

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB COMMITTEE

Reference No: HGY/2006/0722

Ward: Hornsey

Date received: 10/04/2006

Last amended date: 30/06/06

Drawing number of plans 0560 P03A, P05A, P06A, P07A, P08A, & P09A.

Address: Unit 21, Cranford Way N8

Proposal: Erection of 4 storey building comprising manufacturing warehouse for joinery at upper ground and first floor levels, offices and meeting rooms at 2nd and 3rd floor levels and parking in basement.

Existing Use: Plant Hire Yard

Proposed Use: Mixed Use

Applicant: Mr Mike Stead, Gilmac Building Services

Ownership: Private

PLANNING DESIGNATIONS

Road - Borough
Contaminated Land (GeoEnviron)
Defined Employment Area

Officer Contact: John Ogenga P'Lakop

RECOMMENDATION

GRANT PERMISSION subject to conditions.

SITE AND SURROUNDINGS

The site is currently in use as a plant hire yard. It is within Cranford Way Defined Employment Area (DEA – 5). The area to the west of the site along Rathcoole Avenue is predominantly residential accommodation comprising of 2-storey. The garden of these residential buildings abuts on to the existing electricity sub-station and Gilmac office building. To the northern, southern and eastern side of the site are located light industrial commercial buildings.

PLANNING HISTORY

There is no planning history on the site. There have however been numerous applications on other units with the DEA which were granted consent. This included;

- Retention of portacabin and diesel storage tank at unit 9.
- Erection of stacked portacabin on land outside unit 9.
- Retention of a loading ramp at units 16/17.
- Reinstatement as per original building following fire damage at unit 16/17.
- Erection of a two storey building comprising 2160 square metres light industrial building with ancillary offices

Other applications included installation of illuminated signs and directional signs and non-illuminated.

DETAILS OF PROPOSAL

The scheme is for the erection of 4-storey building to comprise a manufacturing warehouse for joinery at upper ground and first floor levels, with offices and meeting rooms at second and third floor levels and parking in basement. The fourth floor would be set back.

CONSULTATION

Internal

Transportation Group
Cleaving
Legal Services
Building Control
Policy
Ward Councillors

Statutory

Network Rail

Local Residents

1-67 Rathcoole Avenue
7-15, 54-86 Tottenham Lane
Manager, Haringey Boys Club, Tottenham Lane
Green & Community group, 20 Uplands Road
Units 1-17 Cranford Industrial Estate, Cranford Way

RESPONSES

Transportation Group Comments

This proposed development is located in an area with medium public transport accessibility level, with Tottenham Lane and the adjoining High Street bus routes providing some 20 and 35 buses per hour (two-way) respectively, for frequent connection to Turnpike Lane tube station. It also abuts Hornsey station. Notwithstanding that this site has not been identified within the Council's SPG as that renowned to have car parking pressure, Tottenham Lane is heavily parked on both sides. In view of this, the applicant has proposed some 19 car parking spaces and secure cycle parking within the curtilage of this development.

Furthermore, our interrogation with TRAVL trip prediction software suggests that this development proposal would only generate some combined traffic inflow/outflow of some 8 vehicular trips during the critical pm peak traffic period (using comparative sites: (BT Power Engineering - N19, Hawker Siddeley - E17 and Pioneer Plastics - UB2 as the basis for assessment). In addition, the applicant has confirmed that a maximum 8 deliveries of materials would be made per week. We have therefore considered that this level of vehicular trips would not have any significant impact on the adjoining highway network.

Nevertheless, there are few concerns with this development proposal and these are:

1. Our site visit has revealed that current operations at this site have resulted in vehicles double-parking along the vehicular access on Cranford Way, with no access provision for pedestrians, cyclists and emergency vehicles. We also noted that the parking areas around the existing office and front building were fully utilised. It is also worth noting that because of the saturated parking demand at this location, it would be desirable to have a clearway along the access for emergency vehicles to access the site and park momentarily without obstruction.
2. The lower and upper ground floor Plan Nos.0560/P03 and 0560/P04 submitted by the applicant do not show a clear-cut pedestrian footway or indeed cyclists' access to the site. We would expect that a new development at this site should seek to improve the conditions for pedestrians and cyclists.
3. Although we have acknowledged that this development falls slightly below the threshold of 2500sqm GFA, given the site's characteristics and associated increased vehicular/pedestrian activities, we would require a travel plan which would demonstrate the applicant's commitment to measures geared towards encouraging the use of sustainable travel modes by the employees.

