



KEY

-  = Applicant Ownership Boundary
-  = Application Boundary

DESIGN & ACCESS STATEMENT

BLOCK F, BOUNDS GREEN INDUSTRIAL ESTATE, LONDON, N11 2UL

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Note – All information contained within this document is for planning only and maybe subject to further site surveys and investigations prior to construction.

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1 - Introduction

Introduction

The following Design and Access Statement accompanies a full planning application for the development of Block F, Bounds Green Industrial Estate, N11 2UL.

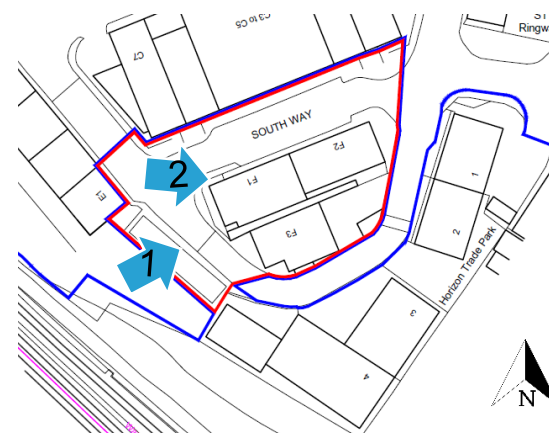
This planning application has been submitted following a positive pre-application meeting with the local planning authority – which is detailed later in this report.

The existing site is part of the Bounds Green Industrial Estate and comprises of dated warehouses, currently used as B2 industrial and Car Repairs with limited servicing. The application is for the removal of these buildings and the construction of a new building of self-contained units with improved servicing and parking.

It is proposed that the new units are partially built over the existing estate road (in private ownership by the applicant) and making the existing South Way a one-way route, working from east to west. Cumulatively these proposals will create a more efficient use of the site whilst ensuring that safe vehicular access to the existing units to the south of the Site is maintained. The proposed highways amendments are beneficial as they will reduce the potential conflict between vehicles, particularly Heavy Goods Vehicles (HGV) and presents better loading/unloading facilities for waiting vehicles, by comparison to the existing on site arrangement.

Brief

Utilise vacant and unusable space (due to fire damage) to provide additional employment space with improved parking and servicing.



2 – Location

Site Location

The site is located in Bounds Green Industrial Estate, a well established industrial location situated in New Southgate. The site is surrounded by mixture of uses with a combination of industrial and commercial to the West and some residential developments located some distance from the site to the North, East and South. The site is located adjacent to the A406 which links the site to the wider road network around London. The Site falls within the planning jurisdiction of the London Borough of Haringey. The site is in the Crossrail Safeguarding Zone, however we understand from the pre-application responses that it is extremely unlikely that the TfL safeguarding team would object to the proposal. The site is also adjacent to a small area that is designated as a Site of Importance for Nature Conservation (SINC). Most of the SINC is located the other side of East Coast Main Line Railway, however a small portion is adjacent to the development site.

Site Context Plans



KEY

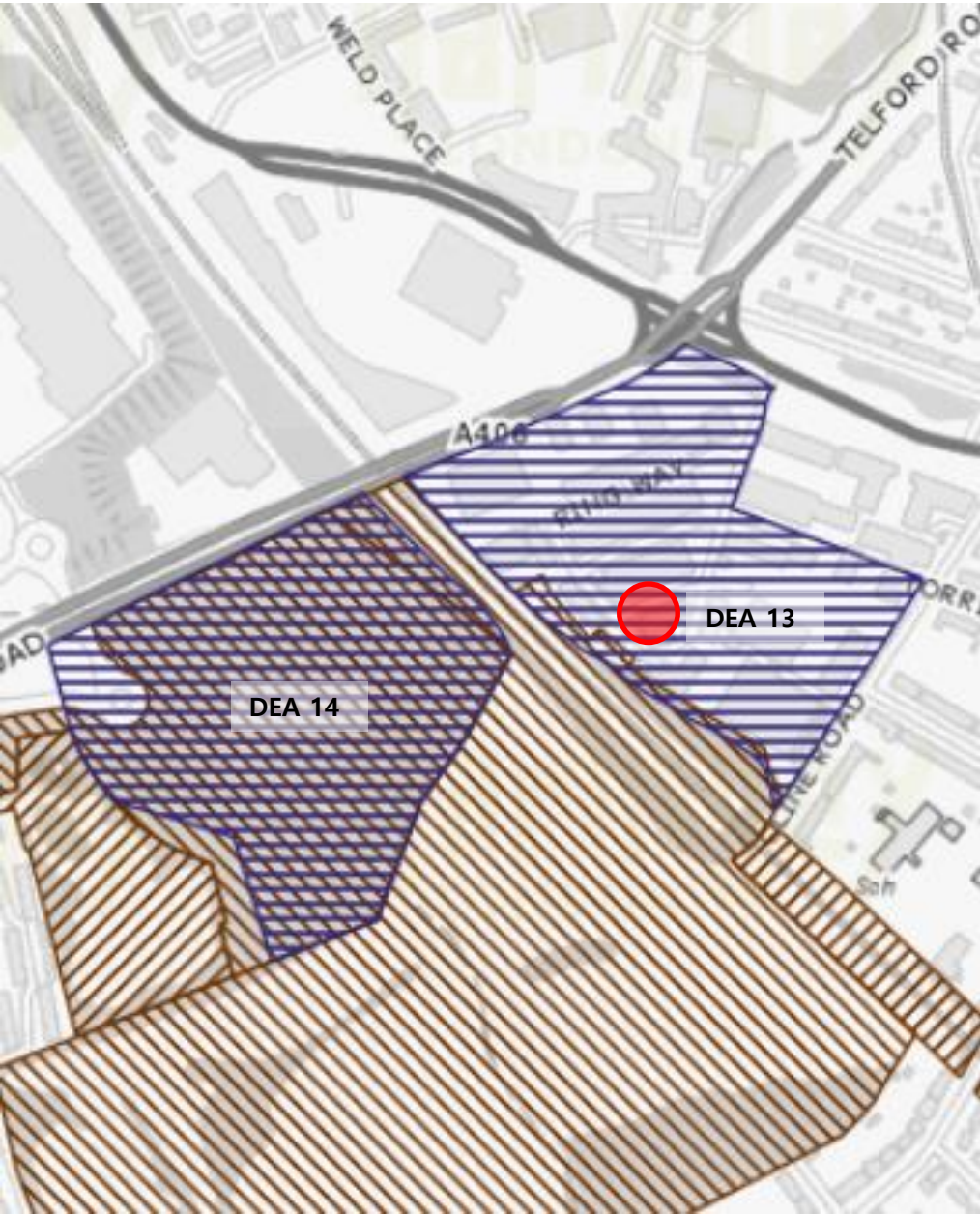
-  = Crossrail Safeguarding Zone
-  = Local Borough Border

