



ST MATTHEWS COURT, HARINGEY

DESIGN AND ACCESS STATEMENT

September 2023

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1.0 INTRODUCTION

The application Site currently comprises vacant land located adjacent residential blocks known as St Matthew's Court. The Site is bound by St. Matthews Court and Coppetts Road to the east, residential properties and gardens to the south and west and a car park to the north.

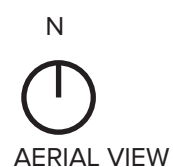
DESCRIPTION OF DEVELOPMENT:

"Construction of a new residential building (use class C3), together with landscaping, cycle and car parking, and associated works"

OVERVIEW OF DEVELOPMENT PROPOSALS:

The application proposals present an opportunity to optimise the Site's full development potential to deliver a new four storey residential building comprising an undercroft car park at ground level, and 6 high quality residential homes (6 x 1 bed, 2 people). All dwellings either comply or exceed relevant internal space, amenity and accessible design standards to provide high quality homes for future occupiers.

Prior approval has recently been granted by a Planning Inspector for an additional floor to each of the existing blocks to take them to four floors in height and this proposal seeks to provide a new four storey block to the rear of the site. Both developments would be carried out at the same time in order to minimise the length of time for construction thereby reducing the construction impact period on existing residents.



2.0 THE SITE CONTEXT

SITE LOCATION

St Matthews Court is located off Coppetts Road in the London Borough of Haringey. The surrounding area is residential in character and there are a number of adjacent residential properties surrounding the site.

The existing St Matthews Court development comprises a three storey, red brick building split into four blocks (A,B,C,D). with blocks A-C facing Coppetts Road and an additional block (D) to the rear which is physically attached at ground floor. The buildings follow gradually step down from south to north and follow the topography of the site, though all elements.

The building is set back from Coppetts Road with a generous landscaped frontage. There is an extensive car park to the north and the site benefits from a large area of landscaping to the south and rear laid with grass with some perimeter trees and shrubs.



AERIAL VIEW (PRIOR TO REMOVAL OF 3NO. TREES IN 2021)



STREET VIEW



AERIAL VIEW (PRIOR TO REMOVAL OF 3NO. TREES IN 2021)

3.0 EXISTING DEVELOPMENT

PHOTOGRAPHS (REFER TO LOCATION ON FOLLOWING PAGE)



