



Officer Report

Application Number:	HGY/2023/1393
Application Type:	Change of use
Address:	Land and Railway Arches to the South of Page Green Road, London N15 4PG
Proposal:	Change of use of existing arches to a rental vehicle premises and vehicle storage site (Sui Generis Use) including demolition of existing structures, installation of rental vehicle office and rental vehicle wash bay, rental vehicle storage, car parking and associated works.
Case Officer:	Sarah Madondo
Valid Date:	24/05/2023
Applicant:	N/A
Agent:	Mr Chris Dodds

RECOMMENDATION

Approve with Conditions

Proposed Development

Change of use of existing arches to a rental vehicle premises and storage site (SU GENERIS/B8) including demolition of existing structures, installation of rental vehicle office and rental vehicle wash bay, rental vehicle storage, car parking and associated works.

Site and Surroundings

The application site comprises of a generally triangular area of land amounting to around 0.5ha, comprising predominantly of hardstanding but with railway arches sitting centrally within the site underneath an active railway line that runs through the middle of the site southwest to northeast. The site is located to the south of Page Green Road and is accessed direct from Page Green Road opposite its junction with Stamford Road which goes off to the north. The southern boundary of the Site is formed by another active railway line.

The predominant land use in the surrounding area is commercial and industrial but immediately to the west of the site is a row of terraced houses. To the northwest, on the western side of Stamford Road, there is another row of terraced houses. However, to the northeast, on the eastern side of Stamford Road, and to the east of the Site generally, the predominant use is commercial and industrial including the Hale Business Centre to the north and various vehicle repair businesses immediately to the east of the site accessed from Markfield Road. To the south of the site is an active railway line with Markfield Park to the south of that. To the southwest is Gladesmore Community School and Crowland Primary School within a predominantly residential area.

Principle of the development

The NPPF encourages Local Authorities to help create the conditions in which businesses can invest, expand and adapt, stating that significant weight should be placed upon the need to support economic growth and productivity, taking into account business needs and wider opportunities for development and Policy DM37 states that within Locally Significant Industrial Sites (LSIS) sets out that proposals for

uses not within [former] Use Classes B1 to B8 will only be supported in exceptional circumstances where the following can be demonstrated:

a. The proposal is necessary to facilitate meeting the needs of modern industry and business; or

b. The proposal relates to a use which supports the continued functioning of the LSIS as a predominantly industrial and commercial area; or

c. The proposal would deliver strategic economic benefits of a borough or sub-regional scale; and

d. The loss of the B Use Class land or floorspace would not compromise the strategic employment land requirement; and

e. The proposal would not restrict, prevent or in any way prejudice the continued operation of adjoining or nearby established employment uses.

The proposal is for the change of use existing arches to a rental vehicle premises and storage site (SU GENERIS/B8) and the proposal also includes the demolition of existing structures, installation of rental vehicle office and rental vehicle wash bay, rental vehicle storage, car parking and associated works. The proposals comprise a new office building (61.5 sq.m) which will be located within one of the railway arches on the site and to be used by Enterprise to administer their rental vehicles, part of the site would be used Enterprise as welfare facility for its staff appropriately (16.5 sq.m). A purpose-built rental vehicle wash bay would be installed which will be used to clean, valet and generally prepare rental vehicles for use by customers. The wash bay will also be used by Enterprise for minor maintenance of its rental vehicles, such as to undertake 'smart repair' for example. Externally, existing structures will be demolished to facilitate use of the site predominantly to store rental vehicles ahead of their use by (or distribution to) customers.

Policy SP8 states that the Council will secure a strong economy in Haringey and protect the Borough's hierarchy of employment land, Strategic Industrial Locations, Locally Significant Industrial Sites, Local Employment Areas and other non-designated employment sites. The policy goes to state that the Council will safeguard the listed Locally Significant Industrial Sites (LSIS) for a range of industrial uses (B1b, B1c, B2 and B8) where they continue to meet demand and the needs of modern industry and business.

The Site does not readily fall within any of the sites listed in Policy SP8 but the Policies Map includes the small triangle of the site to the north of the northern railway line as a LSIS. With this in mind, the majority of Enterprise's use at the site is for open rental vehicle storage which falls within Use Class B8. The site predominantly comprises open vehicle storage (Use Class B8) and the Enterprise's wider Sui Generis use is also an employment generating Sui Generis use. However, Enterprise's use is a commercial one and Enterprise is an employment generating business with training and development of its employees, and 'promoting from within', at the core of its culture. Enterprise's use here will also support the wider function of the LSIS by providing a sustainable transport mode for the benefit of people working in the wider LSIS and will not in any way prejudice the continued operation of the adjoining or nearby established employment uses. In fact, given residential uses bound this particular Site (to its west and northwest), Enterprise's use represents a particularly good fit here acting as a compatible and intervening employment generating use between the more industrial employment uses to the east and northeast of the Site and the residential uses to the west.

Overall it is considered that the proposal would contribute to the delivery of good quality employment floorspace in Haringey. This is supported by policy E6 of the London Plan and policy AAP4 of the Tottenham AAP. The proposed development meets the Local Plan objective of making efficient use of land and contributes towards policy objectives for accommodating industrial land and supporting economic growth and aligns with Policy in this respect.