2 – Location Context

Site Context - Employment Land and Biodiversity

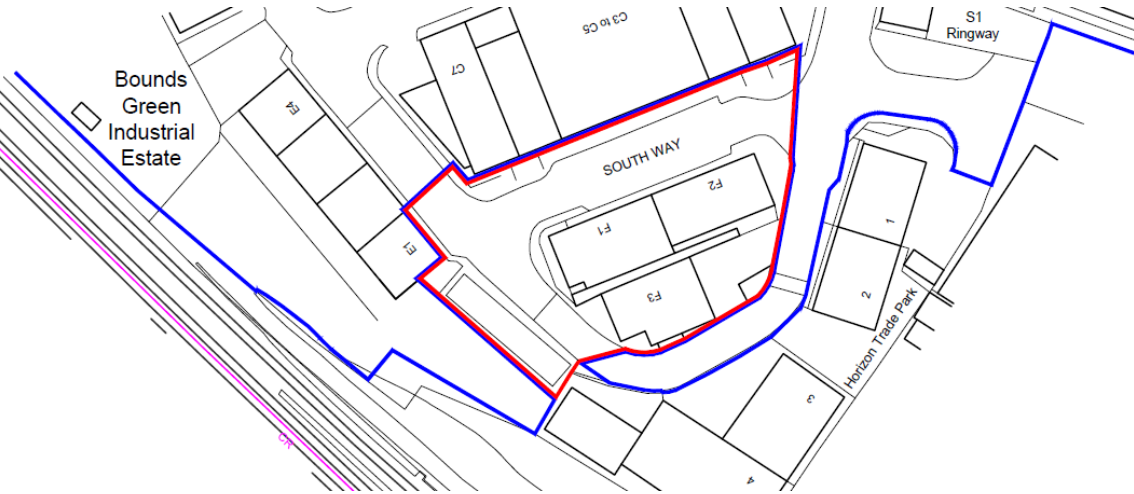
The Site falls within a Local Employment Area (DEA 13) as identified on Haringey's Local Plan Strategic Policies Map (adopted 2017). There is also a nearby Grade I Site of Importance for Nature Conservation (SINC).

LB of Haringey Council Planning Policy Map



-  = Employment Zone
-  = Site
-  = SINC (Grade I)
-  = SINC (Grade II)

Local Employment Areas	
Area Reference	DEA 13
Name	Bounds Green Industrial Estate, N11
Designation	LEA: Employment Land, Strategic Policies
Policy	DM37; SA2



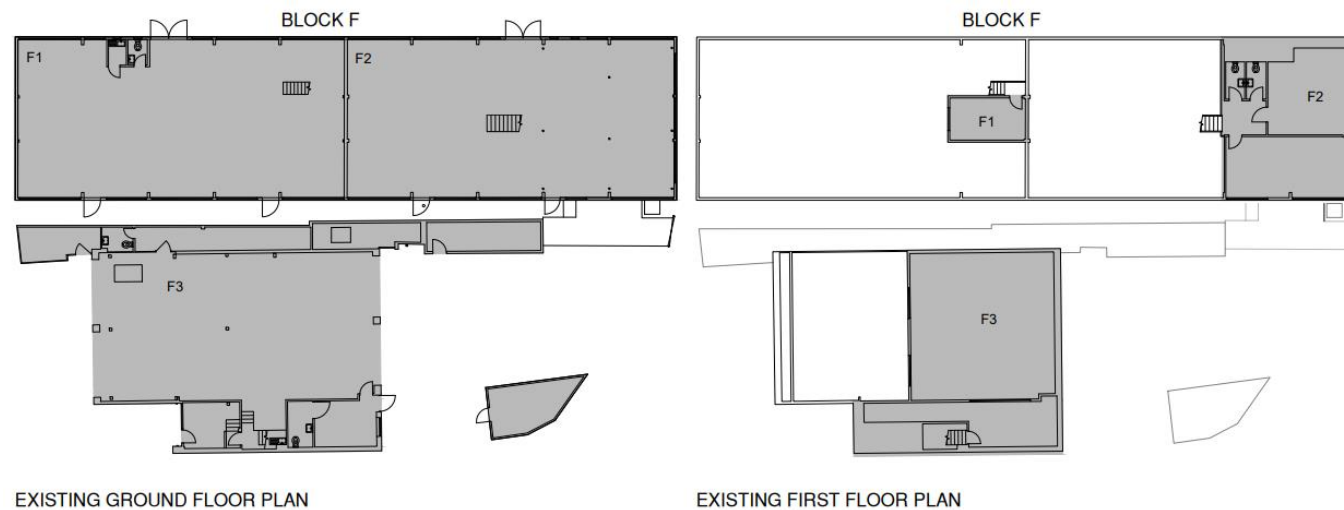
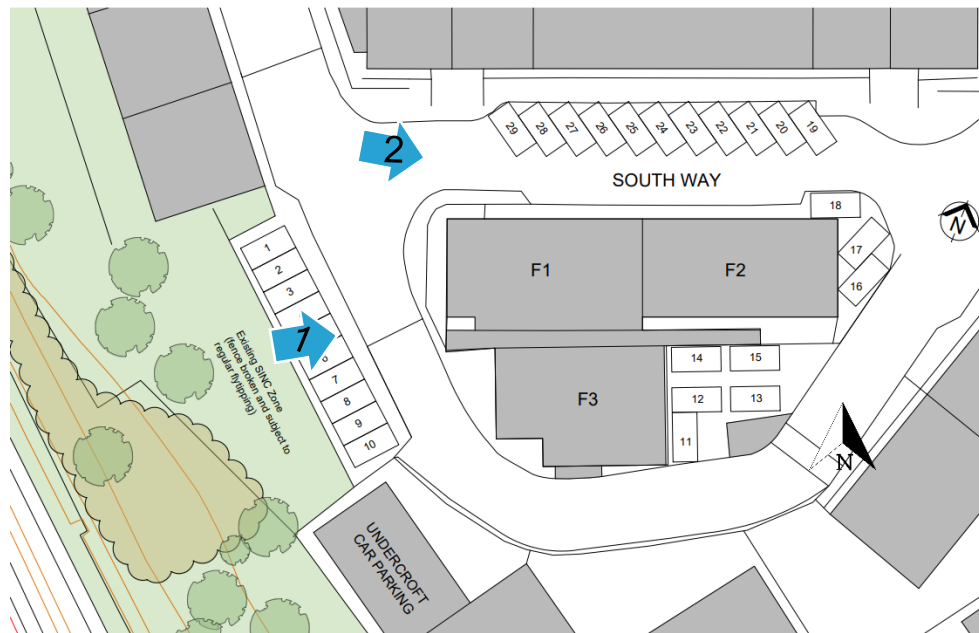
Open Space and Biodiversity	
Area Reference	8
Name	Bluebell Wood and Muswell Hill Golf Course (EVS Borough Importance Grade I)
Designation	SINC Borough Grade 1, Strategic Policies
Policy	SP13; DM20

