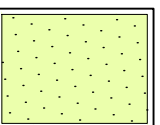
%	Species	Common Name	Supply Size
100	Carpinus betulus #	Hornbeam	1250-1500mm 2x B



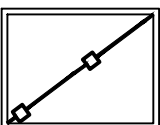
PROPOSED INDIGENOUS HEDGEROW
(300mm depth of topsoil)
Planted at 450mm centres in a double staggered row. Rows to be 500mm apart.

GENERAL NOTE
Species marked # to be fitted with 600mm high x 150mm diameter rabbit guards.
Species marked + to be fitted with 600mm high x 90mm diameter rabbit guards.

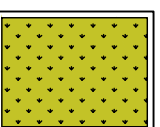
%	Species	Common Name	Size	Age	Root
40%	Acer campestre +	Field maple	400-600mm	1+1	OG
10%	Carpinus betulus #	Hornbeam	400-600mm	1+1	OG
30%	Corylus avellana #	Hazel	400-600mm	1+1	OG
5%	Crataegus monogyna #	Hawthorn	400-600mm	1+1	OG
5%	Salix caprea #	Goat Willow	400-600mm	1+1	OG
10%	Viburnum opulus #	Guellder rose	400-600mm	1+1	OG



PROPOSED AMENITY GRASS AREAS
(150mm depth of topsoil)



SECURITY FENCE



PROPOSED GREEN ROOF
Blackdown System Extensive Green Roof or similar approved.
Vegetation: Hardy, Drought tolerant e.g. sedums.
Build up height of 100mm consisting of 50-80mm substrate blend of organic/non organic materials, filter sheet, 25mm drainage layer and protection fleece.

NOTE: Waterproofing and drainage all to engineer's details.
PLOT BOUNDARY

CLIENT

FAIRACRE & LASALLE INVESTMENT
MANAGEMENT

PROJECT

STONEHILL ESTATE, ENFIELD

DRAWING

DETAIL LANDSCAPE PLAN
THE TRIANGLE SITE

CONTRACT 1393/13

DATE April 2017

ISSUE Planning

SCALE 1:250

CAD FILE 1393-13-10.dwg

DRG NO.

10

REV

H

DATE AUTH

H. Frontage fencing omitted, hedge size increased
G. Planting to rain garden updated
F. Car park entrance radius altered, landscape updated
E. Amended to Planning comments received 17/08/17
D. Cycle parking and green roof added
C. Plot boundary colour adjustment
B. Adjustments to latest Architects drawing, addition of 50 lin.m hedge
A. Adjustments to latest Architects drawing with the addition of 26 lin.m ornamental hedge

REV NOTE

NOTES



HARD SURFACING KEY

- SERVICE YARD AND LORRY PARKING BAYS
Concrete pavement with serrated float or wire brush finish, all to engineer's details.
- CAR PARKING BAYS
Tarmacadam surfacing with white thermoplastic lines, all to engineer's details.
- CAR PARK CIRCULATION AREAS
80mm thick coloured concrete block paving laid 90 degree herringbone, all to engineer's details.
- RAISED CROSSING POINTS AREAS
60mm thick contrasting coloured concrete block paving laid 45 degree herringbone, all to engineer's details.
- INTERNAL PEDESTRIAN FOOTPATHS
50mm thick coloured concrete paving slabs, all to engineer's details.
- FEATURE ENTRANCE PAVING
50mm thick coloured concrete paving slabs, all to engineer's details.
- PEDESTRIAN FOOTPATHS
Tarmacadam surfacing, all to structural engineer's details. Where required specification to be to adoptable standards.
- CORDUROY PAVING
- CYCLE PARKING
Broxap Apollo shelter (Silver) with galvanised finish Sheffield cycle stand
- PROPOSED SOFT LANDSCAPE
Refer to BCA drawing no 1393/13/10
- PALADIN FENCE
Colour to be RAL 5011
- PLOT BOUNDARY

- G. Feature entrance paving updated, perimeter fencing re-alignd 09/10/17 MAB
- F. Amendments to car park entrance radius 04/09/17 MAB
- E. Amended to Planning comments received 17/08/17 21/08/17 DLCB
- D. Cycle parking and Pedestrian Footpaths added 20/04/17 CJC
- C. Plot boundary colour adjustment 13/04/17 CJC
- B. Adjustments to latest Architects drawing, addition of 50 in.m hedge 12/04/17 CJC
- A. Adjustments to latest Architects drawing with the addition of 26 in.m ornamental hedge 03/04/17 CJC

