

YM/Karimi/1123/ch

Planning Service
London Borough of Haringey
The Civic Centre
225 High Road
Wood Green N22 8HQ

13 December 2023

Dear Sirs

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

FOR: Use of premises for tyre fitting for motor vehicles and vehicle servicing and associated alterations

AT: 46c Tottenham Lane, London N8 7ED

I am pleased to write on behalf of our client, to submit a planning application.

An assessment of the proposals and key planning issues within the context of the relevant planning policies is set out below.

Site and Surroundings

The application site consists of a light industrial unit located on Tottenham Lane.

The application site has a PTAL level of 5 which indicates a high accessibility to public transport.

The site is also within the vicinity of other commercial units, one being directly opposite the application site which is a vehicle repair shop.

Images of the application site and the immediate surrounding area can be found in **APPENDIX 1** at the end of this statement.

Planning History

Planning applications related to the site.

None

Proposed Development

Planning permission is sought to change the warehouse from light industrial to the use of the premises for tyre fitting for motor vehicles and vehicle servicing (Class Sui Generis).

The previous lawful use of the warehouse was as an Architectural Mouldings business which made and restored various cast iron items for buildings.

The proposed use will involve minor vehicle servicing jobs such as oil changes, filter changes, fixing brake issues and exhaust leaks in addition to tyre repairs and fittings.

Due to the minor nature of the servicing mostly hand tools will be used but the premises will contain a vehicle lift, an air compressor, a tyre machine, a wheel balancer and an impact wrench.

The location of the equipment can be found in the submitted proposed drawings in addition to a Noise Impact Assessment located in APPENDIX 2 which details the potential impact of the proposal regarding noise.

It should also be noted that no external alterations are necessary to facilitate the proposed use.

Planning Policy Framework

The development proposals take account of relevant national, regional and local planning policy. This section of the Planning Statement sets out the relevant adopted and emerging planning policy framework, against which the proposals are assessed in Section 6 of this Planning Statement.

Adopted Planning Policy Framework

- National Planning Policy Framework (NPPF) (2021)
- London Plan (2021)
- LBH's Strategic Policies (2017); and,
- LBH's Development Management DPD (2017)

Key Planning Issues

The key planning issues are considered to comprise the following:

Design and appearance

Policy DM1 'Delivering High Quality Design' from Haringey's Development Management Document states that any developments should relate positively to their locality, particularly having regard to building heights, form, scale and massing.

Similarly, Policy SP11 of the Local Plan states that new developments should enhance Haringey's built environment and create places and buildings that are high quality and easy to use. It states the importance of developments should be the highest standard of design that respects its context locally and respects the area's historical significance.

As mentioned previously, the historical lawful use of the site was a builder's workshop where they produced architectural mouldings. As such, it is considered that the proposed use of the premises for tyre fitting and vehicle servicing would wholly respect the character of the area.

As such, the proposal complies with policy DM1 of the Development Management Document and SP11 of the Local Plan.

Residential Amenity

Policy SP11 and Policy DM1 require new development to achieve a high standard of amenity for users and adjacent uses.

The applicant has commissioned a Noise Impact Assessment (NIA) by RBA Acoustics. The report concluded the anticipated sound levels from the tools and equipment for the proposed use would have a low impact on noise levels at the site and recommended that no noise mitigation measures are required.

The NIA states that:

'A BS4142 assessment has been carried out and indicates that the tyre garage would have a low impact on the existing noise climate. There is no need for any specific mitigation measures at the site. Therefore, the proposed tyre garage and its associated activities should be considered acceptable in terms of environmental noise emissions'

Please find the Noise Impact Assessment located in **APPENDIX 2**.

It is also important to note that all work takes place internally. Accordingly, noise levels are insulated by the building with minimal external noise.

It is therefore considered that the proposed use can be demonstrated to accord with Policy SP11 and Policy DM1.

Transport Considerations

London Plan 2021 Policies T1 and T4 in addition to Haringey Local Plan policy SP7 seek to ensure that proposals do not negatively affect the highway network or pedestrian safety.

Local Plan Policy SP7 'Transport' states that the Council will aim to promote public transport, walking and cycling in a bid to tackle climate change.

DPD Policy DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking where there are alternative means of transport available.

The PTAL level at the site is a 5 indicating a high accessibility to public transport.

As elaborated in the submitted transport statement the application site is well served by public transport. Staff will be encouraged to use more sustainable methods of transport with cycles being able to be stored internally. In addition to this, customers will also be encouraged to use public transport to come to collect their vehicle for situations where the service requires longer than 'while you wait' attention.

The submitted transport statement concludes that there would be a very minor if any impact on the existing parking and transport infrastructure around the application site.