1



2



3

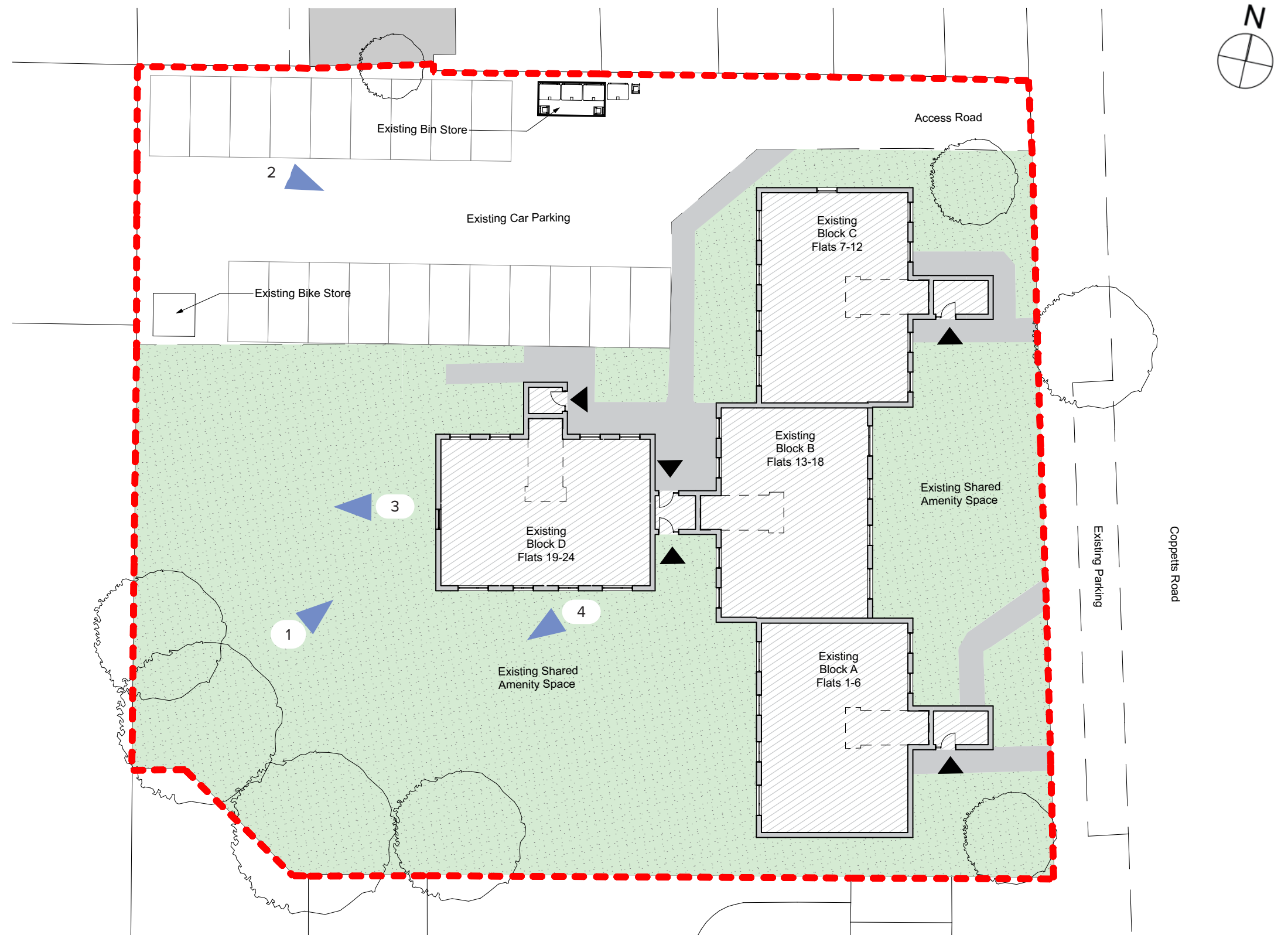


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ST MATTHEWS COURT, HARINGEY

3.0 EXISTING DEVELOPMENT

SITE PLAN AND PHOTOGRAPH KEY



4.0 USE AND AMOUNT

In order to assess the suitability of the development to the rear of St. Matthews Court various parties have been consulted to review the feasibility of the proposed scheme. Consultants aiding the design process include: Daylight and Sunlight specialists, Highways and Parking specialists, Landscape Architects, Fire Engineers, and Planning Consultants. Such consultations ensure that the design is aligned with current and emerging guidelines and statutory requirements. The proposal exceeds the London Plan requirements and comfortably meets the local plan requirements.

Current:

The area required for construction is currently soft landscaping forming part of the external gardens serving the existing flats at St. Matthews Court. Urban Greening Factor Calculations take this loss of green space into account.

Proposed:

St. Matthews Court is to be classified as C3(a) – Dwellinghouses

6no. flatted units

The planning statement that accompanies this Design and Access Statement details the aspiration.

Internally the dwellings provide or exceed space standards as identified below in the London Plan Requirement. In all cases private amenity space is provided, exceeding the minimum standards.

LONDON PLAN REQUIREMENT

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Extracted space standards from the London Plan:

Minimum Dimensions

A dwelling with two or more bed spaces must have at least one double (or twin) bedroom that is at least 2.75m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide.

A one bed space single bedroom must have a floor area of at least 7.5 square metres and be at least 2.15m wide

A two bed space double (or twin) bedroom must have a floor area of at least 11.5 square metres.

Amenity

A minimum of 5 square metres of private outdoor space should be provided for 1-2 person dwellings and an extra 1 square metres should be provided for each additional occupant.

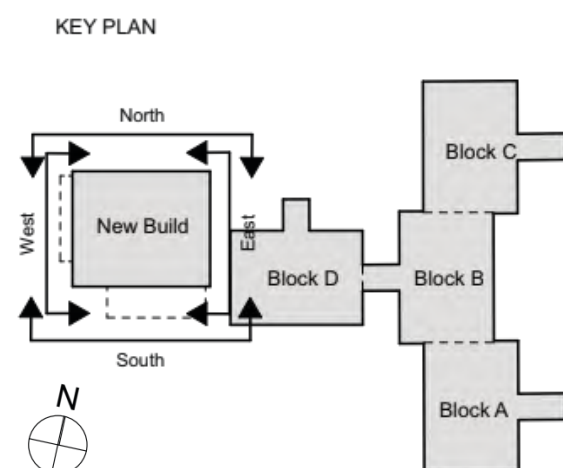
Table 2.3: Outdoor Amenity Space Requirements	Development Scale
For Flats: • 5 m² of space per habitable room.	Minor, Major and Large scale
For Houses: • 40 m² of space for up to four habitable rooms • 55 m² of space for up to five habitable rooms • 70 m² of space for up to six habitable rooms • 85 m² of space for up to seven or more habitable rooms	Minor, Major and Large scale

5.0 PROPOSED DEVELOPMENT

The proposed development is designed to complement and enhance the existing court. The additional block encloses the quadrangle which emphasises the significance of the landscape to the south west corner of the site. To reflect this newly defined significance to the site, the the landscaping and semi-public realm is to be redesigned to promote this currently under-utilised space into an area where residents will want to utilise.

The building fabric is chosen to complement the existing materials and proportions already seen at St. Matthews Court. As such red bricks are proposed with similar details and embellishments, such as soldier courses and elements of stack bonded brickwork.

Dark coloured window casements will punctuate the brick envelope to relate to the established precedent on site. The setting out, rhythm, rational order, and sizing of the fenestration is also designed to be coincident with the existing. Albeit to modern standards and regulations regarding, thermal, acoustic and security performances - which is likely to result in aluminium frames as apposed to the timber sashes found elsewhere on site, but these will be PPC finished to suit the context. The roof is proposed as pitched with gable ends to match the context and adjacent profile and datum's.