Consequently, the highway and transportation authority would not object to this application on the conditions that:

1. The applicant submits a travel Plan to the highway authority for approval
Reason: To contain the use of non-sustainable travel modes at this site and minimise the traffic impact of this development on the adjacent roads.
2. The applicant submits a drawing plan showing proposed pedestrian/cyclist access to the site or a proposal for shared pedestrian/cyclist/vehicle access.
Reason: To improve the conditions of pedestrians/cyclists at this location

Local residents

The main issues raised are;

- Height of the proposed building
- Air pollution
- Noise
- Loss of privacy and visual impact.
- Changes from a predominantly storage and warehousing to heavy industry and
- Lack of environmental impact assessment or any other type of assessment.

RELEVANT PLANNING POLICY

National Planning Policy

Planning Policy Guidance (PPG) 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;

PPG 4 'Industrial and Commercial Development and Small Firms'

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 empty or under-used buildings for employment use.

PPS 1'Delivering Sustainable Development'

It sets out the Government policy objectives for planning and provides guidance to support the Compulsory Purchase Bill. 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.

PPG 13 'Transport'

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.

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;

Sustainable development

Policy 2A.1 which sets out the criteria for sustainability some of which specifies: optimise use of previously developed land and vacant or under-used buildings; 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.

Employment and Regeneration

The development or redevelopment of available sites and the exploitation of potential for regeneration have been identified as a significant potential for increases in residential, employment and other used in the Regional Development Strategy. Amongst such policies are Policy 2A.4 and Policy 2A.7.

In order to make London a more prosperous city with strong and diverse economic growth Policy 3B.2 have been designed to seek significant increment to current office stock through changes of use and development of vacant brown field sites, seek the renovation and renewal of existing stock to increase and enhance the quality of and flexibility of London's office market officer, seek the provision of a variety of type, size and cost of office premises to meet the needs of all sectors and last but not the least promote the provision of additional space and the rejuvenation of existing office space through partnership with the boroughs.

In Policy 3B.5 the Mayor of London seeks to promote and manage varied industrial offer of the Strategic Employment Locations. It mandates boroughs to identify Strategic Employment Locations in their UDPs and develop local

policies for employment sites outside the strategic locations, having regard to: accessibility to the local workforce, public transport and where appropriate, freight movement; quality and fitness of site and; the release of surplus land for other uses in order to achieve the efficient use of land in light of strategic and local assessments of industrial demand. Tottenham Hale is identified as a strategic employment location within the London Plan

Local Planning Policy

Adopted Haringey Unitary Development Plan

In the adopted March 1998 Haringey UDP, the site is in - Cranford Way industrial estate - a designated Defined Employment Area where, the priority is to sustain a range of employment generating uses.

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 EMP 1.3 (Defined Employment Areas) supports redevelopment within the DEAs where there has been a long term vacancy, the plan states that "favourable consideration provision of B1/B2 especially where the alternative use will be given to use which offers a high density of employment"

The site is identified on the proposals map (draft UDP 2004) as a Defined Employment Area (DEA)-Industrial locations in policy EMP1. The draft UDP states that the Council would wish to protect and enhance the industrial locations for the purposes of uses falling within classes B1 (b) (c), B2 and B8 or similar uses. Uses outside of the 'B' uses will only be permitted if they are ancillary to a mainly generating use and will not compromise the status of the employment status of the DEA.

Transportation

In accordance with the national guidance and the council's strategic approach to transport the adopted UDP policies seeks to integrate land use and transport policies. This is provided in policy TSP1 and it is intended for creating reliable transport system (TSP4), reducing 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.

Design

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.

Policy DES 4 of the Council's strategic policy is to protect local and strategic views of value and to ensure location and design of tall buildings fits into the existing character of the urban landscape.

Emerging Haringey Unitary Development Plan

UD 2 'General Principles'

The Council will require development proposals to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking aspect and the avoidance of air, water, light and noise pollution.

UD3 'Quality Design'

Any proposals for developments and alterations or extensions, which requires planning permission will be expected to be of high design quality.