Please find this attached in **APPENDIX 3** at the end of this statement.

Conclusion

The use of the premises for tyre fitting for motor vehicles and vehicle servicing will not detrimentally affect the character of the surrounding area.

The proposal would have negligible impact on the transport infrastructure as highlighted in the Transport Assessment.

The proposal would have no adverse impact on the living conditions of neighbouring occupiers by reason of noise and planning permission should be granted accordingly.

Yours Sincerely



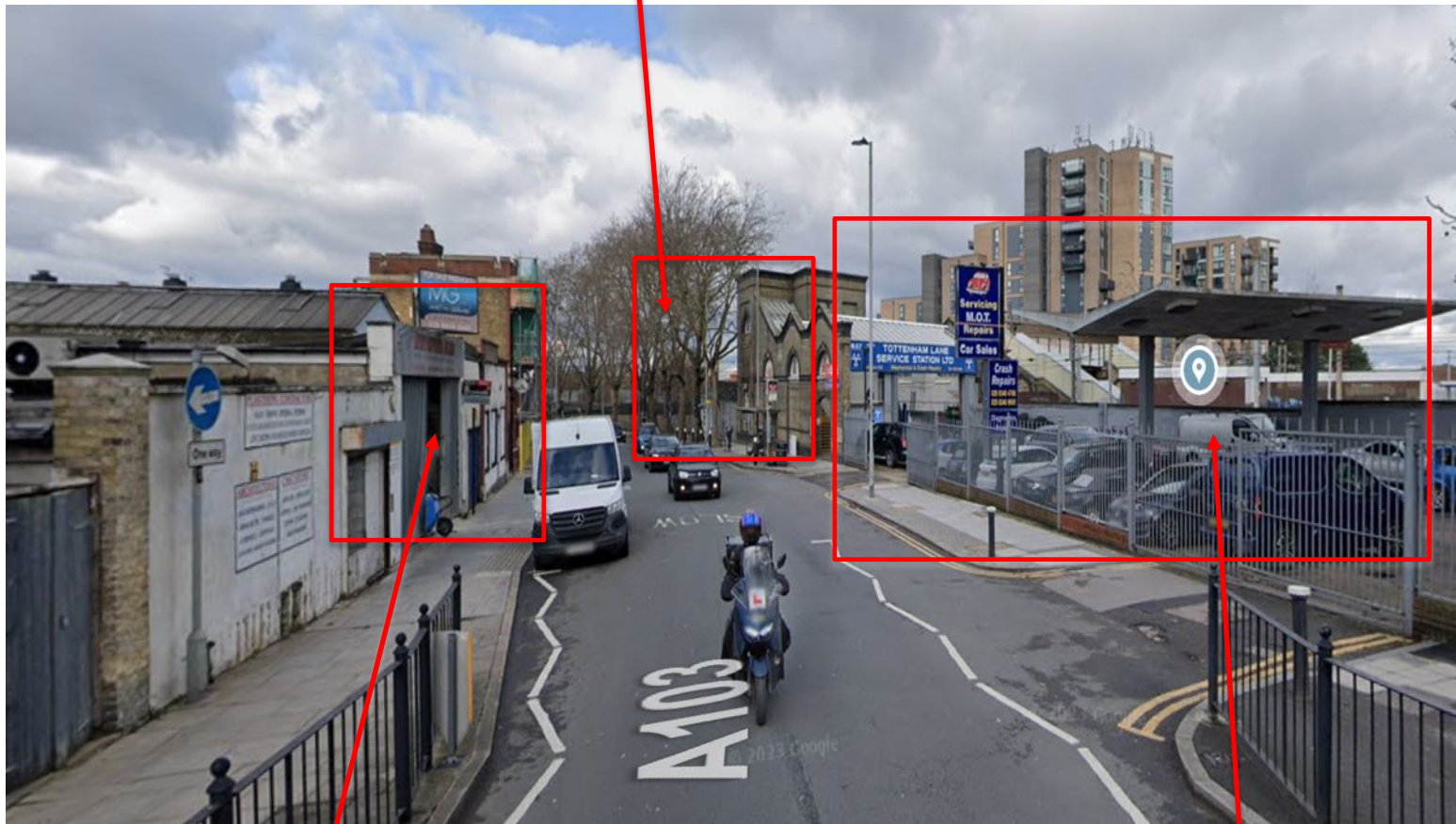
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APPENDIX 1

Images of the application site and the immediate area.



Hornsey Train Station



Application site

Vehicle repair workshop and car sales directly opposite the site.

APPENDIX 2

Noise Impact Assessment

APPENDIX 3

Transport Statement