3 – Existing Site

Existing Buildings

The buildings consist of dated warehouses, currently used as B2 industrial and Car Repairs. The GEA of the existing buildings is approximately 861sqm.

The western half of Block F has recently suffered fire damage to the roof and would not be viable to refurbish or re-use, therefore it is proposed to demolish to make way for new units of better quality and more suited to modern industrial requirements.



1 View of Existing Building facing East



2 View of Existing Building –Debris on Road



3 – Existing Site

Aerial Views

Below are aerial views of the existing site and its surroundings (N.B. pictures predate the fire damage).



View Facing South



View Facing West



View Facing North



View Facing East

3 – Existing Site

Photographs of Existing Site

Below are aerial views of the existing site and its surroundings.



The view along Ring Way, facing North, showing the western access.



The view along Ring Way, facing south-east, showing Block F.



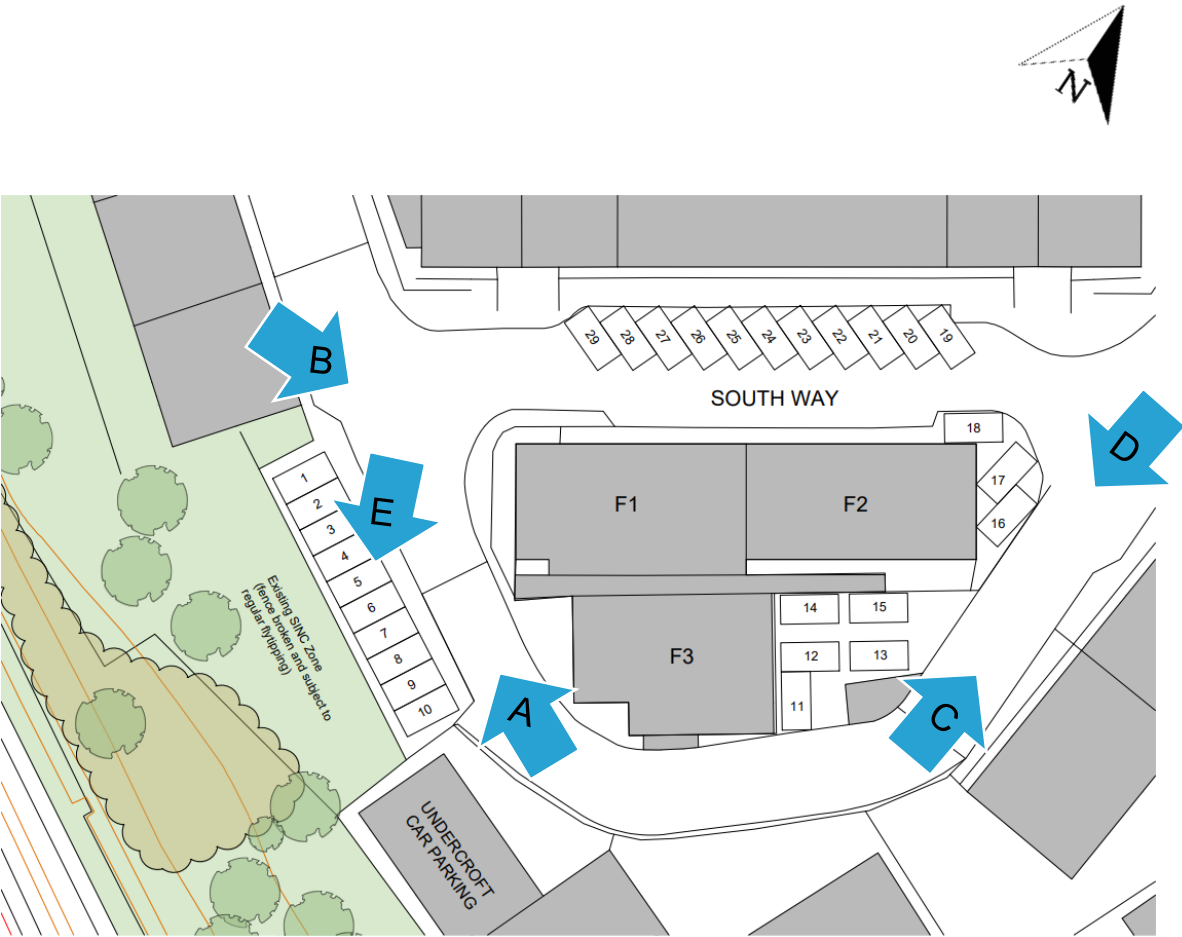
The view along Ring Way, facing North, showing the eastern access.



The view along Ring Way, facing south-west.

