



Officer Report

Application Number:	HGY/2023/2620
Application Type:	Full planning permission
Address:	St John Vianney Catholic School, Stanley Road, Tottenham, London, N15 3HD
Proposal:	Erection of 3no. temporary marquees for pupil dining during emergency RAAC repair works.
Case Officer:	Sarah Madondo
Valid Date:	29/09/2023
Applicant:	Greta Alfonso
Agent:	Michael Merril Barker Associates

RECOMMENDATION

Approve with Conditions

Proposed Development

Erection of 3no. temporary marquees for pupil dining during emergency RAAC repair works

Site and Surroundings

St John Vianney Catholic School is located on Stanley Road. The school backs on to Anstey Walk and there is tennis court located to the rear. The school buildings are all single storey. The area is residential in character and the school is not located in any conservation area.

Relevant Planning and Enforcement History

None

CONSULTATION RESPONSE

The response below were received following consultation on the application

LBH Transportation: No objection subject conditions

MATERIAL PLANNING CONSIDERATION

The main planning consideration raised by the proposed development are:

Principle
Siting and Design
Impact on neighbouring amenity
Trees
Transportation consideration

Principle of development

Paragraph 92 of NPPF states that the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural building, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.

Policy SP16 states that the Council will work with its partners to ensure that appropriate improvement and enhancements, and where possible, protection of community facilities and services are provided for Haringey's communities.

Policy DM49 seeks to protect existing social and community facilities unless a replacement facility is provided which meets the needs of the community.

Following an inspection of dining hall by an external structural engineer, Reinforced Autoclaved Aerated Concrete (RAAC) was discovered forming part of the structural slab of the roof of the pupil dining hall. Following the Department of Education's announcements in September, schools affected were forced to close off affected areas with immediate effect.

The proposed marquees are required to provide replacement dining and serving facilities for the school whilst emergency repairs and mitigation works are undertaken to the existing dining areas. These areas will be staffed and supervised at all times whilst in use. The marquees are not permanent structures but rather temporary modest structures to be used for the duration of 3 years whilst the emergency repairs are underway. A condition would be imposed for the buildings to be removed after 3 years. Therefore it is considered that the temporary structures will be acceptable and a condition would be imposed.

Siting and Design

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.

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.

The temporary marquees would be modest and be sited in the area of school car park, partially screened by the mature trees. The siting of such a temporary buildings is considered acceptable mindful of the context here and is of acceptable design quality. The marquee would not be any higher than the existing buildings therefore acceptable.

Impact on the 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.

Given the modest nature of these marquees and their location in the car which is screened by trees, it is considered that there is no impact to the neighbouring properties. Therefore, there will be no material loss of privacy to neighbouring properties. The proposal is acceptable in amenity terms.

Transportation consideration

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'

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 and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as 'car capped'.

The Council's Transportation team has been consulted and have advised that a CMP condition should be attached. Officers acknowledge the recommendation of a condition, however, it is considered that these are temporary buildings which are much needed whilst emergency repairs are under way. Therefore, this it is considered these are minor construction works which would not require CMP condition. Furthermore concerns were raised in relation to access to the car park during construction and the applicant has confirmed that the new canopies are a proprietary system and as such, require very little in terms of "construction" works. The applicant has also confirmed that the erection of the modest structures has been programmed to take place with minimal impact to the operation of the school, possibly over a weekend. Access to the application site would be via the existing highways entrance through the car park which is marked for 20 spaces plus one designated as accessible. Therefore, there is no loss of parking. As such, it is considered that no additional transportation demands or movements would be generated by these temporary arrangements, therefore proposal for temporary marquee is acceptable.

Trees

London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals.

DPD Policy DM1 requires proposals demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on and close to the site.

The applicant has not submitted a tree survey report. Officers have checked the database and can confirm that none of the trees are preserved trees and drawing (JV001-BA-22-22-DR-B) indicates that the temporary buildings would not have a significant impact on any of the trees. In addition, the applicant has confirmed that there are no tree removals, only some pruning in line with routine tree maintenance works. Therefore, officers are satisfied that proposed temporary buildings would not significant impact on the existing trees.

Conclusion

The proposed development will be of educational value to the children of the school and the wider community, with the harm caused to the neighbouring properties and temporary in nature and outweighed by the educational benefit. Given the above this application is recommended for APPROVAL.

Conditions:

- 1 The permission hereby granted shall endure for a period of 36 months from the date of this consent within which period, unless with the express approval of the Local Planning Authority, this part of the site shall have been cleared including the removal of the structure in question and reinstated back to its original state.

Reason: In order to enable the Local Planning Authority to review and assess the use, which is not acceptable as a permanent development, 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.

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