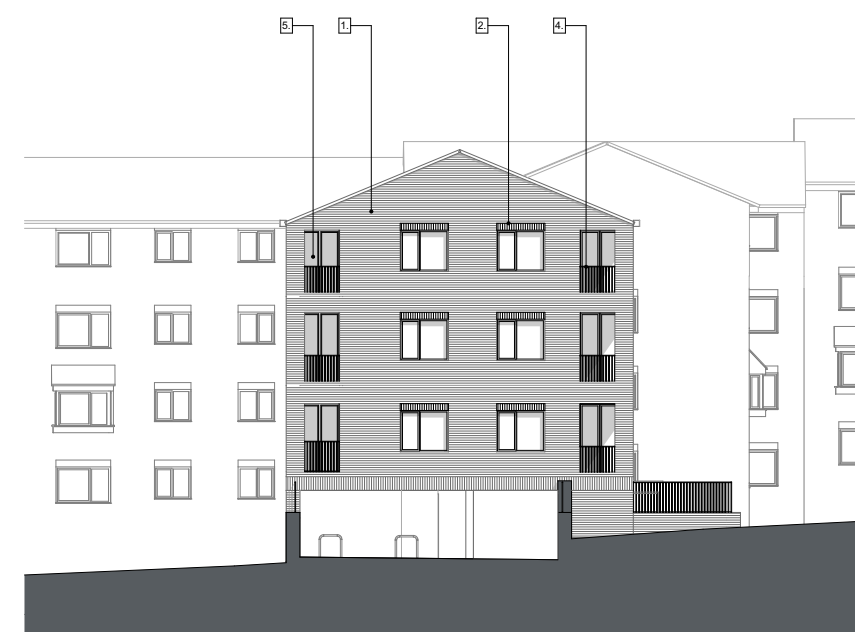
SOUTH ELEVATION - PROPOSED



NORTH ELEVATION - PROPOSED



EAST ELEVATION - PROPOSED



WEST ELEVATION - PROPOSED

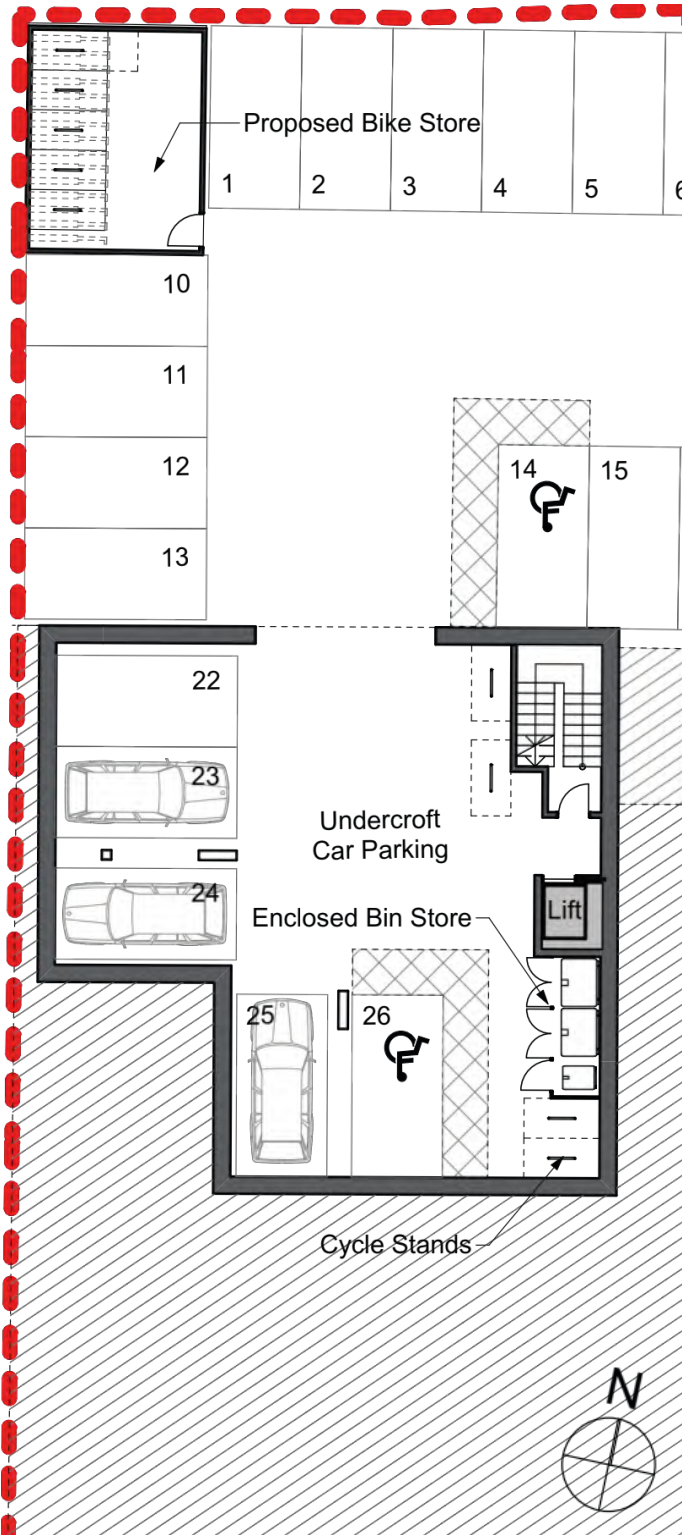
6.0 PROPOSED LAYOUTS

PROPOSED BLOCK PLAN



6.0 PROPOSED LAYOUTS

PROPOSED FLOOR PLANS



LOWER GROUND FLOOR



UPPER GROUND FLOOR



FIRST FLOOR



SECOND FLOOR

7.0 PROPOSED LANDSCAPING



ARES EXPERIENCE/BACKGROUND

From offices in Sheffield, London and Cheltenham Ares provide a comprehensive range of consultancy services relating to Landscape Architecture and Planning throughout the United Kingdom and overseas.

Since the inception of the Design Practice, Ares have been driven by a single attitude towards the design of landscapes and public spaces: they strive to create places which are sustainable, practical and beautiful.

Ares have more than 10 years experience in the delivery of complex public realm and residential projects, and we have collaborated many times with LSI architects including several projects where there is a need to address Urban Greening factor requirements.

LANDSCAPING – PROJECT INTRODUCTION

Ares have explored landscape design options which will assist Abbeytown Ltd in obtaining planning approval for the new build development at St Matthew’s Court.

Specific requirements are:

- Achieve an Urban Greening Factor (UGF) score of 0.45, set out by the GLA.
- Improve the landscape setting of St Matthew’s Court to gain support of current residents and neighbours in anticipation of any upcoming consultations.

Whilst the proposal set out in this document acknowledges that there will be less green space available on site after development, the purpose of the landscape design is to demonstrate that a higher quality green space for the benefit of existing and future residents will be achieved. This will be in addition to increasing the biodiversity and nature value of the site.