Design and appearance

In terms of design, the appearance of the site will not change materially from its existing state but it will be tidied up and generally improved pre- occupation by the Enterprise. Their rental vehicle office and staff welfare area will utilise two of the railway arches and the external areas of the site will be improved, including through resurfacing where necessary. It is considered that the change will be positive and will improve the visual appearance of the site.

Parking and highway safety

The Council's Transportation Team has been consulted and advises that the site has a PTAL value of 3, considered moderate transport services. The site is also located in CPZ. The transportation officer raised concerns in relation to car parking for staff, trip generation, vehicular swept path and clarification regarding the available headroom/width under each of the arches was required. A revised Technical Note REV A was submitted and the transportation officer have advised that they do not have any further concerns subject to the imposition of a Construction Management Plan (CMP) and cycle parking condition.

Land Contamination

A Prelim Cover Statement and Planning Statement prepared by Planning Prospects Ltd. "Site specific Method Statement" prepared by Orbital Civil Engineering Ltd., dated 17th April 2023 submitted and reviewed by the Council Environmental Health Team, who have no objection to the proposal subject to a tiered number of conditions being applied to any grant of consent the conditions would initially require a site investigation to be conducted, to allow a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any remediation requirements if necessary. An asbestos survey is also advised to be undertaken prior to any demolition works, to identify the location and type of asbestos containing materials. Any asbestos containing materials would be required to be removed from safely from the site. Given the relatively modest scale of the works, and the proposed end use, it is considered that these issues can be dealt with under other legislation and do not require a planning condition be imposed in this instance.

Ecology and Biodiversity

The site sits within a wider Ecological Corridor given it is sandwiched between two active railway lines, a Preliminary Ecological Appraisal Survey Report has been prepared by Ecologylink. The Report sets out that no habitats warranting any specific protection were recorded. It also sets out that there were no protected species found on the site that would mean planning permission is withheld and no further surveys are required.

Flood Risk and Drainage

The application site is located in Flood Zone 1 which means it is in an area at the lowest risk of flooding as set out in the NPPF. As the site is entirely within Flood Zone 1 the proposal accords with the sequential approach set out in the NPPF. Furthermore, the proposal is for continued use of a brownfield, or previously developed, site comprising entirely of hardstanding and built

development. It is considered that as proposed the site is a 'Less Vulnerable Use' in flood risk terms. It will not result in any additional risk of flooding of the site or its surroundings and will utilise existing drainage arrangements where possible, therefore acceptable.

Impact on the amenity of adjoining occupiers

Given the proximity of the proposed development to existing residential properties at the other side of Beach Road, a Plant Noise Impact Assessment has been submitted to consider the potential noise impact arising from Enterprise's proposed rental vehicle wash bay. The submitted Noise Assessment concludes that the plant as proposed would be below the level where a low impact (at most) may be expected upon the residents at the nearest noise sensitive receptor. Taking into account the likely times and duration of use of the equipment alongside the predicted noise levels, it has been identified that significant adverse impacts are unlikely at the nearest noise sensitive receptors, ensuring compliance with the aims of the NPPF. The Enterprise's use would be restricted to normal working hours and would not involve odours or fumes and extractors, unlike the former and other potential uses at the allocated employment site. All washing and 'smart' repair of rental vehicles will be undertaken by Enterprise albeit not outside of normal working hours, therefore any impact or noise would be limited to normal working hours which is acceptable and condition would be imposed to control these operational hours. In addition, the proposed rent vehicle wash bay would be located to the rear of the site adjacent to the railway to the south of the site and away from the nearest noise sensitive receptors to west. Therefore, it is considered that the proposed use would not have a significant impacts on residents in respect of their light, outlook or privacy.

Conclusion

The proposed change of use would utilise an under-utilised brownfield site into viable active and employment generating use, contributing positively to the local area and to the street scene generally. In addition, Enterprise's use will contribute towards and encouraging a modal shift away from private car use towards healthy and sustainable transport initiatives and choices, and promotes and delivers a sustainable transport option in compliance with Development Plan and national policy as set out in the NPPF.

CIL

The development is less than 100 square metres and as such regulation 42 'minor development exemptions' applies and in addition the proposal is not for a whole new unit (a unit created entirely from new floorspace).

Conditions:

- 1 The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

- 2 The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

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

- 3 No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:
- a) parking and management of vehicles of site personnel, operatives and visitors;
 - b) loading and unloading of plant and machinery;
 - c) details of measures to protect pedestrians and other highways users from construction activities on the highway.

Reason: To protect the amenity of neighbouring properties and to maintain traffic safety.

- 4 Prior to the commencement of the approved use, details of the type and location of secure and covered cycle parking facilities for have been submitted to and approved in writing by the Local Planning Authority. The use shall not commence until the cycle parking spaces have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

- 5 The design and installation of new items of fixed plant hereby approved by this permission shall be such that, when in operation, the cumulative noise level LAeq 15 min arising from the proposed plant, measured, or predicted at 1m from the facade of nearest residential premises shall be a rating level of at least 5dB(A) below the background noise level LAF90. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997. Upon request by the local planning authority a noise report shall be produced by a competent person and shall be submitted to and approved by the local planning authority to demonstrate compliance with the above criteria.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policies DM1 and DM23 of The Development Management DPD 2017.

Informatives:

INFORMATIVE: Asbestos

Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-
8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.