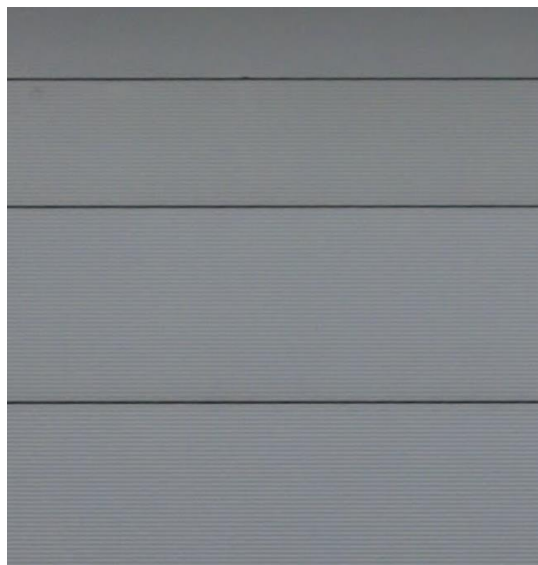
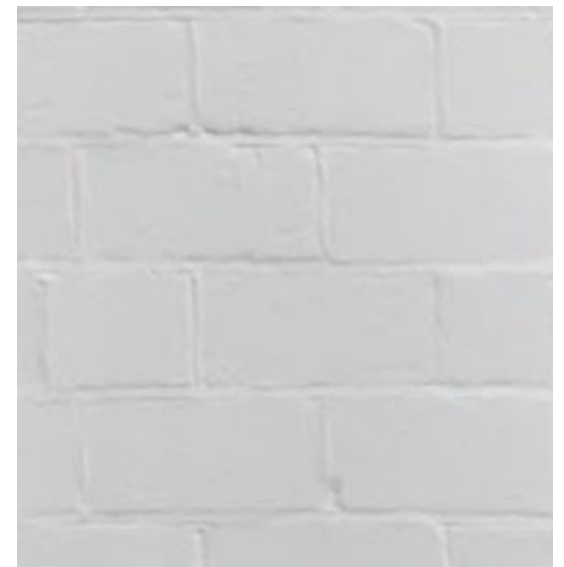
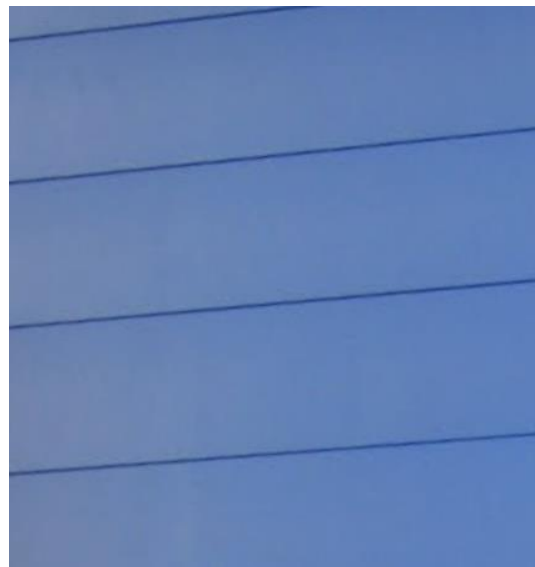


The view of the SINC, facing south.



Materials in the Surrounding Context

Below highlights some of the material types that can be found within the surrounding area – as shown it varies between cladding types, brickwork and painted blockwork.



Cladding

Brickwork / Painted Blockwork

Design Drivers – Sustainability in Construction

The eight images opposite demonstrate the key themes that form an integral part of the development – from initial design stage through to construction and ultimately, occupation of the proposed developments. These are known as our ‘Design Drivers’.

These eight key drivers help us to create architecture that seeks to minimize the negative economic, social and environmental impacts of buildings through improved efficiency and control in the use of materials, energy, development space and the ecosystem at large.



Capital Industrial ESG Strategy

At Capital Industrial we have made commitments to our investors regarding ESG and sustainability for both our existing stock and on all new build developments. Our key priority is to decarbonise our portfolio at every opportunity in order to enable our long-term vision of establishing a green network of industrial premises across London. We have specific targets regarding embracing solar, electric vehicle and water saving technologies which we have incorporated into this scheme.