EMP1 'Defined Employment Areas (DEAS) – Industrial Locations'

The Council will seek to protect and enhance the Borough's Industrial Locations for the purposes of employment uses falling within use classes B1, B2 and B8.

ENV6 'Energy Efficiency'

The Council will encourage energy efficiency and reduction in carbon dioxide (CO₂) emission through seeking forms of layout, design, landscaping and materials that conserve energy and have scope for passive solar gain.

ANALYSIS/ASSESSMENT OF THE APPLICATION

It is considered that the main planning issues are:

1. The proposed mix of uses on the site
2. Height and scale of the development
3. Design
4. Amenity
5. Transportation issues

6. Sustainable Development
7. Response to objections raised

1. Mix of uses

The site currently has 1095m² of employment (industrial) floor spaces. The proposed development will yield a gross floor area of 2470m². The upper ground and first floor levels would house the proposed joinery workshop with the offices and meeting rooms on the second and third floors. The proposal is split 50/50. The office space and meeting rooms are all directly associated with the joinery workshop and are integrated within one building. The scheme accords with the adopted UDP and draft UDP as it seeks to ensure comprehensive and co-ordinated development. It is also considered that the scheme accords with the London plan as it meet the provision of policies 2A.4 and 2A.7 that seeks to exploit the potential for employment and regeneration.

2. Height and Scale of Development

The proposed scheme is to be four storey with the fourth floor set back. The total floor area proposed is 2470m². The building will be higher than the surrounding residential properties along Rathcoole Avenue. The proposed development is some 60 metres from the back of the properties along Rathcoole Avenue and separated from them by the electricity sub-station. The building will therefore be visible from these premises but would be some distance. It is considered that there will be no significant loss of sunlight/daylight outlook or visual intrusion as a result of the erection of the proposed development.

It is also considered that with the site being within a designated Defined Employment Area – (Industrial Location), the proposed building would complement the character of Cranford Way industrial estate I currently considered to be more of a derelict, vacant land with electricity sub-station immediately to the rear of residential accommodations along Rathcoole Avenue.

3. Design

The applicant has submitted a design statement with the proposal. As discussed above the site is located within a designated Defined Employment Area. The design of the proposal is contemporary to industrial locations. The glazed façade of the proposed building along the reception and manufacturing area contribute interest to the street scene. The overhanging element that houses the main office and finishing area is clad in zinc 'skin' and is animated by different shaped windows and coloured panels. This curves around the south end of the site and returns as cladding to the set back facades at the rear of the building. The applicant also proposes solid masonry facades along the rear boundary to minimise afternoon solar gain and mitigate the effect of the building on the adjacent sites, overlooking and artificial light problems. It is considered overall that the design of the proposed building is appropriate and

that it would not detract from the amenity of the nearby residential properties along Rathcoole Avenue or the design policy DES 1.

4. Amenities

A Noise Impact Assessment has been undertaken by the applicant. The predicted noise levels at receptors along Rathcoole Avenue (at windows and within gardens) when assessed in terms of BS8233 according to the noise and air pollution impact assessment are well below the recommended guidelines for internal and external residential areas. The impact assessment also predicts that the noise levels would be inaudible at the nearest residential receptors. The impact assessment undertaken makes this proposal acceptable as it reveals that noise would be inaudible at the nearest residential receptors approximately 55-60 metres away.

In terms of overlooking, it is commendable that the design of the proposed development reflects the concern highlighted in policy DES 1.9. To mitigate any problem of overlooking and loss of privacy, the windows on the west elevation would be obscure glass and the balcony would be screened. It is therefore deemed that the proposal would not detract significantly from the provision of policy DES 1.9.

5. Transportation issues

The site is identified on Map A1 of the draft UDP as having a high Public Transport Accessibility Level of 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 (TSP10, 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 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.

The Council's Transportation Officer observed that although the development falls slightly below the threshold of 2500sqm a travel plan demonstrating the applicant's commitment to measures geared towards encouraging the use of sustainable modes by the employees is required and that a drawing plan showing proposed pedestrian/cyclist access to the site or a proposal for shared pedestrian/cyclist/vehicle access be submitted.