REV NOTE DATE AUTH

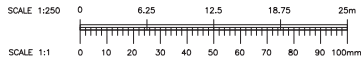
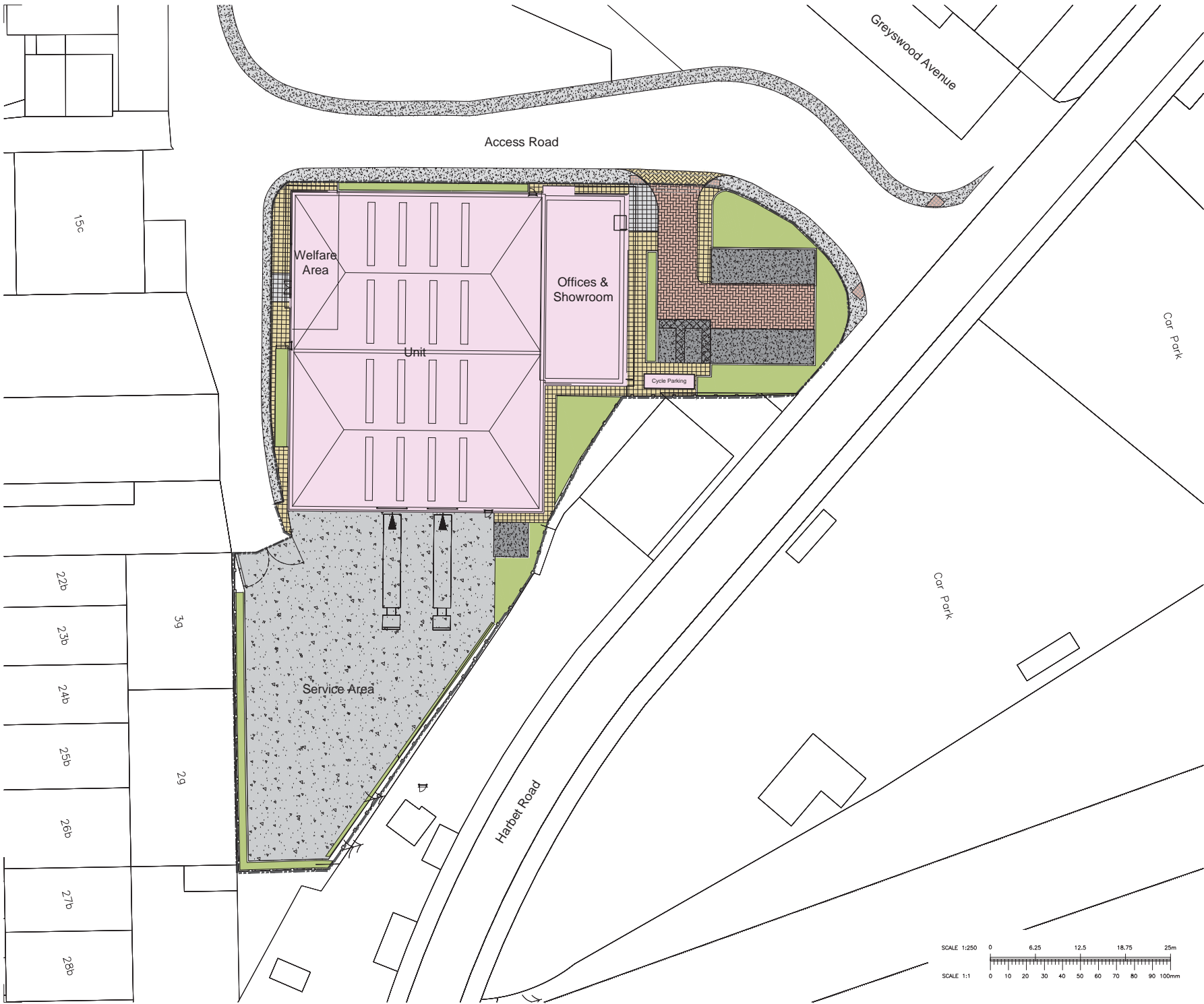


