



Officer Report

Application Number:	HGY/2023/1403
Application Type:	Full planning permission
Address:	Vacant split level transport and storage yard, 93 Vale Road, London N4 1PZ
Proposal:	Erection of a temporary single storey modular building.
Case Officer:	Kwaku Bossman-Gyamera
Valid Date:	25/05/2023
Applicant:	Mr James Adderley
Agent:	

RECOMMENDATION

Approve with Conditions

1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

1.1 This application seeks temporary planning permission for the continued use of the site as a transport yard, from which Serco will store and operate up to 30 prison vehicles, for delivery of its Prisoner Escorting and Custodial Services (PECS) contract, with the Home Office.

1.2 Commercial vehicles along the new proposed modular building will be based on the lower level, with staff cars, domestic vehicles, motorbike and cycle parking based on the upper level.

1.3 Under this proposal there will be 6 office staff permanently based on site located in the new proposed modular building, with up to 32 others using it as a base.

1.4 The proposed modular building will measure approximately 18m (long) x 8m (deep) x 6.5m (high). The ground floor will provide office accommodation, with the first floor providing staff welfare facilities.

Site and Surroundings

1.5 The application site is a vacant land (it was formerly a transport yard operated by National Grid) located to the south side of Vale Road, adjacent to the junction of Vale Road with Link Way. Eade Road is to the south of the site. It is an "L" shaped compound site with the longer side fronting Eade Road. The wider surrounding area is mainly residential in character and the immediate area to the north/east are industrial in character.

1.6 The site forms part of Local Employment Area: Regeneration Area.

Relevant Planning and Enforcement History

1.7 The most recent planning history in relation to the site is as follows.

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

2. CONSULTATION RESPONSE

2.1 The responses below were received following consultation on the application:

Internal:

1) LBH Transportation Team: No further objection.

3. LOCAL REPRESENTATIONS

3.1 The application has been publicised by way of 114 letters. The number of representations received from neighbours, local groups, in response to notification and publicity of the application were as follows:

No of individual responses: 2

Objecting: 2

Supporting: 0

3.2 The following issues were raised in representations that are material to the determination of the application and are addressed in the next section of this report:

- Objections on the grounds that there is a huge amount of traffic on Vale road, and against this use as it would add more commercial vehicles in this site than any other site located on Vale road, and considering that each business have 1 -2 vehicle in use, this site is proposing to add in excess of 30 vehicles on this site which would destroy all of the other local business by the amount of traffic that it will cause.
- Opposed to this site being used in this way due to the amount of vehicles which will be using the site, although there are 6 staff members there are 33 vehicles, this will be a huge amount of traffic on this road where we already find operating our business very difficult due to the amount of traffic and limited loading space having the entry and exit just meters away from where the road bend and a lack of vision could cause accidents.

3.3 Comments on representations

- Objector's comments are noted. The location of the modular building and use of the site as storage of vehicle will not impact on the car park to any great extent, nor undermine the surrounding highways given the location within an established industrial estate. Overall, it is considered that the proposed activities would not impact on highway safety.

4. MATERIAL PLANNING CONSIDERATIONS

4.1 The main planning considerations raised by the proposed development are:

1. Principle of development.
2. Design and appearance.
3. Impact on neighbouring amenity.
4. Transport considerations.

5. Other considerations.

Principle of development

Site Allocation

4.2 There is a shortage of housing, both nationally and locally, and the Government is requiring councils across the country to identify enough land for new homes. So, the Haringey Council is having to identify potential additional sites within the Borough.

4.3 The council has prepared a Site Allocations Development Plan Document (DPD) that sets out sites where the council expects significant developments to happen from now until 2026, along with a broad idea of what kind of buildings could be built there. These significant developments aim to help meet Haringey's housing demand and create new employment space and jobs, as well as taking advantage of huge infrastructure improvement like Cross-rail 2. It was adopted by the council on the 24th of July 2017.

4.4 The application site has been designated as part of the "SA33: Vale/Eade Road" within the Site Allocation Development Plan Document (DPD) for potential development of the site to increase accessibility and providing increased employment floorspace and provide warehouse living accommodation.

4.5 As noted above, it had a site allocation for comprehensive redevelopment. Recently St William Homes had an agreement with National Grid to develop the site but could not make it viable. The current proposal is an under-use of the site so contrary to the aims and objectives to the site allocation designation. The council need these sites to adequately achieve our housing targets. Therefore, the proposed use of the site for temporary measures might only be acceptable in the short-term, so as not to compromise the site allocation objective. The proposal does not justify a permanent permission. In this instance, a temporary permission is justified and that 5 years is a realistic time frame for a future comprehensive redevelopment to come forward that is in line with the Council's strategic objectives. .

4.6 There is no objection in principle to the proposal, subject to any permission being temporary.

Design and appearance

4.7 London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D4 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.

4.8 Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.

4.9 The proposed single-storey modular building is acceptable in terms of its design and appearance and that it will not have a significantly detrimental impact on the character of the area subject to the imposition of conditions.

Impact on neighbouring amenity

4.10 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

4.11 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.

4.12 It is considered, due to the existing neighbouring uses being predominantly of an industrial nature, that the site would appear to be a reasonable location for the proposed type of activities as they are similar to that of an industrial nature. The nearest residential properties are Vale Road and Linkway about 15 metres to the north and 18 metres to Linkway – to the west of site.