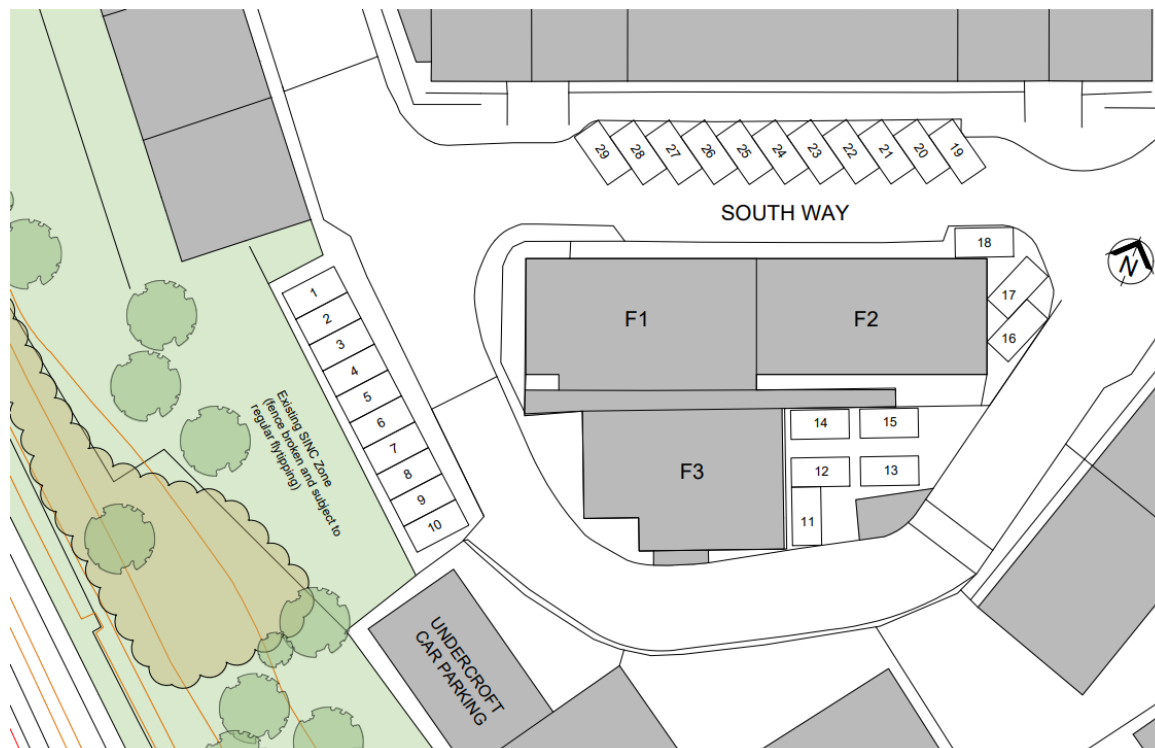


5 – Proposed Design

Site Plan and Setting

Below is a comparison between the existing and proposed site plans.

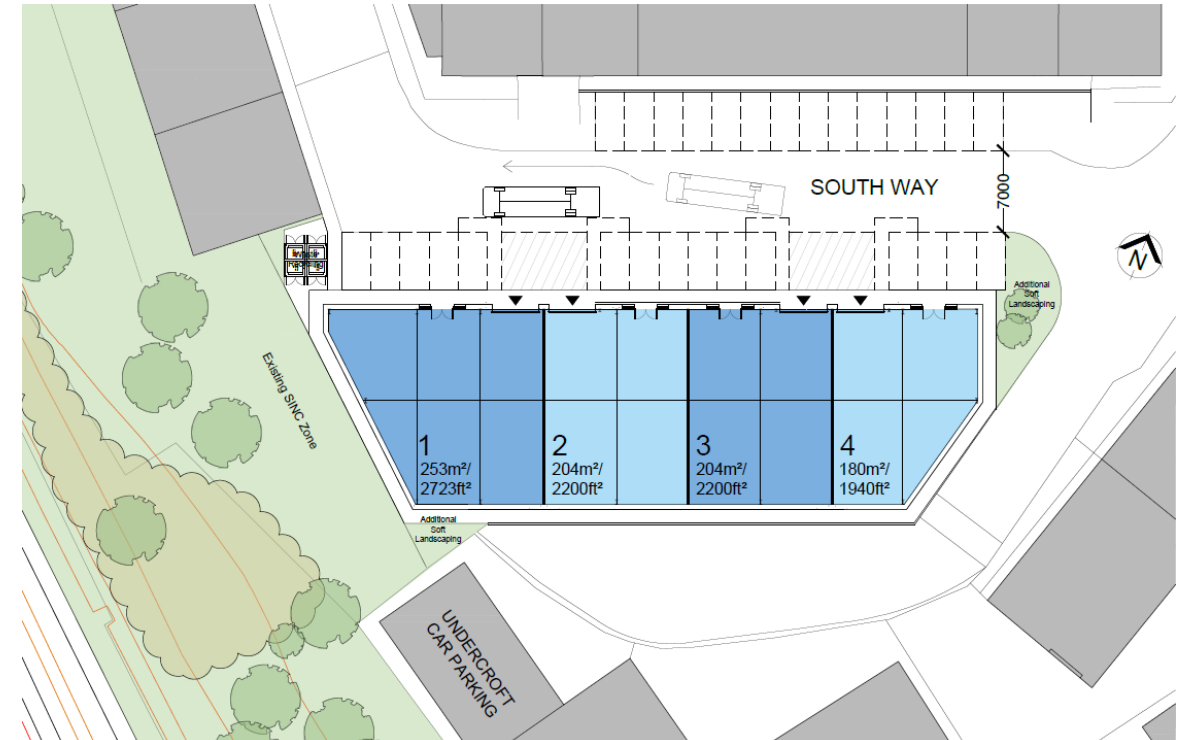
Existing



The existing block sits within Bounds Green Industrial Estate, with warehouses on each side of it. Parking is inefficient and adhoc leading to access problems. Servicing for Units F1 and F2 is difficult and needs to be improved.

The landscaped area to the West of the main building is designated as a Site of Importance for Nature Conservation (SINC) – as detailed earlier in this report.

Proposed



The proposal is for the existing buildings to be demolished and changes to the current road layout to allow the construction of a new building to house four new units.

There will also loading bays for each unit between the parking spaces. The existing green space of the green corridor is maintained and an additional landscaped area is also proposed on the eastern end of the block.

A footpath has been added around the south-western elevation to maintain pedestrian connectivity as requested by the planner during the pre-app discussions. The proposals have been designed cognisant of the existing industrial units to the South of the site and as demonstrated in the accompanying Transport Assessment, access to these units is maintained.

5 – Proposed Design

Floor Plans and Layout

The new building is split into four units – each of which are provided with the following:

- 1

ENTRANCE

Personnel door to allow access to the warehouse space.
- 2

SHUTTER DOOR

A sectional shutter door is provided to each unit. The doors will be of sufficient size to allow vehicle access to the units.
- 3

WINDOWS

Windows are proposed at adjacent to the personnel doors at ground floor level.
- 4

CYCLES

Each unit will have a vertical cycle rack installed to the inner surface of the party walls, providing two cycle spaces per unit, which is in line with planning policy requirements.
- 5