CLIENT
FAIRACRE & LASALLE INVESTMENT MANAGEMENT

PROJECT
STONEHILL ESTATE, ENFIELD

DRAWING
EXTERNAL HARD MATERIALS FINISHES, THE TRIANGLE SITE

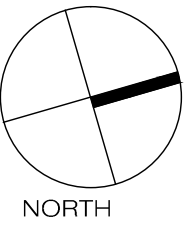
CONTRACT 1393/13				DRG NO.
DATE	March 2017	DRAWN	CJC	12
ISSUE	Planning	CHECKED	MB	
SCALE	1:250	ORIG SHEET	A1	REV
CAD FILE	1393-13-12.dwg			G





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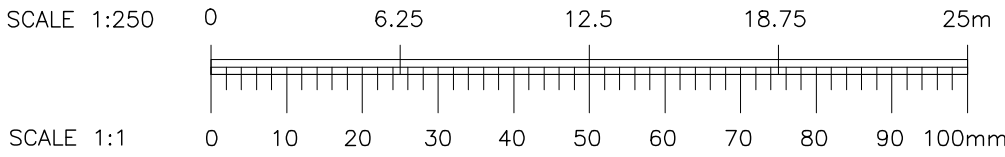
HARD SURFACING KEY

- SERVICE YARD AND LORRY PARKING BAYS
Concrete pavement with serrated float or wire brush finish, all to engineer's details.
- CAR PARKING BAYS
Tarmacadam surfacing with white thermoplastic lines, all to engineer's details.
- CAR PARK CIRCULATION AREAS
80mm thick coloured concrete block paving laid 90 degree herringbone, all to engineer's details.
- RAISED CROSSING POINTS AREAS
80mm thick contrasting coloured concrete block paving laid 45 degree herringbone, all to engineer's details.
- INTERNAL PEDESTRIAN FOOTPATHS
50mm thick coloured concrete paving slabs, all to engineer's details.
- FEATURE ENTRANCE PAVING
50mm thick coloured concrete paving slabs, all to engineer's details.
- PEDESTRIAN FOOTPATHS
Tarmacadam surfacing, all to structural engineer's details. Where required specification to be to adoptable standards.
- CORDUROY PAVING
- CYCLE PARKING
Broxap Apollo shelter (Silver) with galvanised finish Sheffield cycle stand
- PROPOSED SOFT LANDSCAPE
Refer to BCA drawing no 1393/13/10
- PALADIN FENCE
Colour to be RAL 9011
- PLOT BOUNDARY

G. Feature entrance paving updated, perimeter fencing re-align	09/10/17 MAB
F. Amendments to car park entrance radius	04/09/17 MAB
E. Amended to Planning comments received 17/08/17	21/08/17 DLGB
D. Cycle parking and Pedestrian Footpaths added	20/04/17 CJC
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A. Adjustments to latest Architects drawing with the addition of 26 lin.m ornamental hedge	03/04/17 CJC
REV NOTE	DATE AUTH

BARRY CHINN
associates
Landscape Architects

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PROJECT STONEHILL ESTATE, ENFIELD			
DRAWING EXTERNAL HARD MATERIALS FINISHES, THE TRIANGLE SITE			
CONTRACT	1393/13	DRG NO.	
DATE	March 2017	DRAWN	CJC
ISSUE	Planning	CHECKED	MB
SCALE	1:250	ORIG SHEET	A1
CAD FILE	1393-13-12.dwg	REV	
			12
			G





NOTES:

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D	09-10-2017	Refuse storage added	IN	AW
C	15-09-2017	Kerbs re-signed	IN	AW
B	26-04-2017	Car parking updated. Note changed	FMR	AW
A	26-04-2017	Solar panels changed	FMR	AW
-	26-04-2017	First issue	FMR	AW
REV	DATE	NOTE	Draw	Check

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TITLE STONEHILL ESTATE, ENFIELD			
DRAWING THE TRIANGLE SITE -SITE LAYOUT PLAN IN ILLUSTRATIVE COLOUR			
CLIENT FAIRACRE & LASALLE INVESTMENT MANAGEMENT			
DATE	SCALE	DRAWN	
APR 2017	1:200@A1	FMR	
STATUS	CHECKED		
PLANNING	AW		
DRAWING NUMBER 30371-FE-148D			



NOTES:

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0 5 10 20 m

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D	09-10-2017	Refuse storage added	IN	AW
C	15-09-2017	Kerbs re-aligned	IN	AW
B	26-04-2017	Car parking updated. Note changed	FMR	AW
A	26-04-2017	Solar panels changed	FMR	AW
-	06-04-2017	First issue	FMR	AW
REV	DATE	NOTE	DRAW	CHK



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LASALLE
INVESTMENT MANAGEMENT