7.0 PROPOSED LANDSCAPING

EXISTING SITE LANDSCAPE

COLD FALL PRIMARY
SCHOOL

EXISTING CAR
PARK

NEIGHBOURING
GARDENS

EXISTING
MATURE TREES



EXISTING RESIDENTS
GREEN SPACE

7.0 PROPOSED LANDSCAPING

CONCEPT LANDSCAPE DESIGN

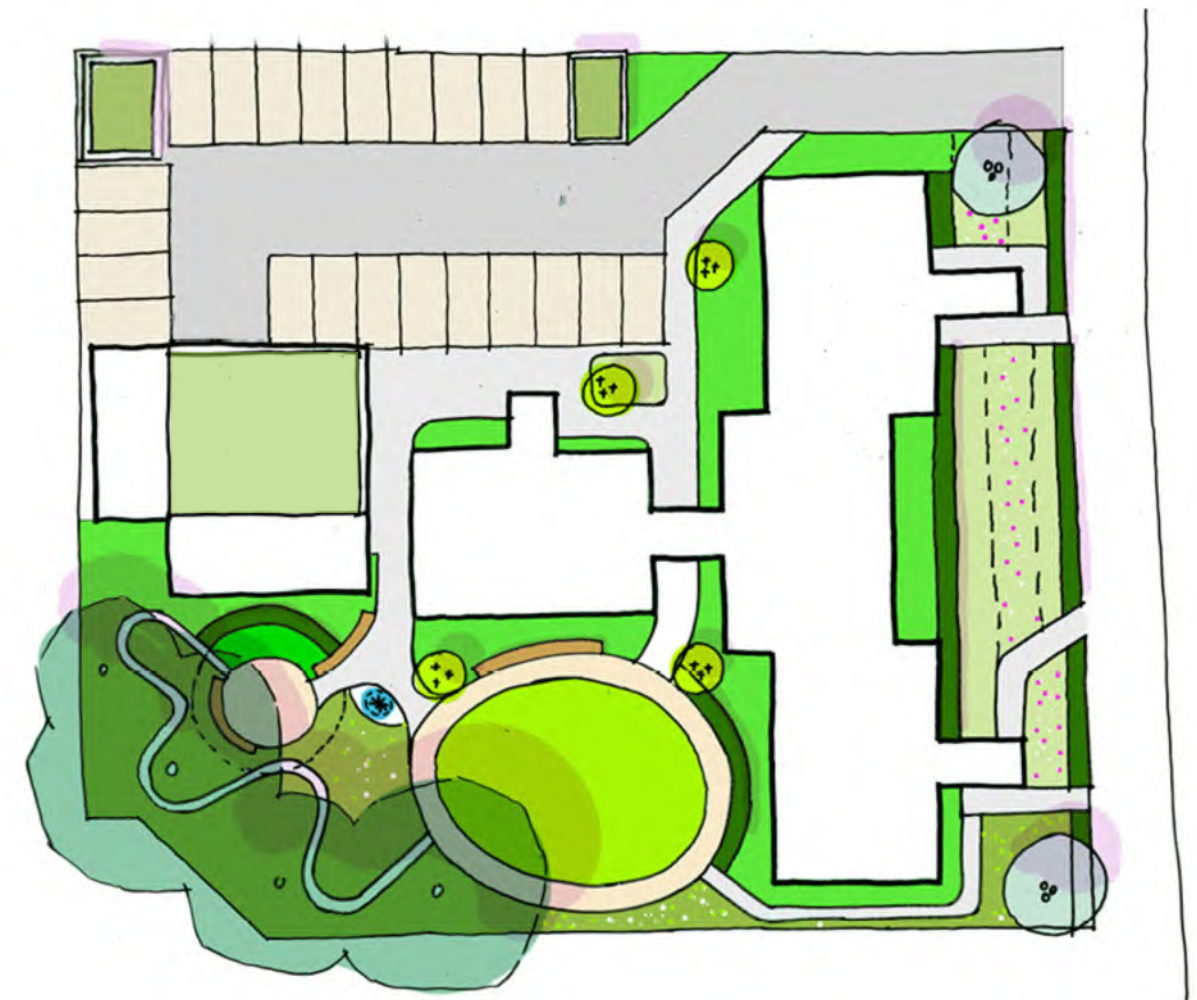


CREATING A VARIETY OF SPACES

STRENGTHENING BOUNDARY
PLANTING

IMPROVE CIRCULATION
ADDING HABITAT

SKETCH DESIGN



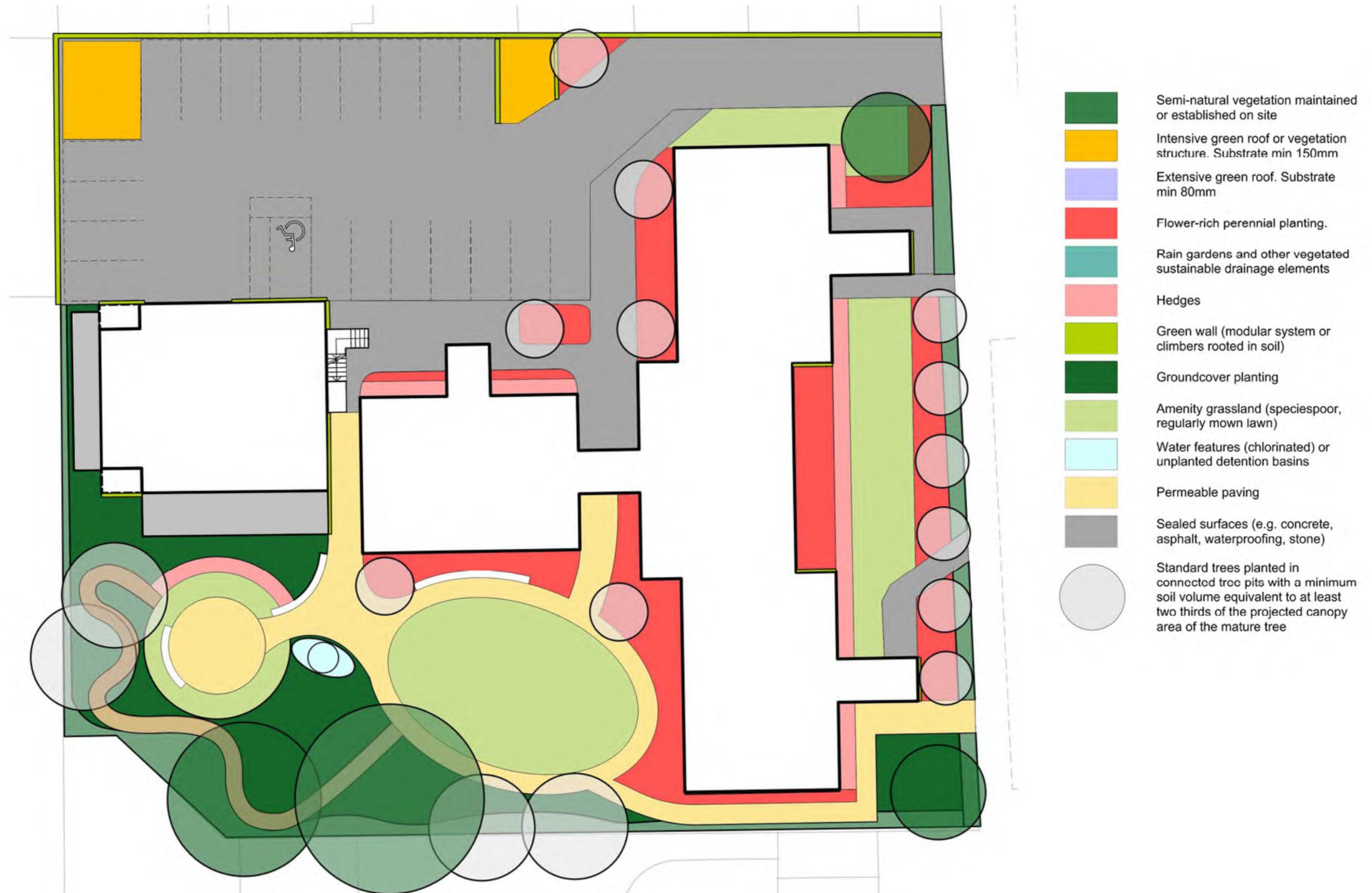
7.0 PROPOSED LANDSCAPING

ILLUSTRATIVE LANDSCAPE MASTERPLAN



7.0 PROPOSED LANDSCAPING

URBAN GREENING FACTOR



7.0 PROPOSED LANDSCAPING



URBAN GREENING FACTOR CALCULATION

Round Concept Plan - Without Roof		St Matthew's Court (m2)	
Surface Cover Type	UG Factor	Area	2550
Semi-natural vegetation maintained or established on site	1	324	324
Wetland or openwater maintained or established on site	1	0	0
Intensive green roof or vegetation over structure. Substrate min 150mm	0.8	30	24
Standard trees planted in connected tree pits with soil vol more than 2/3 of predicted canopy area	0.8	0	0
Extensive green roof, Substrate min 80mm	0.7	0	0
Flower rich perennial planting	0.7	225	157.5
Rain gardens and other vegetated sustianbale drainage elements	0.7	0	0
Hedges	0.6	49	29.4
Standard trees planted in connected tree pits with soil vol less than 2/3 of predicted canopy area	0.6	233	139.8
Green wall (modular system or climbers rooted in soil)	0.6	405	243
Groundcover planting	0.5	200	100
Amenity grassland (species poor, regulary mown)	0.4	262	104.8
Extensive green roof of sedum mat	0.3	0	0
Water features (chlorinated) or unplanted detention basins	0.2	6	1.2
Permeable paving	0.1	214	21.4
Sealed surfaces	0	0	0
	TOTAL		1145.1
	UG		0.45