ROOFLIGHTS

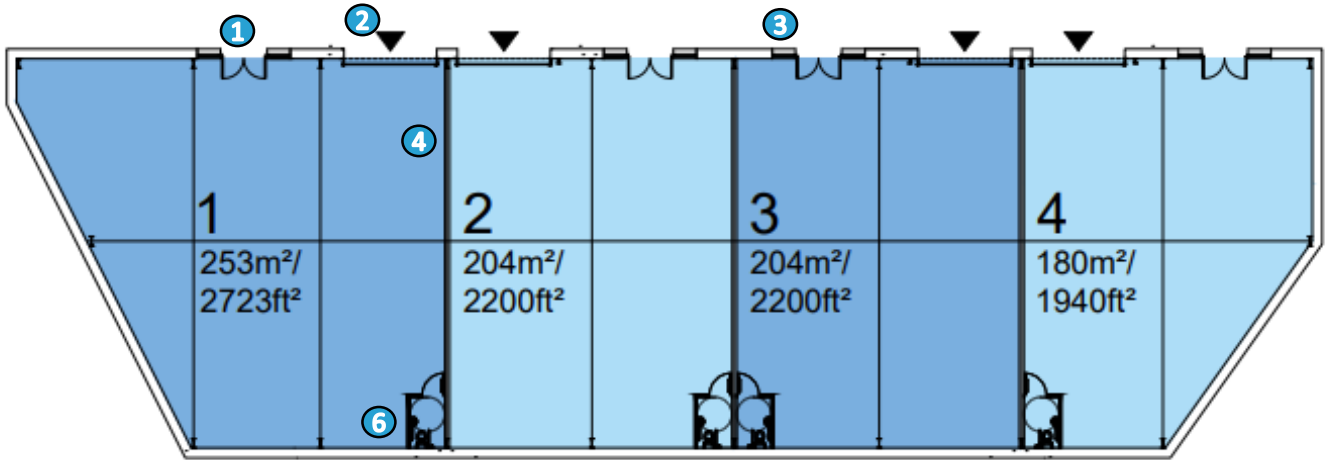
Translucent cladding profile roof lights will be used to allow additional daylight into the building.
- 6

WC

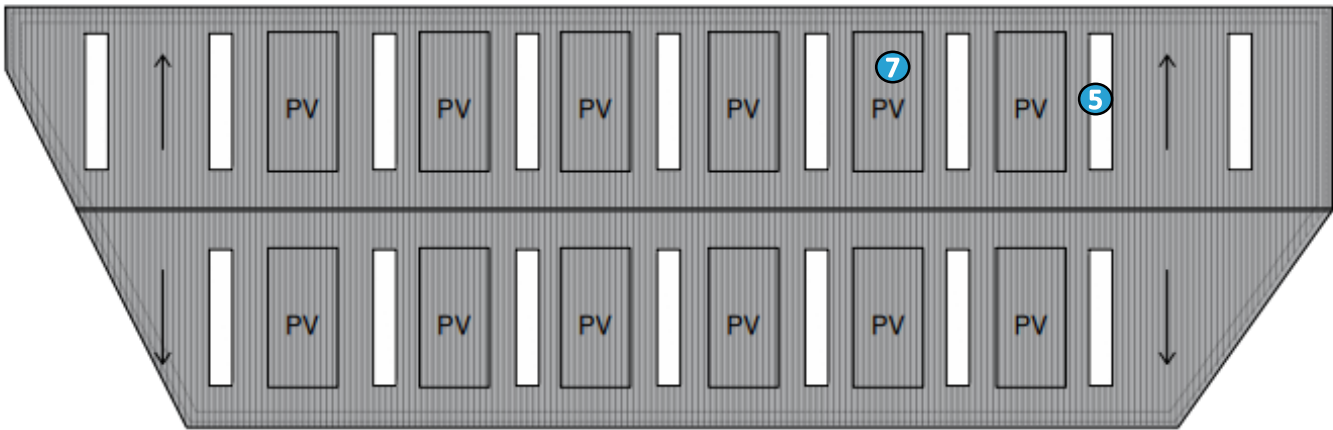
Each unit is provided with its own DDA compliant W/C.
- 7

PV SOLAR PANELS

The new building incorporates PV panels to meet net zero carbon targets. unit, which is in line with planning policy requirements.



PROPOSED GROUND FLOOR PLAN



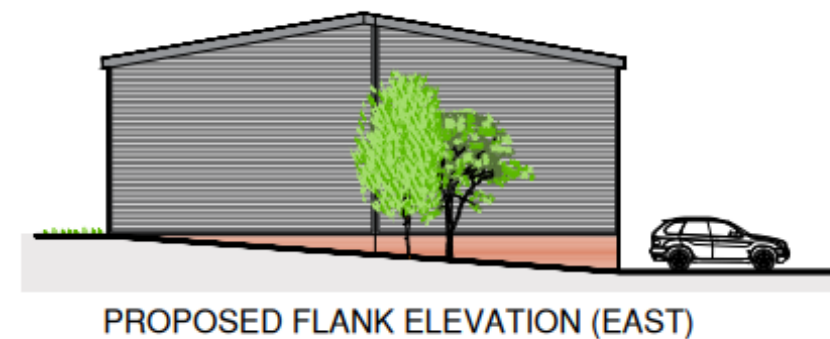
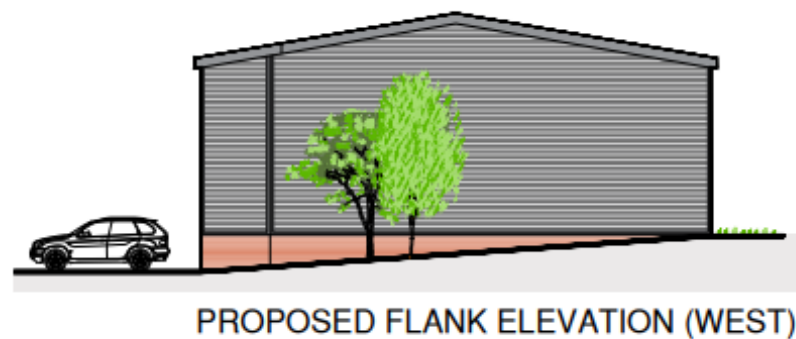
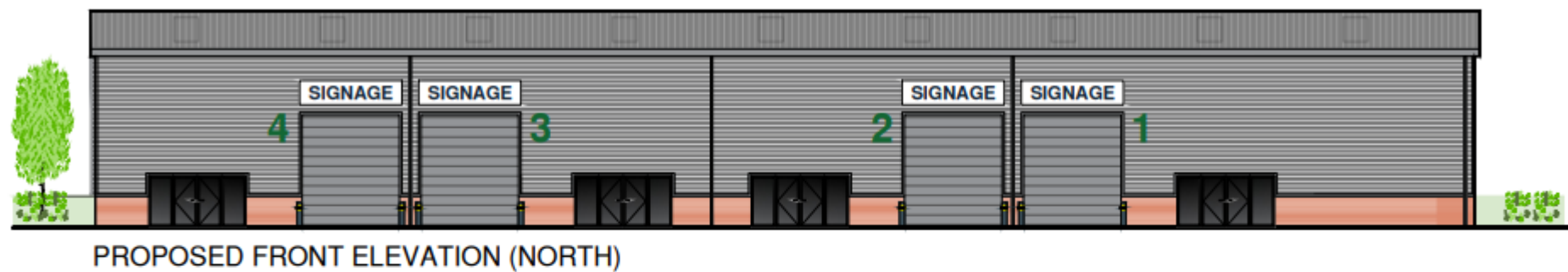
PROPOSED ROOF PLAN