FAIRACRE

TITLE
STONEHILL ESTATE, ENFIELD

DRAWING
THE TRIANGLE SITE - SITE LAYOUT PLAN
IN ILLUSTRATIVE COLOUR

CLIENT
FAIRACRE &
LASALLE INVESTMENT MANAGEMENT

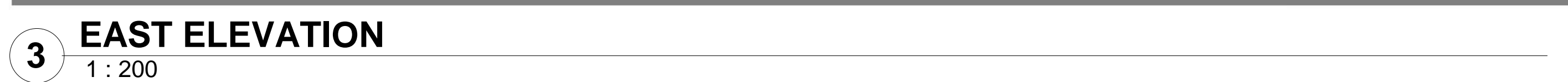
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	STATUS PLANNING	CHECKED AW

DRAWING NUMBER
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5 SECTION
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0 2 4 6 8 10 20m
scale 1:200

Office &
Showroom
entrance



1:200



1:200



1:200

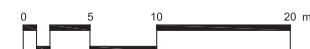
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-	03-2017	First issue	FMR	
A	11-04-2017	Section line added	FMR	



TITLE
STONEHILL ESTATE, ENFIELD
DRAWING
THE TRIANGLE SITE
GENERAL ARRANGEMENT PLANS
CLIENT
FAIRACRE &
LASALLE INVESTMENT MANAGEMENT