6. Sustainable Development

Most sustainability issues listed in the Haringey Sustainability Issues have been and are still being considered in the design and the operation of the proposed development. The applicant for instance is considering installing fuel burner which uses off-cuts from manufacturing process to provide a sustainable source of on-site energy with fenestration design to maximise the

potential for daylight. It considered that this would conform with the provision of policy ENV6 'Energy Efficiency' of the Emerging Unitary Development Plan.

7. Response to the objections raised

1. It is been pointed out that the height of the proposed building would be out of keeping with the predominantly two storey residential buildings within close proximity. It is true that the proposed building would be higher than the rest of the surrounding buildings. It is however thought that with the site being within a designated Defined Employment Area – (Industrial Location), the proposed building would complement the character of the industrial estate which is currently considered to be more of a derelict, vacant land with most activities taking place in the existing Gilmac office building. The proposal therefore is not considered to be significantly detrimental to the amenity being enjoyed by residents along Rathcoole Avenue.
2. The issue of air pollution was also raised. Notably in a joinery workshop, there is sawing, sanding and planing of timber. This will produce fine dust which if not extracted properly would produce air pollution. The applicant has submitted a short statement to this effect. In it, it is highlighted that the dust extract system would be design to comply with specific requirements such as the Control of Hazardous Substances to Health (COSHH) 2004 Regulations.
3. Traffic issue is another concerned raised by the local residents. The issues raised included vehicles obstructing Cranford Way. It is considered current use on the site as a hire plant involves the use of heavy vehicles (trucks) than the proposed development. The proposed development for instance would provide 20 underground car parking spaces compared to the current use where vehicles are parked on the pavement within the site thereby obstructing other vehicles from entering the site. The applicant also thinks there will only be 2-3 deliveries in a week.
4. Noise is always a serious problem especially if there is residential accommodation near to a development proposal like the one proposed at Gilmac. This is another issue that has been raised in numerous objection letters received from nearby residents. From the supporting documents submitted by the applicant, there has been a Noise Impact Assessment. The findings from the assessment undertaken predicts that the noise levels would be inaudible at the nearest residential receptors. It is worth pointing out here that this assessment was taken on behalf of the applicant by an independent company (RBA Acoustics).
5. Loss of privacy/visual impact is another concern raised in the objection letters received. As pointed out in the report, the proposed development is some 60 metres from the back of the properties in Rathcoole Avenue and is separated by the electricity sub-station. It is considered that there will be no significant loss of sunlight/daylight outlook or visual intrusion as a

result of the erection of the proposed development because the windows on the west elevation would be obscure glass with screened balcony.

6. It has also been pointed out that the proposal would lead to a change from storage/warehousing to a heavy industrial type activity. It has to be noted that the proposed manufacturing warehousing for joinery and ancillary office and meeting rooms uses by reason of its siting within a Designated Employment Area is a preferred use supported by employment policies provided for in the adopted and emerging UDP.
7. Lack of Environmental Impact Assessment has also been raised by local residents. It is considered that this evolves around the traffic, air pollution and noise that would be generated by the proposed development. As pointed above, a noise impact assessment has been carried out. The findings is that noise level would be inaudible at the nearest residential receptors. Also dust extractors would be designed to meet specific requirements especially that which comply with the Control of Substances Hazardous to Health.

DEVELOPMENT CONTROL FORUM

A DC Forum was held on the 9th May 2006. The minutes of the meeting is attached as an appendix to this report.

SUMMARY AND CONCLUSION

The scheme proposes a 50/50 split for B1/2 purposes with restaurant/bar on the uppermost floor intended to be ancillary to main industrial use. It is considered that the scheme accords with the provision of the London Plan by reason of its siting within the Cranford Way Industrial Estate, an area of opportunity and strategic employment location.

The scheme also proposes a four storey building with the upper most floor set back. This will be higher than the surrounding buildings. It is however thought that a building of this height would not cause any significant negative impact to the surrounding amenity given its siting within a designated Defined Employment Area and approximately 55-60 metres away from the nearest residential accommodation. The designation of the site as a Defined Employment Area reinforces the appropriateness of the proposed scheme at this location.

In order to enhance the overall quality of the built environment, the attractiveness of the area for investment, economic regeneration and the amenity of the residents, good design is commended by Haringey's design policies. The proposed four-storey to comprised manufacturing warehouse, offices and meeting rooms would not detract from the design principles set out in the Haringey adopted and emerging UDP.