7.0 PROPOSED LANDSCAPING

CHARACTER PRECEDENTS



7.0 PROPOSED LANDSCAPING

INTERVENTIONS TO HELP MEET UGF



7.0 PROPOSED LANDSCAPING

PROPOSED PLANTING PALETTE

Shade Garden Landscape

KEY

- 1. *Astilbe scolopendrium*
- 2. *Salvia nemorosa* 'Carodonna'
- 3. *Tiareella* 'Pink Skyrocket'
- 4. *Matteuchia struthiopteris*
- 5. *Brunnera macrophylla* 'Jack Frost'
- 6. *Helleborus x hybridus*
- 7. *Luzula nivea*
- 8. *Alchemilla mollis*
- 9. *Fritillaria meleagris*
- 10. *Hosta* 'Devon Green'
- 11. *Anthriscus sylvestris* 'Ravenswing'



7.0 PROPOSED LANDSCAPING

PROPOSED PLANTING PALETTE

Sun Garden Landscape

KEY

- 1. *Stipa gigantea*
- 2. *Allium hollandicum*
- 3. *Knautia macedonia*
- 4. *Gillenia trifoliata*
- 5. *Stachys byzantina*
- 6. *Salvia nemorosa* 'Ostfriesland'
- 7. *Stipa tenuissima*
- 8. *Orayla grandifolia*
- 9. *Salvia nemorosa* 'Carodonna'
- 10. *Achillea filipendulina* 'Terracotta'
- 11. *Geum coccineum*
- 12. *Lavandula angustifolia*
- 13. *Phlomis russeliana*
- 14. *Helenium moerheil* 'Beauty'
- 15. *Knipholia uvaria*



8.0 SUSTAINABILITY

STRATEGIES TO LOWER CARBON EMISSIONS

Despite the proposed development being small in scale, the design addresses various means by which its carbon footprint can be minimised as much as possible.

As the level of detail develops towards construction, the design team will aid the contractor and client in delivering an ethically and sustainable sourced building by reviewing manufactures information and QA procedures.

During the construction process the main contractor will have strategies in place in order to reduce waste as much as possible. Materials will be locally sourced where possible.

