



Officer Report

Application Number:	HGY/2023/3392
Application Type:	Full planning permission
Address:	46C Tottenham Lane, Hornsey, London, N8 7ED
Proposal:	Change of use from light industrial (Use Class E) to tyre fitting for motor vehicles and vehicle servicing (Use Class Sui Generis). (AMENDED DESCRIPTION)
Case Officer:	Mark Chan
Valid Date:	24/01/2024
Applicant:	Said Jalal Karimi
Agent:	Mr Courtney Dawson

RECOMMENDATION

Approve with Conditions

1. Site location

The application site contains a single storey ground floor unit on the western side of Tottenham Lane which has a mixed use of commercial and residential units. The site is opposite of the Hornsey Rail Station with a PTAL rating of 5. It is not within a conservation area and is not in the vicinity of a listed building.

2. Description of Proposal

This is an application for the change of use of the existing Architectural Mouldings warehouse from light industrial (Use Class E) to tyre fitting for motor vehicles and vehicle servicing (Use Class Sui Generis). No external alterations have been proposed to facilitate this change.

3. Relevant Planning and Enforcement history

There is no relevant planning history in relation to the site.

4. Internal & Statutory Consultation

The responses below were received following consultation on the application:

Internal:

LBH Transportation Team: The site is anticipated to employ 3-4 people and cycle storage will be securely accommodated within the building. No transport objections regarding this application.

5. Local Representations

No representations received from neighbours, local groups, etc in response to notification and publicity of the application.

6. Assessment of planning considerations

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Impact of the proposed development on the character and appearance of the area;
3. Impact on neighbouring amenity;
4. Transport considerations;
5. Waste and servicing.

Principle of development

London Plan (2021) policy GG1 (Building strong and inclusive communities) sets out that those involved in planning and development must seek to ensure that London continues to generate a wide range of economic and other opportunities, and that everyone is able to benefit from these to ensure that London is a fairer, more inclusive and more equal city.

Policy SP8 of Haringey's Local Plan Strategic Policies (2013) 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. In addition, the Council will also support local employment and regeneration aims and support small and medium sized businesses that need employment land and space. Policy SP9 states that the Council will seek to address unemployment by facilitating training opportunities for the local population, increasing the employment offered in the borough and allocating land for employment purposes.

Policy DM40 of the Haringey Development Management DPD (2017) is also relevant. On non-designated employment sites within highly accessible locations, the Council will support proposals for mixed-use, employment-led development where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace.

The application site is an existing Architectural Mouldings warehouse used mostly for storage and minor works. The proposed change of use of the site would allow for a tyre fitting for motor vehicles and vehicle servicing business to operate. It is noted that the new tyre fitting for motor vehicles and vehicle servicing business would have 3 – 4 employees and accommodate 2 – 4 vehicles at a time.

Given that the proposal would support the operation of a small sized business and generate new employment and economic opportunities in the locality, it is considered acceptable in principle.

Impact of the proposed development on the character and appearance of the area

Policy DM1 'Delivering High Quality Design' of the Haringey Development Management DPD (2017) states that all new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which relates positively to neighbouring structures; makes a positive contribution to a place, improving the character and quality of an area; confidently addresses feedback from local consultation; demonstrates how the quality of the development will be secured when it is built; and are inclusive and incorporate sustainable design and construction principles.

Local Plan (2017) Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality,

attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by Policy D4 of London Plan (2021).

As the proposal would not involve any external alterations, it is not considered to result in material harm to the character and appearance of the site or surrounding area and is therefore acceptable in this regard.

Impact on neighbouring amenity

London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, while Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.

DM23 'Environmental Protection' requires proposals for potentially noisy development must suitably demonstrate that measures will be implemented to mitigate its impact.

The nearest residential properties would be on Ribblesdale Road, south of the site and 9m away at the nearest point. Given that no external alterations would be carried to the existing building, it is not considered to have detrimental amenity impacts to neighbouring residential properties in terms of overshadowing and overbearing.

The applicant has stated that all the works would take place inside the building and noise level would be insulated. Nevertheless, the applicant has commissioned a Noise Impact Assessment (NIA) by RBA Acoustics. The report concluded that 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. Therefore, the proposed tyre garage and its associated activities should be considered acceptable in terms of environmental noise emissions.

Subject to a condition controlling the hours of operation, the proposal is considered acceptable in this regard.

Transport considerations

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and

safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

In the submitted transport statement it is noted that the application site is well-connected by public transport with a PTAL rating of 5 and within a CPZ. Staff would be encouraged to use more sustainable methods of transport with cycles being able to be stored internally. In addition, customers would also be encouraged to use public transport to come to collect their vehicle for situations where the service requires longer attention.

There would be no external changes to the existing access arrangements and given that the application site is relatively small, it is unlikely to generate significant vehicular traffic to warrant concerns over adverse impacts. The proposal is considered acceptable in this regard.

Waste and servicing

DPD Policy DM4 requires all proposals to make on-site provision for general waste, the separation of recyclable materials and organic material for composting. No details of waste storage are provided, but there is adequate space within the interior of the site for satisfactory storage. It is the responsibility of commercial units to arrange for the satisfactory means of waste and recycling collections through a private company.

Given the small scale of the operation, it is not considered necessary to require further details to be provided with regards to servicing arrangements, which could be satisfactorily undertaken on-street as with most units within the Local Centre.

Conclusion

The proposal is considered acceptable in principle, and in terms of change of use, impact on the amenity of nearby residents, and parking, access and highway safety impacts.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

6. CIL Applicable

The increase in internal floor area would not exceed 100 sqm. and therefore the proposal is not liable for the Mayoral or Haringey's CIL charge.

7. Recommendation

The application is recommended for approval subject to the following conditions.

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 The use hereby permitted shall not be operated before 08:00 hours or after 19:00 hours Monday to Friday, before 08:00 hours or after 13:00 hours Saturdays and at no times on Sundays and Bank Holidays.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished consistent with Policy DM1 of The Development Management DPD 2017.

- 4 The site shall only be used for tyre fitting for motor vehicles and vehicle servicing (Use Class Sui Generis) and for no other purpose (including any other purpose in Use Class Sui Generis of the Schedule to the Town and Country Planning (Use Classes) Order or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).

Reason: To safeguard the amenities of the adjoining residential occupiers and the safety of the public highways.

Informatives:

INFORMATIVE: Advertisements

Planning permission has been granted without prejudice to the need to get advertisement consent under the Town & Country Planning (Control of Advertisements) (England) Regulations 2007.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.