DATE	SCALE	DRAIN
APR 2017	1:200@A1	FMR
	STATUS	CHECKED
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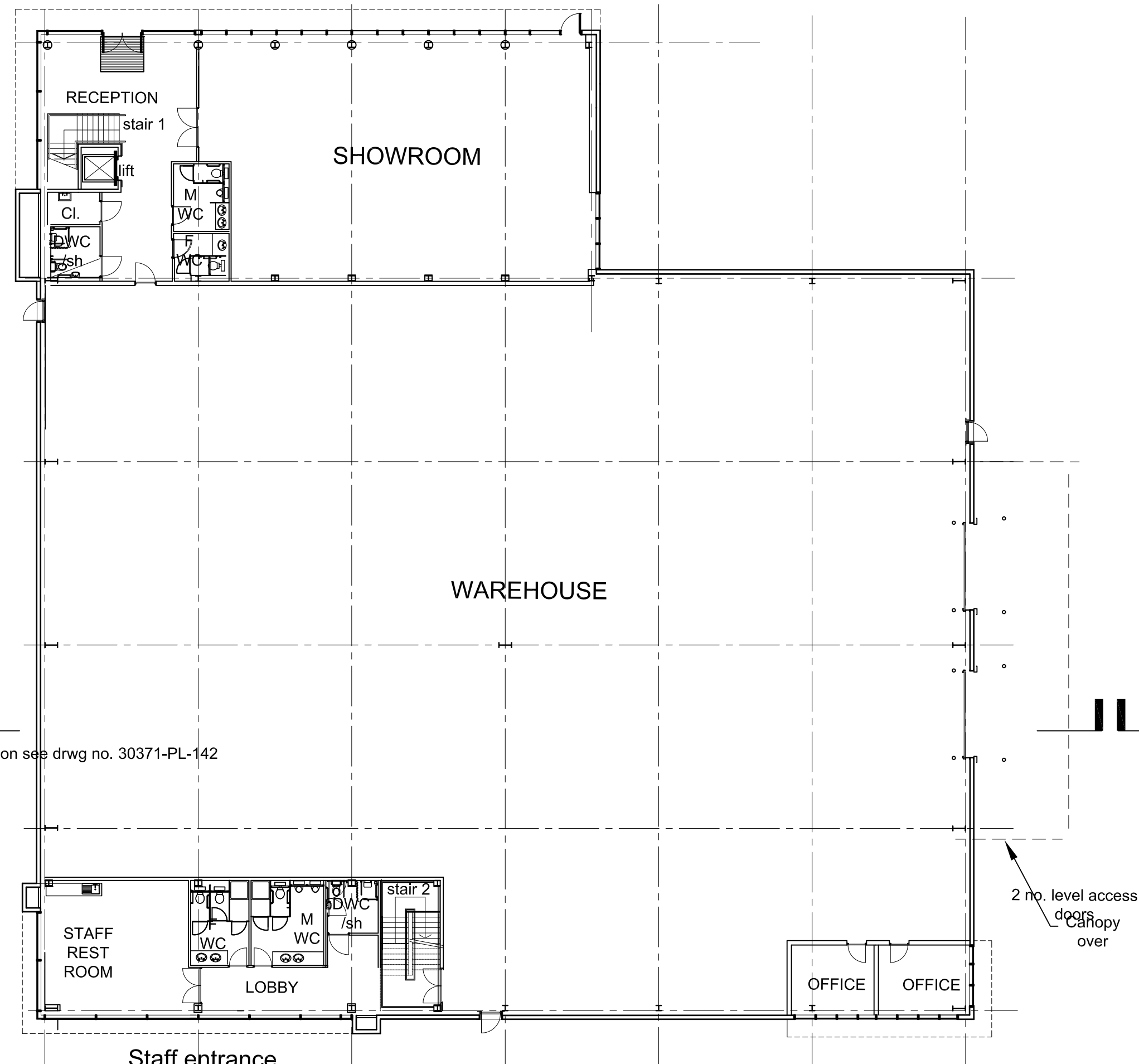
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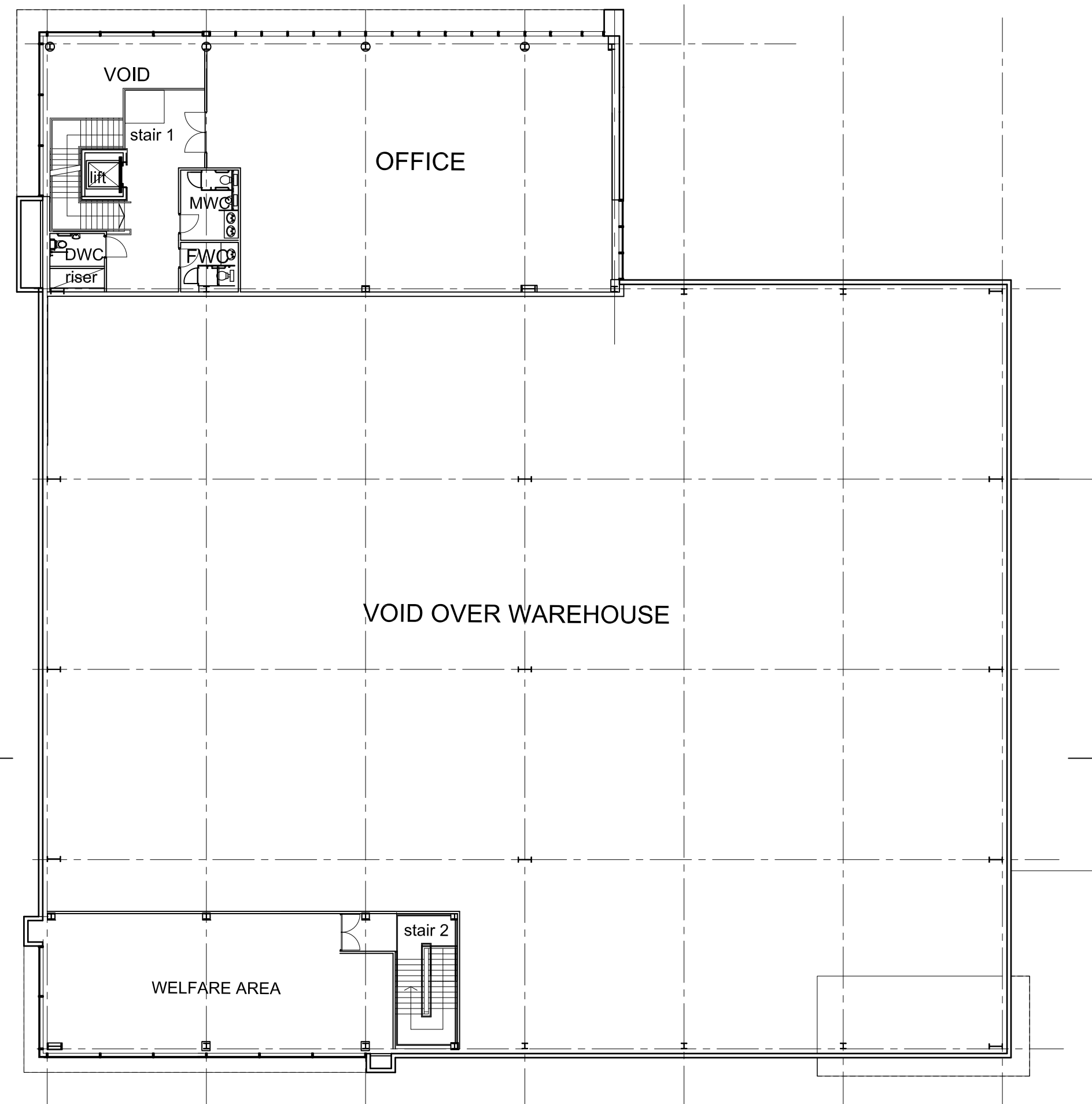
Office &
Showroom
entrance