To date, the design has focused on the following high-level strategies that all contribute towards a lowering of carbon emissions:

- Reduced heat loss via enhanced air leakage standards
- High levels of insulation
- Low energy light fittings
- Reduced flow rate water fixtures
- Shared Recycling and Waste management
- Cycle storage to encourage bicycle use

9.0 ACCESS

ACCESS STRATEGY

Entrance:

Due to the topography of the site, the primary entrance is located on the Upper Ground Floor. However, direct access into the building is also granted via the under-croft served by a lift and general access stair. Access into the stair and lift lobby is to be secured via access control readers. Wheelchair car parking spaces are located closest to the lift to reduce travel distances as much as possible. From this lift/stair core, residents using wheelchairs will have complete access to all levels where thresholds will be designed to provided level access throughout.

The communal entrance serving the proposed block is located on he east elevation, nearest the street (Coppetts Road). This avoids having concealed / hidden entrances that would negate the opportunity provide passive surveillance within the court. The added benefit of doing so allows the proposed block to utilise already established access routes across the site, which follow a variable series of levels / topography.

The building envelope (above ground floor level) is in excess of 1m away from the boundary line, on all sides. The nearest boundary line being located on the west elevation. The lower ground floor does rely on the construction of a retaining wall closer to the boundary on the west elevation. This is to provide sufficient parking area and ventilation to the car park, whilst ensuring a suitable distance from the nearest existing block (to the east).

By maintaining a singular point of entry for the majority of the dwellings the scheme ensures tenure blindness and prevents any element of segregated ingress. This strategy benefits the security of the proposed dwellings. This was an active decision to provide greater security and crime prevention and helps reduce the mass of the building through an efficient shared core. All communal and private entrance doors will be sufficiently robust in accordance with Part Q of the Building Regulations.

Circulation and Vertical Access:

It is anticipated that the lift will provide the primary means of vertical circulation to residents located on the first and second floors.

A general access stair will also be provided as a secondary means of access, and requirement to ensure compliance with Building Regulations Approved Document Parts B, K & M. Categorised as a ‘General Access Stair’ under part K ensures that the stair pitch, rise and goings are moderate and easy to climb.

Wheelchair users seeking ownership or rented accommodation would have access to all floors via the lift. Refuge points and evac chairs will be provided within the stair core in the event of an emergency evacuation. Classification of an ambulant stair in this situation also aids emergency egress.

Private and Semi-Private Areas:

The majority of the development comprises of private residential dwellings. The ancillary spaces that serve these homes are semi-private and as such, evidently communal. Signage and manifestations will be used to clarify and delineate for the visually impaired.

The ancillary spaces include: communal lobbies, stair core and bin and bike stores.

Please refer to Plans for further private / communal clarification.

Public Circulation:

There are no rites to public access over the site. As such pedestrian footpaths adjacent to the site boundary will remain as they currently are.

Lighting, street signage, street furniture and bus stops in the public demise will not require removal or re-positioning and as such will remain as currently situated. The car parking layout will receive minor setting out adjustments to optimise parking numbers and access into the proposed under-croft car park. The extents of which is identified on the proposed site plan

Emergency services:

Emergency services will have access to the building directly from Manor Road. The proposed development has an accessible perimeter in excess of the minimum 15%.

