

Officer Report

Application Number:	HGY/2026/1664
Application Type:	Full planning permission
Address:	Morris House, Waltheof Gardens, Tottenham, London, N17 7EB
Proposal:	Installation of the temporary Portakabin building for additional space for Bright Star Day Nursery
Case Officer:	Josh Parker
Valid Date:	19/06/2026
Applicant:	Yinka Fakoya
Agent:	Mrs Katy Tomczyk

RECOMMENDATION

Approve with Conditions

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

Installation of the temporary Portakabin building for additional space for Bright Star Day Nursery for a period of 5 years.

Site and Surroundings

The nursery is located within Morris House, a building on Waltheof Gardens, a residential estate in Tottenham. The site is part of an urban residential area characterised by estate housing and mixed community uses. The application site is on the eastern edge of the Industrial estate, within a mixed residential, commercial and light industrial area facing on to Cline Road. Residential development is located to the east, across Cline Road.

Relevant Planning and Enforcement History

The planning history of the site has been taken into account when coming to this decision. Recent applications include the following:

HGY/2020/0918 - New open sided porch, replacement doors to form new main entry on North side of former Roundway with new pedestrian site access gate. New enclosed entrance under existing overhanging roof as part of refurbishment works to former Haven Day Centre building into a Day Centre for autism and learning difficulties. Approved

CONSULTATION RESPONSE

The following response was received following consultation on the application:

LOCAL REPRESENTATIONS

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

No of individual responses: 1 objection has been received and is summarised below:
Additional parking stress and security concerns with the coming and going of additional vehicles.

5. MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle
2. Design;
3. Impact on neighbouring amenity;
4. Transport considerations.

Principle

The key policy consideration is Policy DM47 which states the Council will seek to protect existing social and community facilities unless a replacement facility is provided which meets the needs of the community.

Point E of the above Policy DM47 states that: Proposals for new and extended social and community facilities and the sharing of facilities will be supported by the Council provided they:

- A. Are accessible by public transport, walking and cycling, preferably in town centres or local centres, Growth Areas or Areas of Change;
- B. Are located within the community that they are intended to serve;
- C. Do not have significant adverse impact on road safety or traffic generation; and
- D. Protect the amenity of residential properties.

The proposal would continue to provide local community service in meeting the needs of the community and as such does not result in loss of community facility. Proposal would provide flexible and functional and adaptable space for the need of the local community.

The current use would not differ and the site has always been used for community use (previously use class D1). As such there is no objections for the continuation of the use on the site highlighted in the permission ref: HGY/2020/0918 as noted in the site history. The use is therefore acceptable in principle.

As the scale of the operations would change with the addition of the temporary cabin proposed for care services for the length of 5 years, the main considerations are the design, how the additional persons would impact the parking and transport and neighbouring amenity, which will be explored further in the latter sections.

Design

London Plan Policy D3 outlines that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Optimising site capacity means ensuring that development is the most appropriate form and land use for the site. Local Plan Policy SP11

notes that development should be of the highest standard of design that respects local context, character and historic significance, so to contribute to the creation and enhancement of Haringey's sense of place and identity.

Similarly, DPD Policy DM1 requires all new development to achieve a high standard of design. Proposals should relate positively to their locality having regard to: building heights, form, scale, massing, urban grain, building lines, plot/building widths, distinctive local architectural styles, detailing and materials. DM DPD Policy DM12 outlines that extensions or alterations to residential buildings should be of a high, site-specific and sensitive design quality and should respect the form, setting, period, architectural characteristics and detailing of original buildings. High quality matching or complementary materials should be used appropriately and sensitively.

Bright Star Day Nursery provides care and early years education for children aged between three months and five years. The nursery currently accommodates twelve children and proposes to increase its capacity by an additional nine children from September 2026 with the addition of the temporary cabin. This proposed expansion reflects a sustained increase in pupil numbers and the need to meet anticipated future demand.

The cabin will have the dimensions of 2970mm height, 3910mm width and 9720mm length externally. The overall height of the structure excludes the depth of the pad foundations, of which may vary slightly depending on existing ground levels.

The cabin would be finished in External walls are ordinary of a typical portacabin being low maintenance plastisol-coated galvanised steel with a simplistic white finish accessed by a long wooden access ramp.

The addition of the cabin is set back from all boundaries, modest in size and will appear like an ordinary ancillary building supplementary to the current use. As such, the temporary addition of the ramp and porta cabin for a length of 5 years would not appear incongruous given the site use and modest nature of the additions.

Impact on neighbouring amenity

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.

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.

The proposal would result in a modest uplift in activity, but officers are satisfied that the scale of use would not give rise to undue noise impacts for neighbouring residential occupiers.

The operation would be limited to weekday daytime hours (07:00–18:30), which aligns with typical nursery-type activity and avoids evening or weekend disturbance. Brightstarz operate on a 1:3 staff-to-child ratio, meaning that any increase in attendance is inherently capped and managed. As such, the level of noise generated is expected to remain broadly comparable to that already permitted, with no material intensification beyond the established baseline.

There is no objection on amenity grounds, as the modest uplift in activity, controlled operating hours and managed staff-to-child ratio ensure that the use would not result in any material adverse noise effects for neighbouring residential occupiers.

Transport considerations

The site has moderate public transport accessibility (PTAL=3) and is not located within a CPZ. Bus stops are located within approximately 100 metres of Waltheof Gardens/ Round way, providing convenient local access. White Hart Lane Station (London Overground) is situated approximately 0.6–0.8 miles from the site, while Turnpike Lane Underground Station (Piccadilly Line) lies at a distance of approximately 1 mile, ensuring good connectivity to the wider public transport network.

The proposed development is expected to result in a minor increase in staffing levels, with approximately 4 additional employees. Staff travel patterns are already predominantly sustainable, with around 80% using public transport, 10% walking, and 10% travelling by car. Pupil travel patterns are similarly sustainable, with the majority of children attending from the local area. Approximately 90% arrive on foot and 10% by car, primarily during existing drop-off and collection periods. The transport statement outlines that some staff numbers would also commute by bicycle. A condition will be attached requiring the submission of details for cycle parking for approval prior to occupation.

Parking related impacts are also considered acceptable. The use would operate solely within weekday daytime hours (07:00–18:30), with pupil drop-off and collection occurring at the start and end of the day. While it is recognised that some staff may drive and that there will be a modest uplift in vehicle movements associated with drop-off and pick-up activity, this increase is limited in scale and closely tied to the modest expansion of the use. and would not substantiate reason for refusal

Given the short, concentrated nature of these movements and the absence of any significant intensification beyond the established baseline, the change is not considered to result in a material increase in parking stress or localised congestion.

The proposed transport arrangement is thus considered acceptable.

Conclusion

The addition of the temporary portacabin with the ramp access would be appropriate in this location for a term of 5 years. The development would not cause harm to neighbouring residential amenity, nor have an adverse traffic and parking impact.

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.

CIL APPLICABLE

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

RECOMMENDATION

GRANT PERMISSION subject to conditions

Conditions:

- 1 This permission shall be for a limited period expiring on 27/08/2031 when the use hereby approved shall be discontinued and the building removed from the land and the land made good unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to enable the Local Planning Authority to review and assess the use following experience after a period of operation

- 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.

Approved plans:

Location Plan, Block plan, Dwg No: 03KT , 1256 Titan Data Sheet

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

- 3 Notwithstanding the approved plans the development hereby permitted. Within three month of the date of this permission, details of the type and location of secure and covered cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 4 cycle parking spaces for users of the development, 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 policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

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: 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.