4.13 Given the separation distance and its relationship with neighbouring residential properties, the proposed modular building - It is not of a sufficient scale to be overly obtrusive or appear dominating or overbearing from the window of the immediate adjoining neighbours sufficient to cause material harm to residents living condition in respect of outlook or light.

4.14 It is considered that the location is a sufficient distance from the properties at Vale Road and Linkway and the siting of modular building would not cause any significant demonstrable harm in terms of noise and disturbance. It should be noted that the location is which an industrial site with activity from vehicles most of the day and the area is dominated vehicles which operates well into the early hours of morning.

Transport considerations

4.15 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.

4.16 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, 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'.

4.17 The Council's Transportation Team has been consulted and advises that the site has It has a PTAL value of 2, considered 'poor' access to public transport services. There are 7 bus services between 6 to 8 minutes' walk from the site. There are existing vehicle accesses off both Vale and Eade roads.

4.18 The application has provided a Transport Statement detailing the transportation characteristics of the site and how the development will function in transportation terms on a day-by-day basis.

4.19 Cycle parking and storage provision for bicycles is proposed and is located within the site. Details of the secure and sheltered provision are recommended to be secured by condition.

4.20 Construction management and service and delivery plan, for approval prior to implementation of the development, will be secured by a condition. Accordingly, the proposal is considered acceptable in transport terms. and as such Council's Highways officer raises no further objection.

4.21 It is considered that the proposed portacabin and vehicle storage capacity at the site would not give rise to any operational impact upon the capacity of Vale Rod or its junction with Eade Road. As such, it is considered that there are no over-riding reasons for which the development should be refused on highways grounds. Council's Highways officer raises no further objection.

Conclusion

4.22 The proposal is considered acceptable because it is temporary in nature. The issues raised have been considered but not deemed significant enough to warrant refusal or are proposed to be dealt with through planning conditions. Given the temporary nature of the development and the use of appropriate planning conditions, the proposal is recommended for approval.

4.23 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.

5. CIL APPLICABLE

The development is liable for Mayoral CIL only. Haringey does not charge CIL for this type of use. Based on the information given on the plans, the Mayoral CIL charge will be £16,202.05 (251sqm x £64.55). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

6. RECOMMENDATION

GRANT PERMISSION subject to conditions

Conditions:

- 1 This permission shall be for a limited period expiring on 30/08/2028 when the temporary building hereby approved shall be removed and the land reinstated.

Reason: The permanent retention of the land /building may prejudice the future development of the site thus preventing the optimal use of the site inconsistent with the Site Allocation Development Plan Document (DPD).

- 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.

Construction Management/Logistics Plan

Prior to above ground works, a Construction Management/Logistics Plan shall be submitted to and approved in writing by the local planning authority. The CLP shall be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

- i. Details of key phases of the construction programme, corresponding site layout, number of staff including modes of travel, parking provision (vehicles and cycles);
- ii. Arrangements for management of construction material deliveries / removal, material storage, skip storage;
- iii. Daily number and size of construction vehicles expected, vehicular swept paths (with 300mm error margins) to demonstrate largest construction vehicles arriving, parking in loading/unloading area, manoeuvring and departing in forward gear;
- iv. Details of all temporary traffic management and parking restrictions required;
- v. Details of any highway licences required due to the crane oversailing the public highway;
- vi. Wheel washing facilities to keep highway clean of mud etc;
- vii. Arrangements for management of Health and safety;
- viii. Arrangements for dealing with complaints;
- ix. Hours of operations;
- x. Monitoring and joint working arrangements, where appropriate;
- xi. Site access and car parking arrangements;
- xii. Delivery booking systems (allocated delivery slots for site management);
- xiii. A swept path analysis for crane vehicles carrying the necessary equipment;
- xiv. Agreed routes to/from the site;
- xv. Confirmation that all vehicles are recognised in the Fleet Operators Recognition Scheme (FORS) or similar;
- xvi. Timing of deliveries to and removals from the site by construction vehicles (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
- xvii. Travel plans for staff/personnel involved in construction works to detail the measures to encourage sustainable travel to the site during the construction phase; and
- xviii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking, and consolidation of facilities such as concrete batching; and
- xix. Temporary obstructions during the construction and delivery must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the TLRN.

Reason: In order to ensure that the proposal is consistent with Publication London Plan Policy T7 and to safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality and to comply with DMDPD Policy DM23: Environmental Protection.

Prior to the commencement of development above ground, full details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority.

The development shall not be occupied until a minimum of 8 cycle parking spaces for users of the development, in accordance with the London Cycling Design Standards.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan 2021 minimum cycle parking standards and the London Cycling Design Standards, policy T5 of the London Plan 2021, Policy SP7 of the Haringey Local Plan 2017 and to maximise the accessibility of the development.

Informatives:

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.

INFORMATIVE: Party Wall Act

The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

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.

INFORMATIVE : Community Infrastructure Levy

The applicant is advised that the proposed development will be liable for the Mayor of London CIL. Based on the information given on the plans, the Mayoral CIL charge will be £16,202.05 (251sqm x £64.55). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor within the table below