



Officer Report

Application Number:	HGY/2024/1921
Application Type:	Full planning permission
Address:	Hale Service Centre, Old Filling Station,, Ferry Lane, London, N17 9NG
Proposal:	Retrospective application for retention of scaffolding structure for a temporary period to facilitate wall repairs and maintenance to main service centre building.
Case Officer:	Roland Sheldon
Valid Date:	11/07/2024
Applicant:	4 Mr O Ozkan
Agent:	Mrs Eda Ozkan

RECOMMENDATION

Approve with Conditions

RECOMMENDATION

Approval

1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

This application is for retrospective application for retention of scaffolding structure for a temporary period to facilitate wall repairs and maintenance to main service centre building.

Site and Surroundings

The subject site contains land to the rear of a disused petrol station site in use as a car mechanic/MOT service centre, located on the northern side of Ferry Lane in the Tottenham Hale ward of the borough. The surrounding uses are mixed, with the Paddock Community Nature Park located to the immediate east, and the recently development residential development of Hale Wharf to the west of the site. The site does not contain a listed building and is not located within a conservation area.

Relevant Planning and Enforcement History

Planning history:

No relevant full planning history.

Planning Enforcement history:

ENF/2024/0286: Unauthorised structure - Ongoing investigation

2. REPRESENTATIONS

The application has been publicised by way of a site notice placed outside the premises. The number of representations received during the statutory consultation period are set out below:

Objecting: 0

Supporting:

Neither:

The following issues were raised within the representations received:

None.

3. MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Design, character & appearance; and
2. Neighbouring amenity

Design, character and appearance

DPD Policy DM1 'Delivering High Quality Design' requires development proposals to relate positively to their locality, while Local Plan (2017) Policy SP11 requires the highest standard of design that respects local context and character and historic significance, which is equally supported by London Plan (2021) Policy D6.

The development subject to this application consists of a temporary scaffolding structure that has been erected to the rear of the car repair works building in the rear courtyard of the site. A complaint was received from a resident in the adjacent block of flats recently built at Hale Wharf, which resulted in a planning enforcement investigation being opened.

The application design and access statement indicates that the structure has been erected in order to assist the process of carrying out repair works on the service centre building by housing machinery in association with the business. It is only requested to be retained for a temporary period of 6 months from submission of the application, after which point, the structure would be removed.

Whilst unsightly, it is a temporary scaffolding structure that does not immediately address the public realm. It is considered given the temporary nature of the structure, that it is not unduly harmful to the character and appearance of the locality, subject to its removal after 6 months, when it is envisaged the works shall be completed. A condition shall be imposed

to this affect. The proposal is therefore acceptable with regards to design and character considerations.

Neighbouring amenity

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 residents.

Whilst unsightly, the scaffolding structure is set a significant distance away from the nearest neighbouring residential properties so as to ensure that its height, bulk and massing would not result in an unacceptable impact on light, outlook or visual overbearing impact. The structure is only used for storage and does not materially change the use of the site from its current use as a car repair works. A condition shall be imposed that requires the removal of the structure after six months. Subject to compliance with this condition, the proposal would be acceptable with regards to amenity impact considerations.

4. CONCLUSION

The proposal is acceptable with regards to design and amenity considerations.

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

6. RECOMMENDATION

GRANT PERMISSION subject to the following conditions:

Conditions:

- 1 The scaffolding structure hereby approved shall only remain on site for a temporary period and must be dis-assembled and removed from the site within 6 months of the date of this decision.

Reason: In the interests of the visual amenities of the locality, in accordance with policy DM1 of the Haringey Development Management DPD (2017).

- 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.