Unit	G.I.A of Each Unit		Cycle Parking.
1	253m²		2 Spaces
2	204m²		2 Spaces
3	204m²		2 Spaces
4	180m²		2 Spaces
TOTAL G.I.A		841m²	8 Cycle Spaces

5 – Proposed Design

Elevations

The building is designed to complement the surrounding units as a modern addition– with a combination of brick finishes and profile sheet cladding. Areas of glazing will be used to highlight the entrance and provide light to the units– and each unit will have loading access.



5 – Proposed Design

Proposed Materials

Below highlights some of the material types that are being proposed as part of this application - with a combination of brick, profile cladding and glazed finishes. These material are appropriate in the context of the area – as highlighted earlier in this report when detailing the materials that are found in the construction of the neighbouring buildings close to the development site.



Profile Cladding



Glazed Entrance Feature



Shutter Door Feature



Brickwork Plinth

Access

The proposed access to the site will be along Ring Way and South Way.

Car Parking Spaces

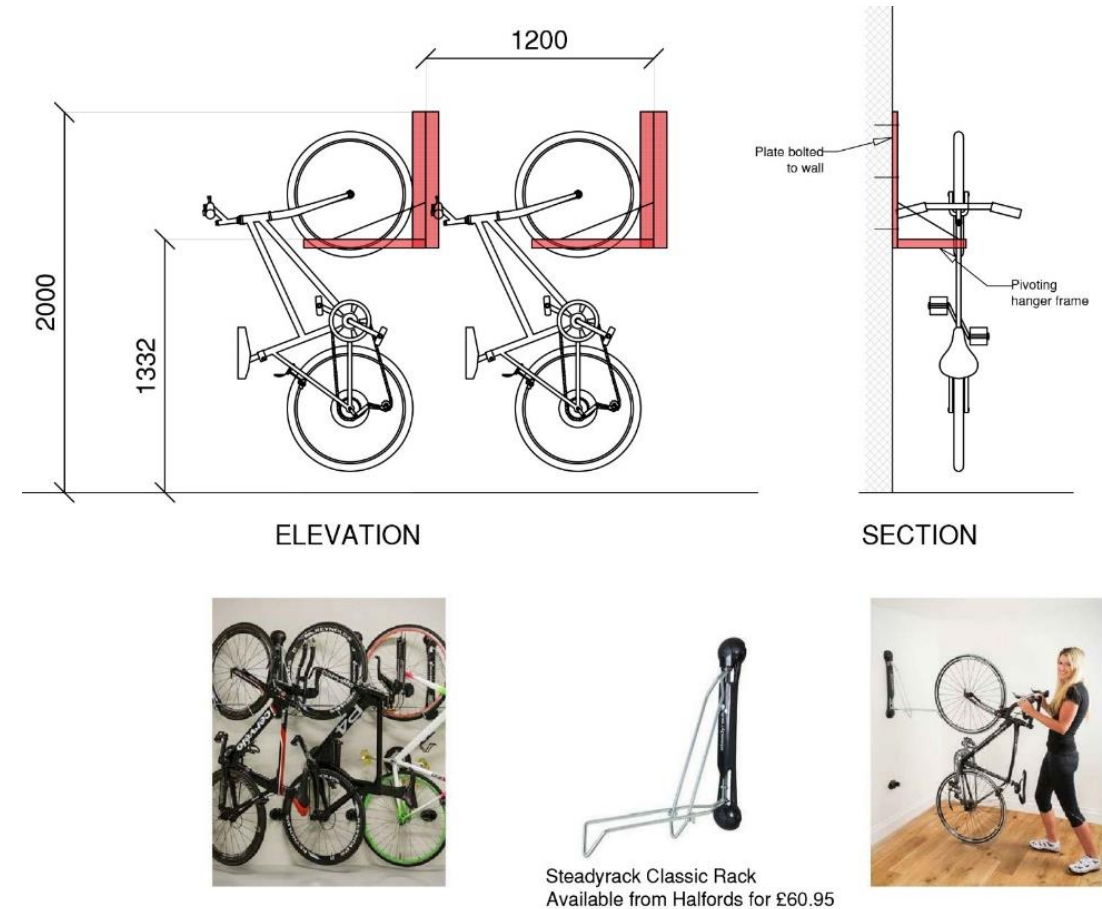
29 proposed car parking spaces are to be delivered in a safe and organised manner. The proposed 29 spaces seek to replace 29 existing car parking spaces - an approach discussed and, supported, at pre-application stage. The existing spaces are more adhoc/haphazard in their arrangement and it is considered that the proposed arrangements represent a significant safety enhancement by comparison to the existing poorly managed arrangement.

Part M

The new units will have level thresholds for easy access. A new ramp will be installed to allow for access to the rear as the levels are higher at the rear although all personnel doors and access to the units will be at the front. Separate W/C's are to be provided within each of the units – and these will be part M compliant.

Cycle Parking

Cycle parking will be located within each of the units, to provide secure sheltered cycle storage – a separate drawing has been produced to highlight the parking proposed (4092_PL08 – Proposed Cycle Rack Details)



**Note – All cycle storage to be within the units – as shown on plans.*

7 – Pre-Application Advice

Pre Application (REF: PRE-2022/0141)

A pre-application planning advice meeting was held on 9th August 2022 with representatives of Haringey Council to discuss the proposal.