A Noise Impact Assessment was undertaken and the findings are that the noise levels would be inaudible at the nearest residential receptors. This it is considered addresses the fear that has been raised. I recommend that the proposal be approved.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2006/0722

Applicant's drawing No.(s) 0560 P03A, P05A, P06A, P07A, P08A, & P09A.

Subject to the following conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.
Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.
Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.
4. No detriment to the amenity of the neighbourhood shall be caused by noise or other disturbance than is reasonable as a result of the use of the premises hereby authorised.
Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

5. The siting and method of installation of any machinery required in connection with this permission shall be agreed in writing with the Local Planning Authority and not operated before 0730 to 1800 on Monday to Friday and not at all on Saturdays, Sundays or Bank Holidays.
Reason: The proposed use is likely to adversely affect adjacent residential properties unless specifically limited to normal and reasonable working hours.
6. No machinery shall be installed without the prior consent in writing of the Local Planning Authority. Any new machinery required as a consequence of this permission shall also be agreed with the Local Planning Authority.
Reason: In order to ensure the proposed development does not prejudice the amenities of adjacent residential properties.
7. Any noise generated by virtue of this development shall not cause an increase in the pre-existing background noise level or more than 5db (A) when measured and corrected in accordance with BS 4142:1967, As Amended, titled 'Method Of Rating Industrial Noise Affecting Mixed Residential & Industrial Areas' . In this context, the background level is construed as measuring the level of noise which is exceeded for 90% of the time.
Reason: In order to protect the amenities of nearby residential occupiers.
8. That a detailed scheme for the provision of refuse, waste storage and recycling within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.
Reason: In order to protect the amenities of the locality.
9. The applicant submits a travel Plan to the transportation authority for approval.
Reason: To contain the use of non-sustainable travel modes at this site and minimise the traffic impact of this development on the adjacent roads.
10. The applicant submits a drawing plan showing proposed pedestrian/cyclist access to the site or a proposal for shared pedestrian/cyclist/vehicles access.
Reason: In order to improve the conditions of pedestrians/cyclists at this location.

REASONS FOR APPROVAL

The site is within a Designated Employment Area. The glazed facade of the proposed building along the reception and manufacturing area contribute interest to the street scene. The overhanging element that houses the main office and finishing area is to be clad in zinc 'skin' and animated by different shaped windows and coloured panels. This would curve around the south end of the site and return as cladding to the set back facades at the rear of the building. The scheme proposes solid masonry facades along the rear boundary to minimise afternoon solar gain and mitigate the effect of the building on the adjacent sites, overlooking and artificial light problems. It is considered that the proposal accords with the provision of PPG4 'Industrial and Commercial Development and Small firms', PPS1 'Delivering Sustainable Development', PPG13 'Transport', 'Regional Policy - The London Plan' and the adopted Haringey UDP policies EMP 1.3 'Defined Employment Areas', TSP1 'To integrate Land Use and Transport Policies', DES1 'To encourage Good Design of New Buildings' and policies UD2 'General Principles', UD3 'Quality Design', EMP1 'Defined Employment Areas (DEAS) – Industrial Locations' and ENV6 'Energy Efficiency' of the Emerging Plan.

