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MS/0560

24 April 2006

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Haringey Council
Planning Services
639 High Road
Tottenham
London N17 8BD

For the attention of John Plakop

Dear Sirs,

Gilmac Manufacturing Facility, Cranford Way, N8

Job No. 0560

Our ref: HGY/2006/0722

Further to our discussion, please find enclosed our Planning Policy Statement supporting our scheme.

Should you require any further information then please do not hesitate in contacting us.

Yours sincerely,



Mehtab Shaheed

Enc.

c.c. Mike Stead

Gilmac Building Services.

Gilmac Manufacturing Facility N8
Job No. 0560
(Planning ref: HGY/2006/0722)

Outline Planning Statement – April 2006

1.0 INTRODUCTION

This planning statement is in support of the proposed development of a head office building and manufacturing facility for Gilmac Building Services Ltd.

The statement is submitted as part of a series of reports prepared as part of the planning application. It should therefore be read in conjunction with the following documents:

- Application forms and drawings
- Design Statement dated March 2006
- Haringey Sustainability Checklist
- Transport Information contained in MEPK letter dated 07 April 2006.

2.0 THE SITE AND SURROUNDING AREA

2.1 The Existing Situation

The site is currently used to store construction plant and vehicles. It is within Defined Employment Area (DEA - 5).

2.2 The Surrounding Area

Commercial, light industrial buildings bound the site to the north, south and east. The area to the west of the DEA is mainly residential. The site is located in the Hornsey Vale area of Haringey very close to Hornsey rail station which is two stops from the Finsbury Park transport hub. A number of bus routes also stop close by the site.

3.0 PLANNING POLICY FRAMEWORK

4.1 National Planning Policy

Planning Policy Guidance (PPGs) and the new style Planning Policy Statements (PPS) provides Government guidance on the main planning issues. Some of these policies which affect the proposed development are given below;

4.1.1 PPG 4

PPG 4 stresses the importance of balancing the environmental and economic considerations. A key aim is identified as "to encourage continued economic development in a way which is compatible with Government's stated environmental objectives" (Para 1). One of its objectives is to plan for economic development which promotes an urban renaissance through development of under-used land for employment use.

4.1.2 PPS 1

It sets out the Government policy objectives for the different aspects of land use. It indicates that planning should facilitate and promote sustainable patterns of urban and rural development by making suitable land available for development in line with

economic, social and environmental objectives to improve the quality of life; contribute to sustainable economic growth; protect and where possible enhance the natural and historic environment and the quality and character of the country side and the existing successful communities; ensure high quality development through good design; ensure that development supports existing communities and contributes to the creation of safe, sustainable and liveable communities with good access to jobs and key services.

4.1.3 PPG 13

PPG13 seeks to integrate planning and transport at the national, regional, strategic and local level and help to reduce the need to travel and reduce the length of car journeys. The objective is to make it safer and easier for people to access jobs and services by public transport, walking and cycling.

4.2 Regional Policies – The London Plan

Regional policies have also been developed in line with national policies to promote sustainable development. Some of which have been summarised below;

4.2.1 Sustainable development

Policy 2A.1 which sets out the criteria for sustainability some of which specifies: optimize use of previously developed or under used land; the use of design led approach to optimise the potential of sites and; ensuring that development occurs in location that are accessible to town centres, employment, housing, shops and services.

4.3 Local Planning Policy

4.3.1 Unitary Development Plan

The site is identified on the proposals map (draft UDP 2004) as a Defined Employment Area (DEA) where the priority is to sustain a range of employment generating uses. .

4.3.2 Employment

Policy EMP1 sets out the strategic aim of protecting existing land and buildings in industrial and commercial use from other forms of development, and encouraging investment and the development of variety of new employment uses in appropriate locations in order to enhance the quantity and mix of local job opportunities.

EMP 1.2 encourages new employment uses and EMP3 encourages the redevelopment or re-use of employment generating land to retain or increase the number of jobs permanently provided on the site.

4.3.3 Transportation

The site is identified on Map A1 of the draft UDP as having a high Public Transport Accessibility Level (level 4). In accordance with the national guidance and the council's strategic approach to transport in the adopted UDP the policies seeks to integrate land use and transport policies (TSP1), create reliable transport system (TSP4), reduce the desire to travel by car (TSP6), and to create an equitable balance between traffic restraint and parking provision (Policy TSP7). Policy TSP1.1 of the adopted UDP states that all development proposals will be assessed in terms of their contribution to traffic generation and congestion and against the present and potential availability of public transport provision.

4.3.4 Design

Ensuring a high standard of design for new buildings is now recognised as national priority. The aim is to concentrate efforts to improve the quality of the built environment

from the area which have suffered from neglect and insensitive development, while continuing to protect the environmental quality in other areas. With the understanding of the clear link between maintaining and improving the built environment and economic regeneration

Policy DES1 of the UDP encourages good design of new buildings, alterations and extensions and conservation of buildings fabric contributing to the character to the local environment in order to enhance the over all quality of the built environment, the attractiveness of the area for investment, economic regeneration and the amenity of residents. Policy DES 1.1 summarises how this will be assessed.

5.0 PLANNING ISSUES AND POLICY CONSIDERATIONS

We consider the key planning issues for consideration with respect to this application are:

1. Land use
2. Design
3. Sustainability
4. Transportation issues

5.1 Land Use

The proposal will significantly increase the number of high quality skilled permanent jobs provided on the site and therefore accords with the aspirations of both the adopted and draft UDP. The development will not compromise the employment status of the area and it will improve the overall quality of the area for employment purposes

5.2 Design

A high quality design solution is proposed for the site. See Design Statement dated March 2006 which accompanied the application.

5.3 Sustainability

Sustainability is central to the redevelopment of the site as shown in the Haringey Sustainability Checklist which accompanied the application.

5.4 Transportation

The site is highly accessible located within close proximity of Hornsey Railway Station, two stops from Finsbury Park which is a major transport hub.

The proposal includes 19 car parking spaces including 2 no. disabled bays and secure parking for cycles and scooters.

See MEPK letter dated 07 April 2006 for supplementary information on transportation.

6.0 Consultation

Pre- application drawings and information was submitted and positive feedback was subsequently received from David Paton in Development Control.

7.0 Conclusions

We consider the proposals comply with the adopted and emerging national, regional and local planning policy objectives.

The scheme provides an opportunity to redevelop the site and make a positive contribution to the community through the provision of new employment space in a sustainable location. It will also assist the council in meeting their employment objectives. In addition the quality of the design solution proposed will enhance the built environment of the locality.