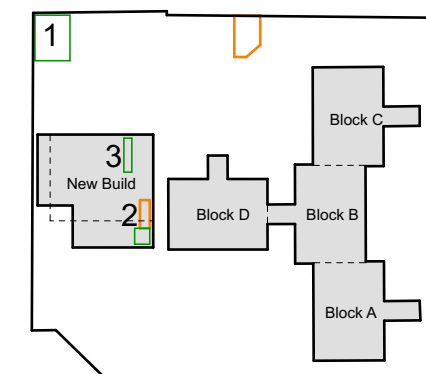
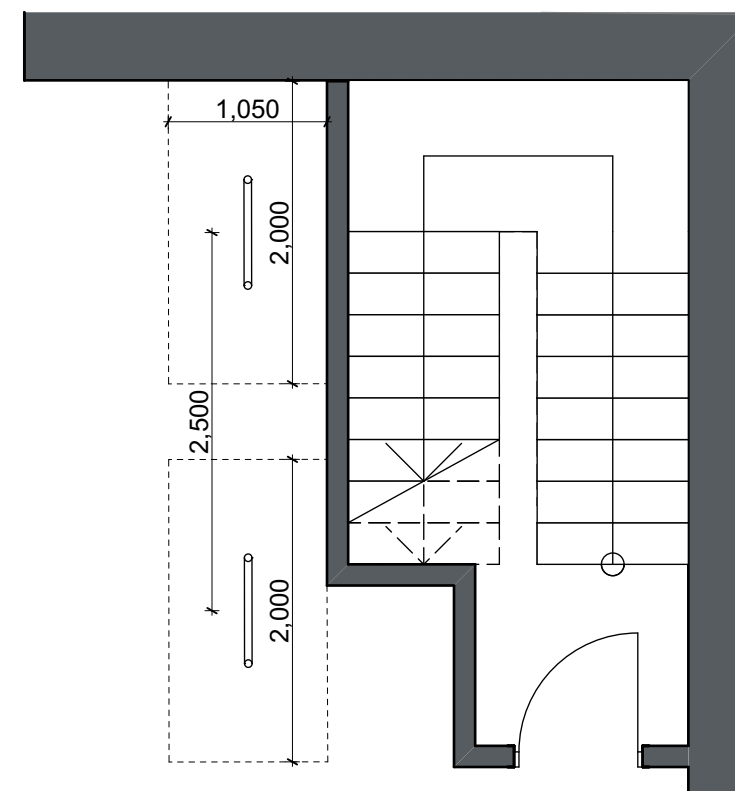
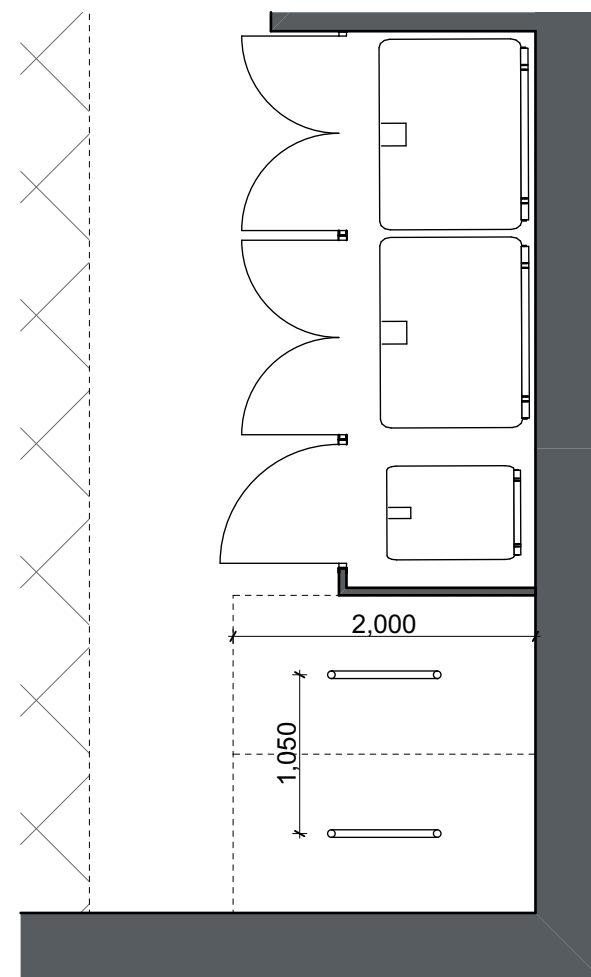
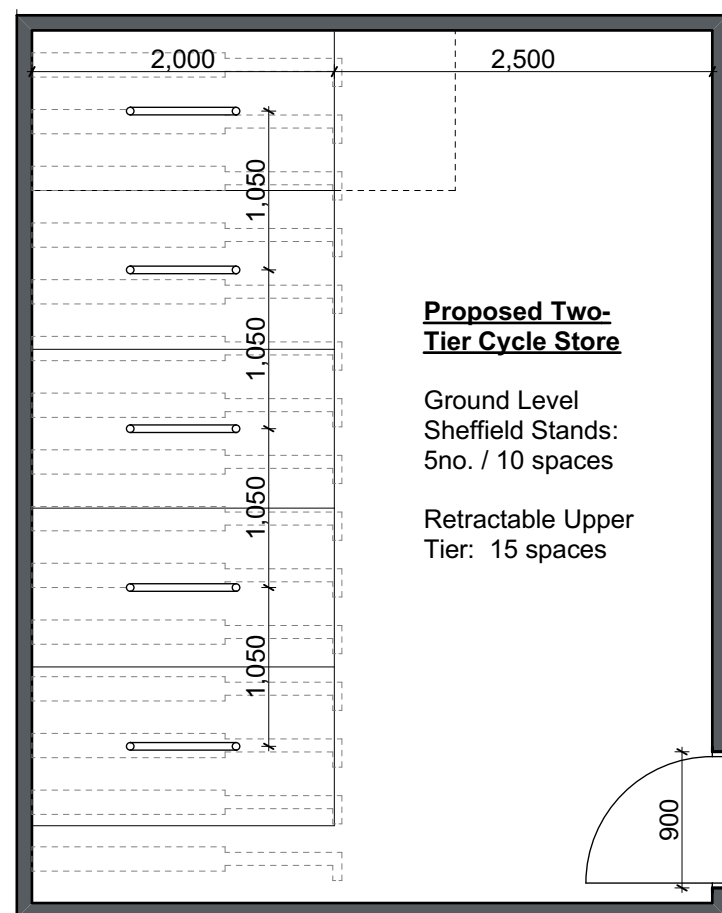
Dwelling entrance doors will be in compliance with Part M, meaning that the door width will be greater than 750mm, the minimum required by the Fire Brigade.

An Emergency Plans Box will be located within the ground floor foyer of the building to provide fire crews / emergency services with premise information and information necessary to ensure the safety of both the attending emergency teams and owner/occupiers.

As the proposed building is well below 18m tall, firefighting shafts or firefighting stairs are not required.

For other emergency vehicles such as Ambulance and Police, Loading / Parking is located within 2m of the building.

9.1 BICYCLE STORAGE



4 Site Key Plan 1:1000

Green denotes cycle parking.

Orange denotes waste and refuse.