PLANNING & ENVIRONMENTAL CONTROL SERVICE DEVELOPMENT CONTROL DIVISION

MINUTES

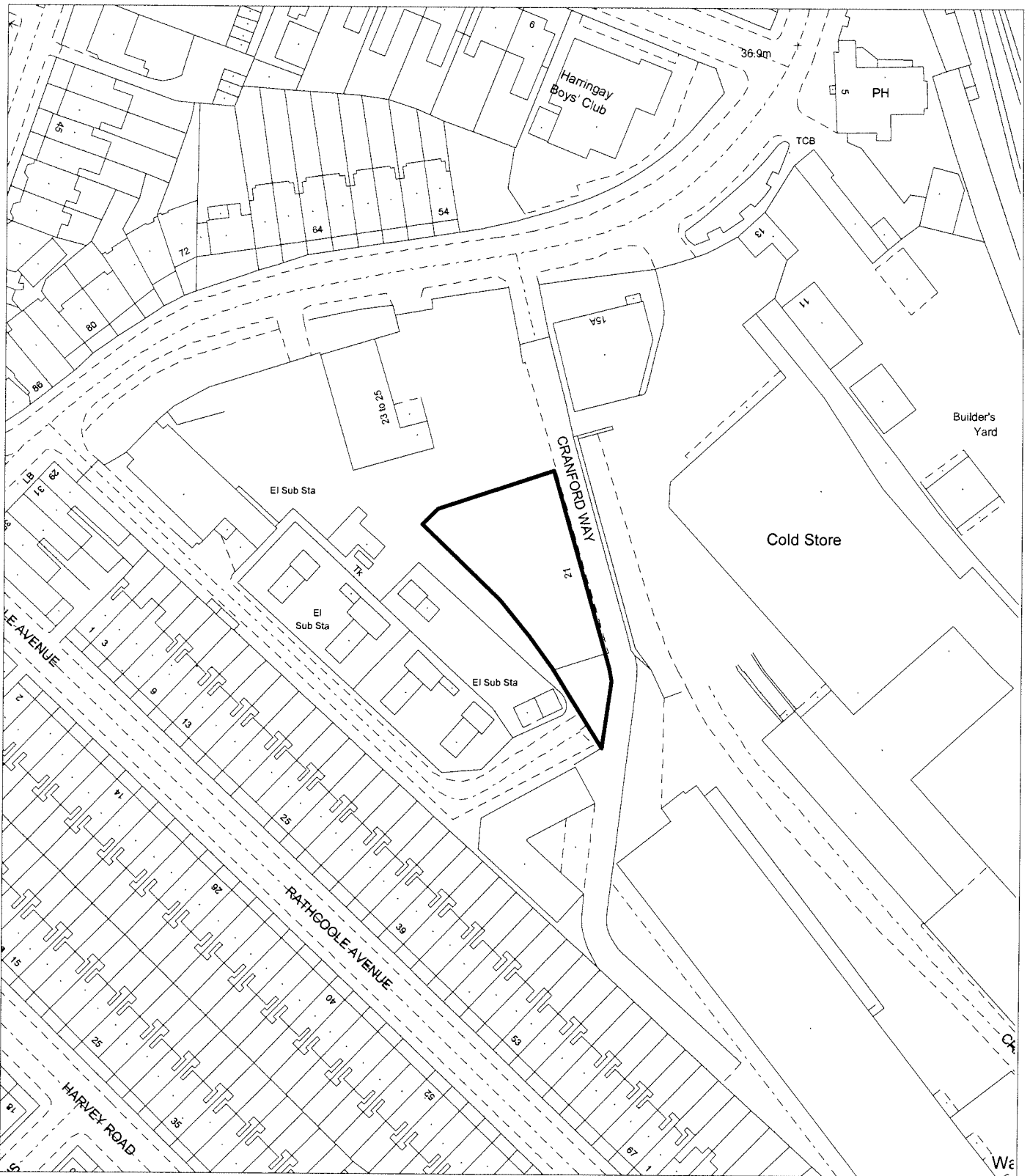
Meeting : **DEVELOPMENT CONTROL FORUM - Unit 21, Cranford Way N8**
 Date : **9th May 2006**
 Place : **Hornsey School for Girls, Inderwick Road N8**
 Present : **Paul Smith (Chair), Cllr Winskill, Edge, (45 approx) local residents**
 Minutes by : **Tay Makoon**

Distribution :

Item	Action
<p>PS opened the meeting by welcoming everyone and explaining the format and purpose of the meeting, he explained the agenda. He introduced Council officers and applicant's agent and architects.</p> <p>Main Issues:</p> <ul style="list-style-type: none"> • Overlooking • Loss of Light • Too Big/Bulky • Traffic generation • Traffic Congestion <p>Presentation of the scheme by Gilmac Architects</p> <ul style="list-style-type: none"> • The architects presented the scheme by giving background information, site and surroundings, design and materials. <p>Questions from the floor</p> <p>Q1: Cllr Winskill: Can you please explain about the uses first. Answer: This is considered employment area B1, B2, B8 – light industrial , general industrial, light storage.</p> <p>Q2: Green N8 – Can you explain the difference between B1 and B2? Answer: PS replied B1 is light industrial uses and B2 – is general Industrial manufacturing.</p> <p>Q3: Green N8 – this is confusing. Answer from Architect: It is combined use the workshop and offices fall within the B2 use Class.</p> <p>Q4: Can you clarify whether the windows will be obscure windows? Answer from Architect: Yes the windows will be obscure. The development will need to meet building regulations.</p> <p>Q5: The windows on 3rd and 4th floor will overlook our properties! Answer: The windows will have obscure glass to prevent this.</p>	