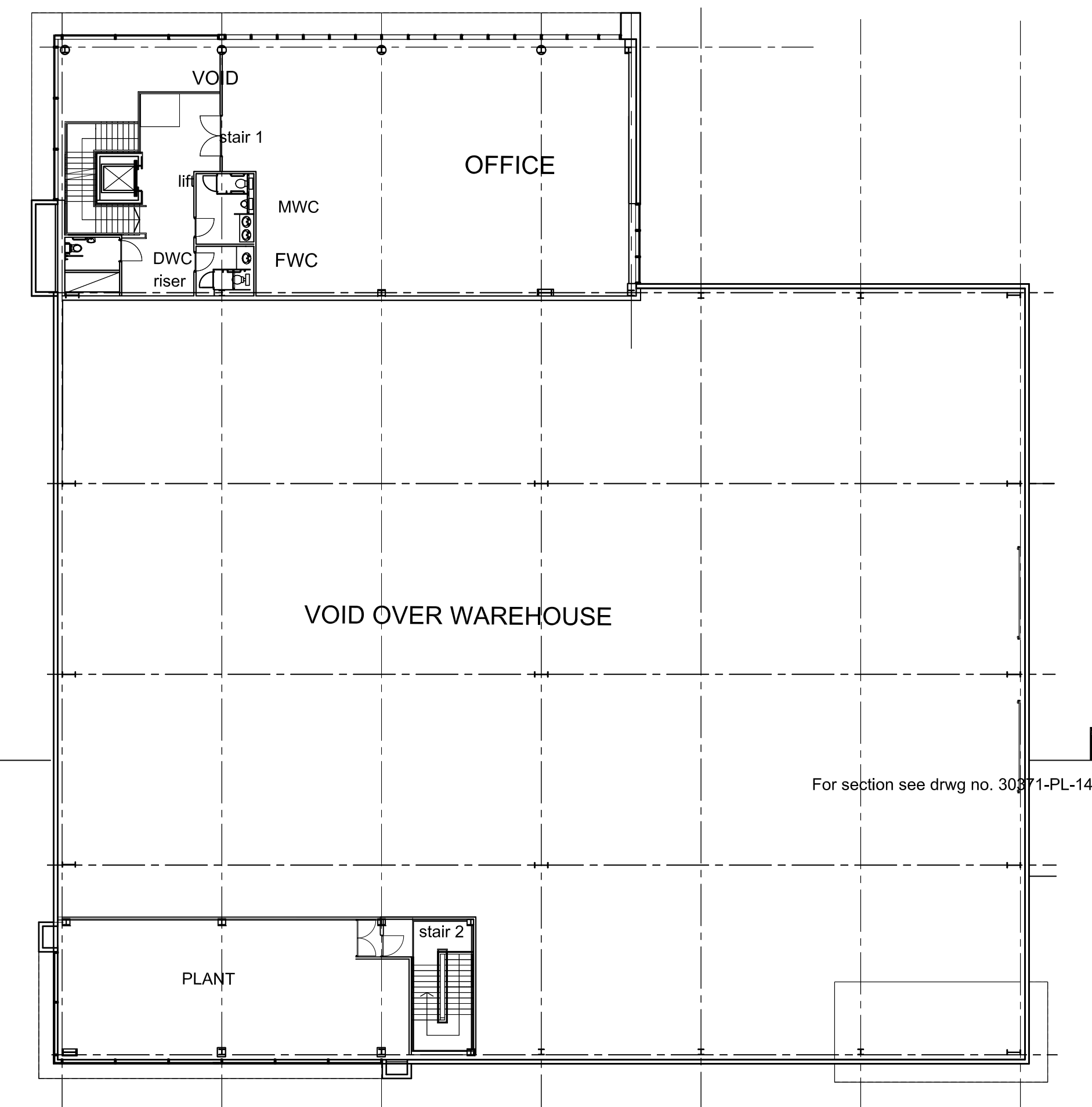
01
141

GROUND FLOOR PLAN

1:200



02 FIRST FLOOR PLAN
141 1:200



03
141

SECOND FLOOR PLAN

1:200

REV	DATE	NOTE	DRAW	CH
-	03-2017	First issue	FMR	A
A	11-04-2017	Section line added	FMR	A