1 External Bike Store - NW Corner of Site 1:50

Number of cycle parking spaces
shown here: 25

**Total number of cycle parking
spaces found on site: 33**

2 Undercroft - Bin + Bike Provision - SE Corner

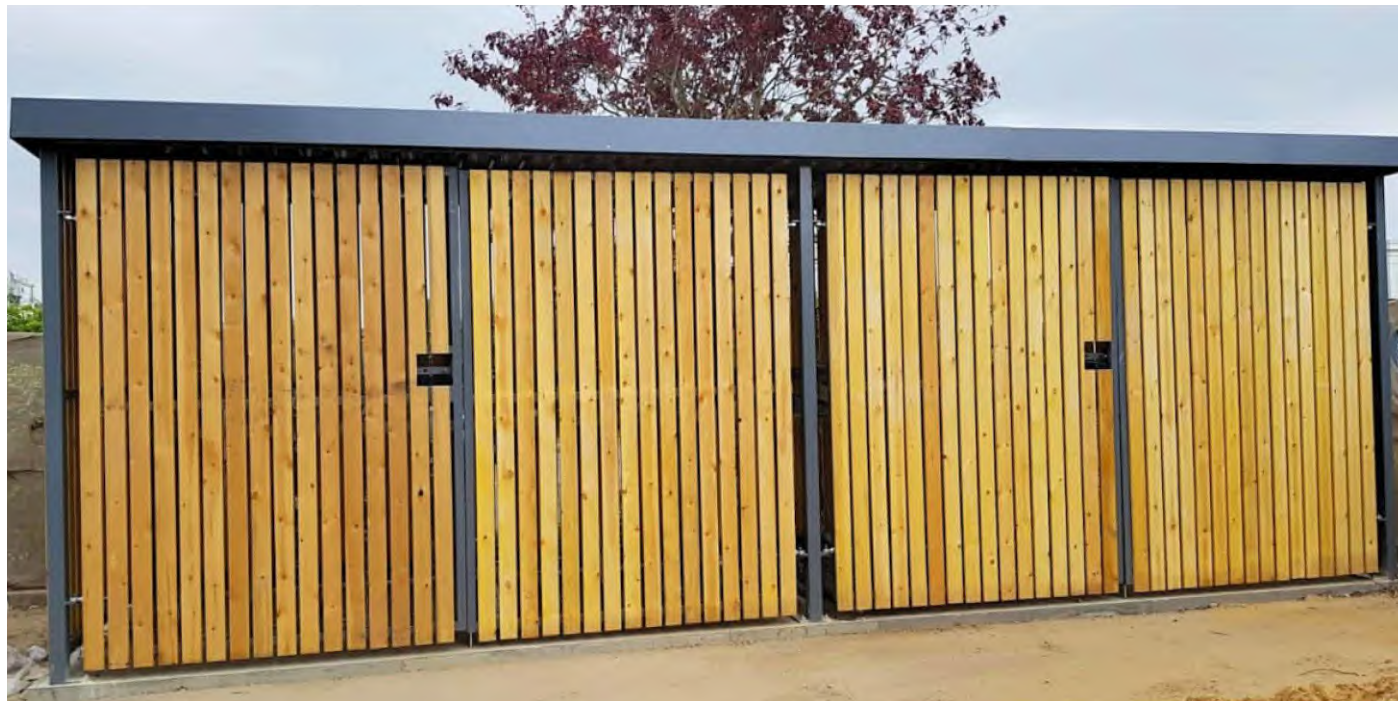
Number of cycle parking spaces
shown here: 4

3 Undercroft - Cvyle Stand Provision - NE Corner 1:50

Number of cycle parking spaces
shown here: 4

9.1 BICYCLE STORAGE

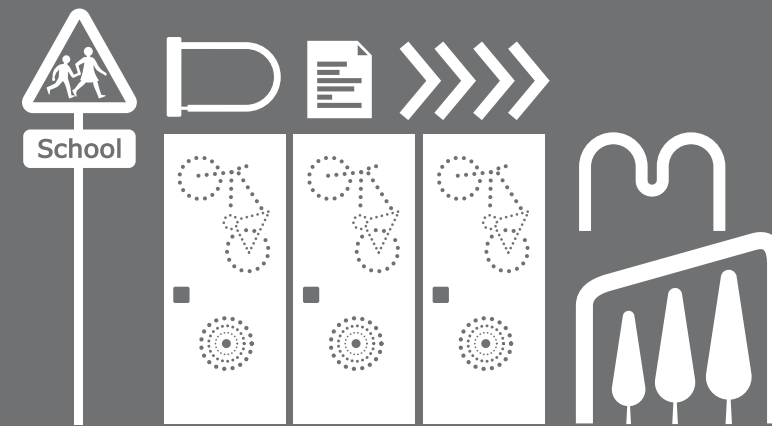
EXAMPLES - TWO-TIER CYCLE ENCLOSURES



REFERENCES - LONDON CYCLE DESIGN STANDARDS

8. Cycle parking

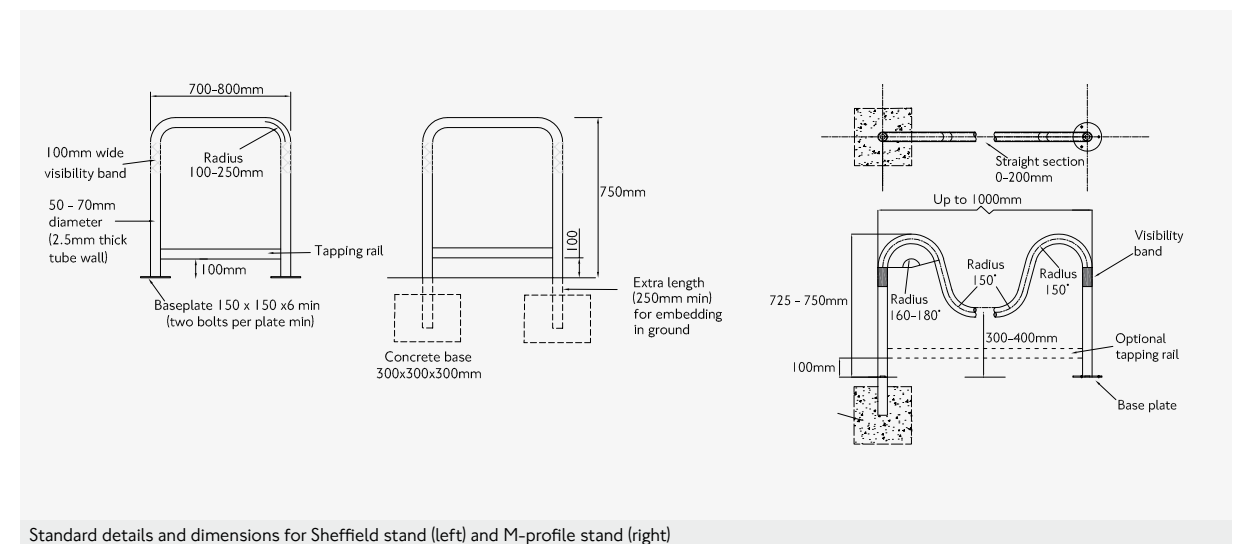
This chapter focuses on the planning and design of high quality parking facilities for all cycle users – fit-for-purpose, secure and well located.



Version control

Version 1 (Dec 2014) – Published

Version 2 (Sept 2016) – Minor amendments following publication of TSRGD (2016)



Standard details and dimensions for Sheffield stand (left) and M-profile stand (right)

NORWICH

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