Item		Action
	<p>Q6: What current decibel levels are you operating on your site in Cricklewood Answer: from Architect: The site is operating under current legislation.</p> <p>Q7: If the application gets planning permission, how long will it take to build? And what will the hours of operation be? Answer from Architect: start straight away with a completion time of 9 – 12 months. Hours of operation can be a condition to restrict working to 5 days a week Monday to Friday.</p> <p>Q8: Can you clarify the windows on the west elevation will not overlook as this will impact on privacy? Answer from Architect: There are 12 windows and it will not impact on privacy.</p> <p>Q9: What about deliveries of materials? How many vehicles estimated to visit the site? Answer: The site is not open to the public and there is underground parking and their will be minor visits 3 / 4 deliveries a day.</p> <p>Q10: This will cause heavy traffic? Answer from Architect: There will be a net saving of 3 / 4 vehicles per day and this should reduce traffic.</p> <p>Q11: The plan shows the building with a set back top story, this will block out sunlight! Answer from Architect: We received a brief from our client and the top floor is staggered and set back, there is no loss of sunlight as a result.</p> <p>Q12: We will loose a large area of sky which would normally provide us with daylight and sunlight. Answer: I don't believe this development will impact on the daylight and sunlight you currently have.</p> <p>Q13: Cllr Winskill: Fire, Density and pollution – can you outline how your Design will deal with these issues? Answer from Architect: The fire advisor –ACDP – Mechanical and electrical will advise how design fire alarm system, fire suppression system. No compromises.</p> <p>Q14: What about renewable energy? Answer: we are trying to be green by having wood burning stoves.</p> <p>Q15: What about travel plan? Answer: We will build in a green travel plan and car sharing scheme, we will have a bike rack in the basement.</p> <p>Q16: Will you recruit local people for jobs you are creating? Answer: We will work with the Council to recruit skilled labour with the borough.</p> <p>Q17: Green N8 – What will happen to the fumes when burning and also the dust? Where will it go? And the noise? Answer: There will be no noise generation as the acoustic treatment will prevent noise generation. The building will need to meet building control legislation. The wood burning is to heat the building and will have a dust extraction.</p>	
	<p>Q18: Mario – Off cuts to heat water - MDF is toxic –there needs to be a central collection point. You should consider using the flat roofs for solar panels. Answer: We can look into it. Disposal of saw dust must by law be disposed of by a</p>	

Item		Action
	<p>licensed waste carrier.</p> <p>Q19: Cllr Edge – Windows on west elevation – mitigate any overlooking by having obscure glass or non opening configuration.</p> <p>Q20: Material – Zinc finish – weather well? Also Night time lighting? Answer: It is lighter than lead and will weather well. No night time lighting proposed on night shift.</p> <p>Q21: What about the summer months when it gets hot, how will the staff work with sealed windows? Answer: We would have air conditioning. We have not gone into the details of the application as yet. PS explained this can be a condition.</p> <p>Q22: Can you explain Gilmac as a company? Answer: Gilmac operates as a private company and Gilmac Plc operates as a Public Limited Company.</p> <p>Q23: Cllr Winskill: East elevation – can this be a condition to make sure some planting is visually acceptable with residents. Answer: Happy to work with residents, this can be conditioned at PASC.</p> <p>Q24: How high is the existing building? And the proposed? Answer: 6 metres existing and the proposed are 10 metres to set back 12 metres in total.</p> <p>PS ended the meeting by letting every one know they could still submit objections or support to the planning service and to make further representations at the Planning Application Sub-Committee. He thanked everyone for attending and contributing to the meeting.</p> <p>End of meeting</p>	



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Site plan
Unit 21, Cranford Way N15.

HARINGEY COUNCIL
Directorate of Environmental Services

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 NORTH	Drawn by	AA
	Scale	1:1250
	Date	07/07/2006



Unit 21, Cranford Way, N8 – HGY 2006/0722