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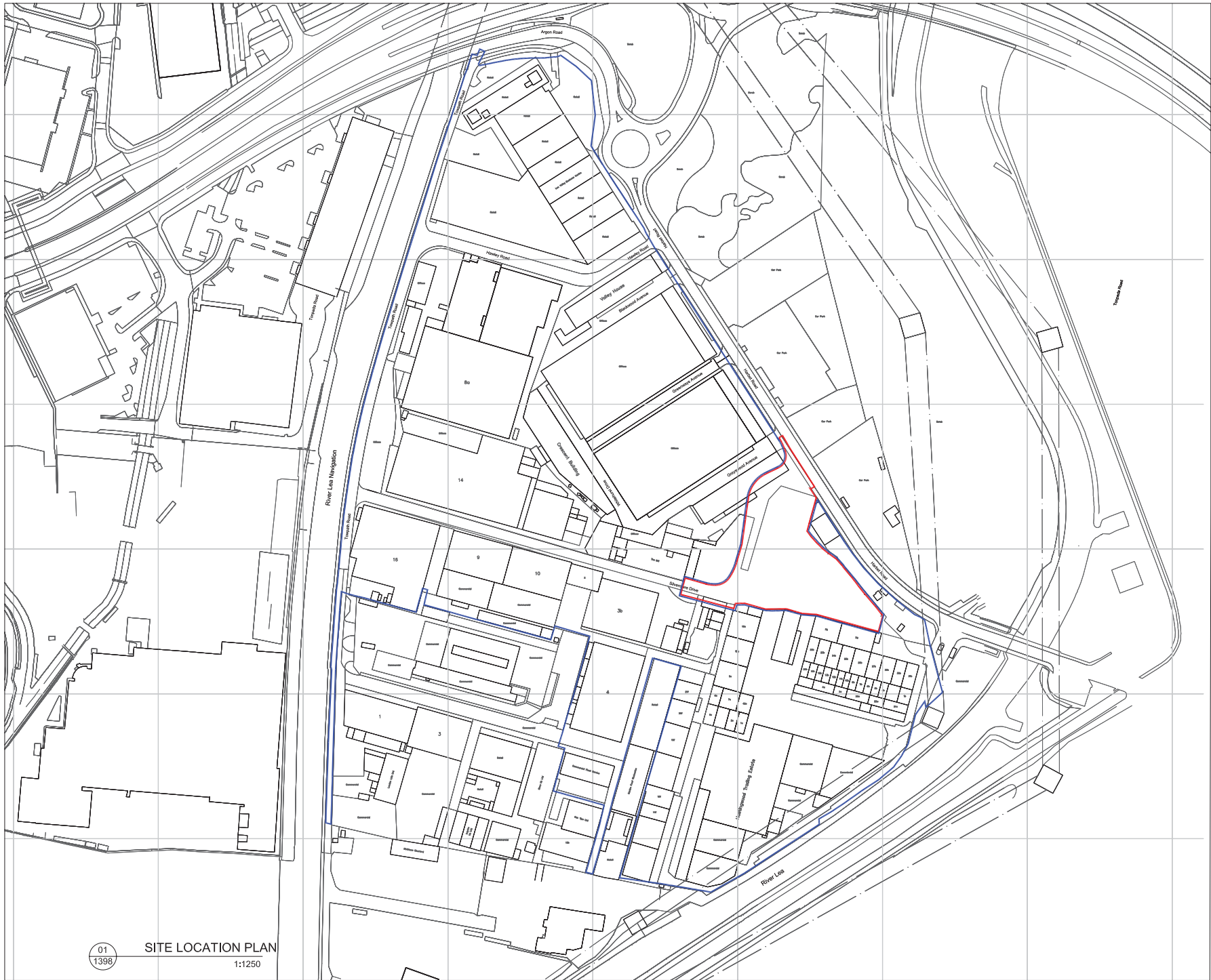


TITLE
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DRAWING
THE TRIANGLE SITE
GENERAL ARRANGEMENT PLANS
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DATE	SCALE	DRAWN
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	STATUS	CHECKED
	PLANNING	AW