In attendance - along with ourselves and the client - were Ian Pinamonti-Hyde (*Transportation Officer*), Matthew Gunning (*Team Leader – Development Management*) and James Mead (*Senior Planning Officer*). The discussions were positive, and the recommendations received have been incorporated into the scheme for this full planning application. Below details some of the points that were raised during the pre-app, and how we have responded.

Public Transport

Discussions were had relating to the sites location within a Crossrail 2 Safeguarding Zone, and the implications of it on the proposed development. Following the pre-application meeting, the council reached out to the TFL's Crossrail 2 Safeguarding Team and explained how the scheme would deliver units within the same use class and that there would not be a substantial increase in floor area across the site. Following this, the TFL Crossrail 2 Safeguarding Team confirmed that they would be unlikely to object to the proposal.

Road Layout

The Transportation Officer highlighted that currently due to the 'looped' road system, vehicles can enter and exit the site without making a vehicle manoeuvre. The proposal would extend over the carriageway and consequently the road layout would need to be reconfigured. The council asked us to justify the benefits of this within the full application – and therefore a Transport Statement is attached with this application by Ardent Consulting Engineers which highlights that the re-configuration of South Way to a one-way road should be considered a benefit to Highways as it would reduce the potential conflict between vehicles - in particular HGVs. The change would also help facilitate better lorry loading and unloading. A swept Path is included within their report to highlight how different sizes of vehicles ranging from cars to larger HGV's can access South Way sufficiently.

Materials

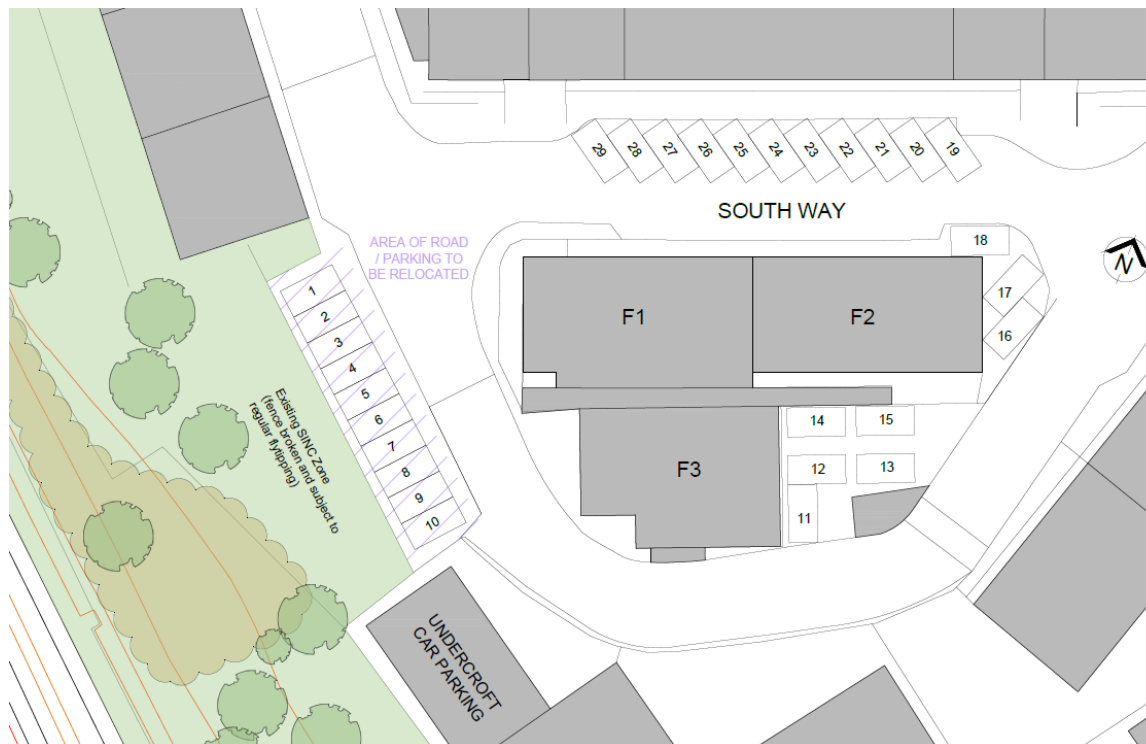
The pre-application advice referenced the potential for a survey to explore whether any of the existing materials could be re-used. We have since explored the option to re-use the existing materials however unfortunately, due to the fire damage there is negligible ability to reuse materials but where possible materials will be recycled and used for the new development.



7 – Pre-Application Advice

Car Parking

The council requested that as part of any future planning application that more details of the existing car parking is provided, The existing plan has been amended to show the existing level of parking – which as you can see from the below is approximately 29 spaces. Our proposals show 29 spaces also. The transport statement details parking levels and existing and proposed TRICS rates to justify these parking levels further.



Designing Out Crime

During the meeting, it was suggested that the re-configuration of the road layout would result in the creation of a 'dead-end' – which could lead to anti-social behaviour if mitigation was not provided. Following this, a meeting was held with a Metropolitan Police Designing Out Crime Officer, in which recommendations were given for how the scheme could achieve Secure by Design award through mitigation methods such as self-locking doors, external lighting and CCTV. These recommendations are detailed further at the end of this report.

These recommendations will be incorporated within the design, however as they relate to the detailed design we envisage them being detailed under a relevant planning condition.



Secure by Design Meeting Notes

A meeting was held on 6th April 2023 with PC Ian Waylen regarding Designing out Crime .

It was noted that the proposed scheme could achieve a Secured by Design (SBD) award under the commercial homes guide, Below are the topics that was discussed in the meeting. The recommendations were issued as a set of minutes.

1. Avoid any climbing aides
2. Doors are to be single leaf with a self-closing and self-locking mechanism. Doors including roller shutters to meet LPS 1175 SR2 B3 or equivalent.
3. Access control to commercial entrances.
4. Lighting to meet minimum lux levels.
5. Clad Walls to be reinforced with mesh (up to a height of approximately 2.4m) or block internally to prevent cutting panels for entry.
6. Postal strategy to meet TS008 and TS009 standards.
7. CCTV recommended to cover vulnerable areas.

Again, we intend to incorporate the recommendations within the design, however as they relate to the detailed design we envisage them being detailed under a relevant planning condition.