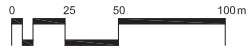
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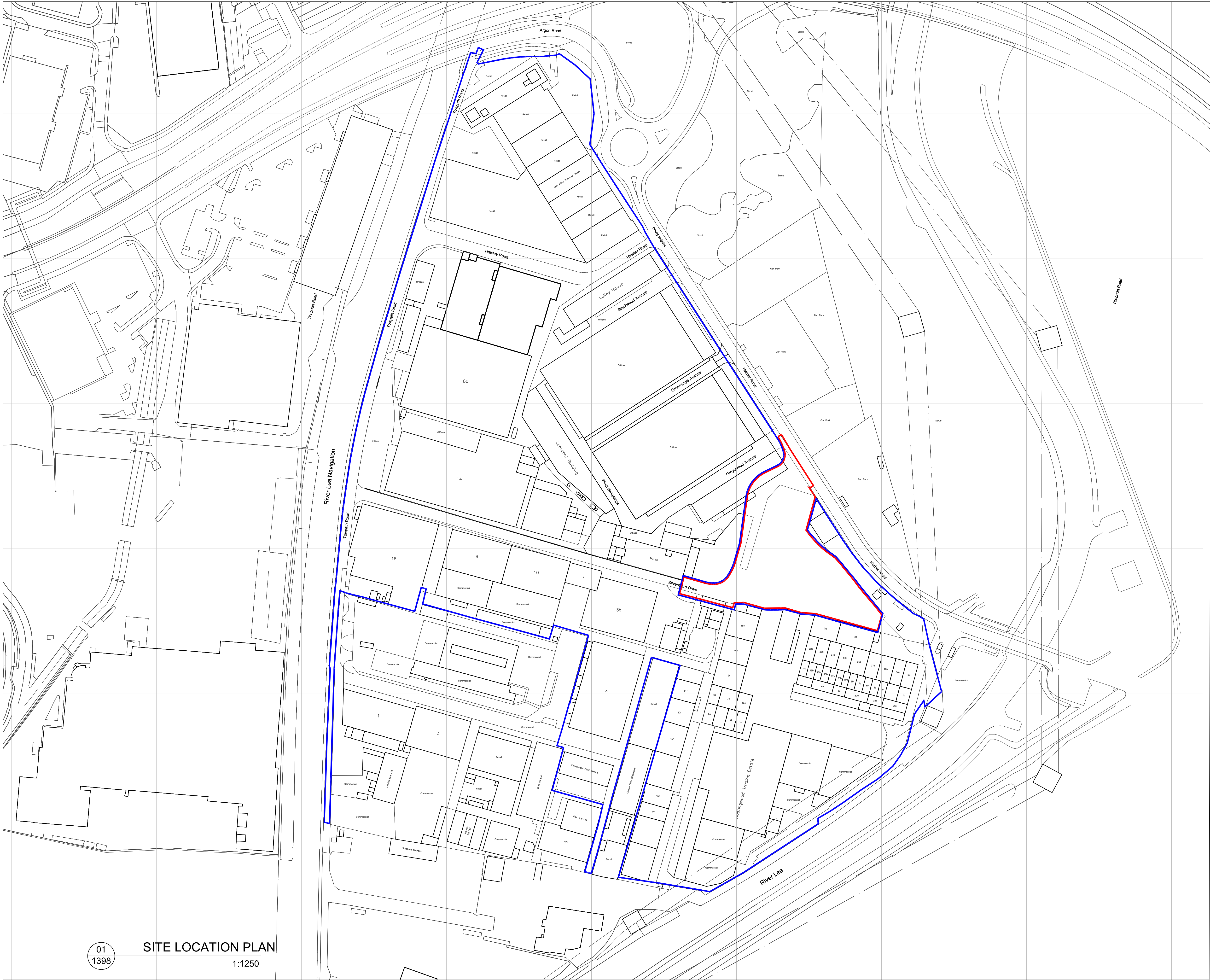
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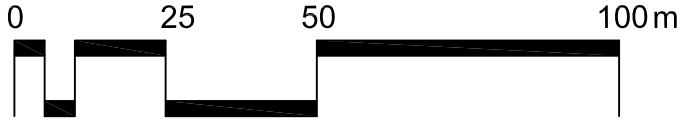
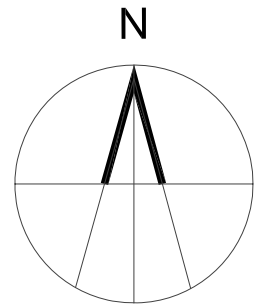
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